

(Translation)

Minutes of the 8<sup>th</sup> Meeting of Traffic and Transport Committee (1/25-26)

Date: 28 April 2025

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHAN Sung-ip, BBS, MH (Chairman)

Mr CHENG Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Mr YAU Kam-ping, BBS, MH

Ms CHEUNG Man-ka

Dr LEUNG Cheong-ming, Raymond, MH, JP

Mr CHAN Chun-chung

Mr MOK Yuen-kwan

Mr TSANG Tai

Mr FUNG Cheuk-sum

Mr WONG Wai-kit, MH

Mr WONG Kai-chun

Mr KOT Siu-yuen, MH

Mr LAU Chung-kong

Mr CHAN Pui-heng

Mr LEUNG Chi-wo

Government Representatives

Mr AU Ka-shing, Billy, JP  
District Officer (Tsuen Wan),  
Tsuen Wan District Office

Mr KWAN Chun-kit, Eric  
Assistant District Officer (Tsuen Wan),  
Tsuen Wan District Office

Mr CHOW Ming-fai  
Senior Inspector of Works,  
Tsuen Wan District Office

Miss MUI Wai-ching, Destiny	Senior Transport Officer/Tsuen Wan, Transport Department
Mr FAN Yuk-ming, Terence	Transport Officer/Tsuen Wan 2, Transport Department
Mr CHAN Yee-hing, Paul	Engineer/Tsuen Wan 1, Transport Department
Mr SIN Ho-pong, Stanley	Engineer/Tsuen Wan 2, Transport Department
Mr CHEUNG Hang-keung, Ken	Engineer/Tsuen Wan 4, Transport Department
Mr WONG Hei-long, Ken	District Engineer/Tsuen Wan, Highways Department
Ms LAM Hang-ling, Sara	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Tsuen Wan District Council Secretariat Representatives

Mr LIM Kuen	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr LI Yin-chung, Tony (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office
Ms IP Wai-ling, Jennifer	Executive Officer (District Council)3, Tsuen Wan District Office

In Attendance:

For discussion of item 3

Mr TSUI Ho-wing, Stan	Senior Transport Officer/Bus/New Territories South West, Transport Department
Ms CHIANG Hei-man, Betty	Transport Officer/Bus/New Territories South West, Transport Department
Mr Ken WONG	Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Mr Leo CHOW	Assistant Manager (Public Relations), Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer (Operations Support), Kowloon Motor Bus Company (1933) Limited
Mr Clarence CHAN	Operations Manager (Kowloon & New

Mr Jack TSE Territories), Citybus Limited  
Planning Officer, Citybus Limited

For discussion of item 4

Mr Ken WONG Manager (Operations), Kowloon Motor Bus  
Company (1933) Limited  
Mr Leo CHOW Assistant Manager (Public Relations), Kowloon  
Motor Bus Company (1933) Limited  
Mr Eric LEE Officer (Operations Support), Kowloon Motor  
Bus Company (1933) Limited

For discussion of item 5

Mr MA Tai-wai, David Second Officer-in-Charge, District Traffic Team  
(Tsuen Wan), Hong Kong Police Force

For discussion of item 8

Mr CHAN Pui-hei Engineer/Highways 1, Highways Department  
Mr TSE Chun-lam, Benson Senior Inspector of Police, Road Management  
Office (Enforcement & Control Division)  
(Traffic New Territories South),  
Hong Kong Police Force

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 8<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC). He introduced Mr LI Yin-chung, Tony, who attended the meeting for the first time and served as the Secretary of the T&TC.

2. The Chairman stated that according to the requirements stipulated in the Tsuen Wan District Council Standing Orders (the “Standing Orders”), if a District Council (DC) Member found that he/she had any direct personal or pecuniary interests in a discussion item or relevant matters when attending a meeting of the Council or dealing with matters related to the Council, the DC Member should declare the interests. The Secretariat had received a declaration of interests made by Mr LEUNG Chi-wo in respect of the subject matter of agenda item 7 prior to this meeting. He disclosed himself as the Chairman of the Park Island Owners’ Committee. Pursuant to section 22 of the Standing Orders, the Chairman decided that Mr LEUNG Chi-wo could

participate in the discussion of agenda item 7, but could not cast any vote. The Chairman explained that such decision was made because the Member had no direct personal or pecuniary interest in the subject matter of agenda item 7 and his participation in the discussion could help reflect the views of local residents. The Chairman enquired whether Members had to make declarations of interests immediately. No Member made a declaration of interests immediately.

3. The Chairman stated that Members could speak once and make supplementary remarks once on each agenda item at the meeting. Each Member could speak up to two minutes in the first round of speeches and up to one minute in the second round of speeches.

## II Item 1: Confirmation of Minutes of the 7<sup>th</sup> Meeting held on 27.2.2025

4. The Chairman said that the Secretariat had not received any proposed amendment prior to this meeting. The Chairman enquired whether Members had to put forth proposed amendments immediately. No Member put forth a proposed amendment immediately. Members unanimously endorsed the minutes.

## III Item 2: Matters Arising from the Minutes of the Previous Meeting

5. The Chairman stated that there were no matters arising from the minutes of the previous meeting.

## IV Item 3: Bus Route Planning Programme 2025-2026 of Tsuen Wan District (TWDC T&TC Paper No. 1/25-26)

6. The Chairman stated that the Transport Department (TD) submitted the paper. The representatives from the department and organisations responsible for giving responses were:

- (1) Mr TSUI Ho-wing, Stan, Senior Transport Officer/Bus/New Territories South West (STO/B/NTSW), TD;
- (2) Ms CHIANG Hei-man, Betty, Transport Officer/Bus/New Territories South West, TD;
- (3) Mr Ken WONG, Manager (Operations) (M(O)), Kowloon Motor Bus Company (1933) Limited (KMB);
- (4) Mr Leo CHOW, Assistant Manager (Public Relations) (AM(PR)), KMB;
- (5) Mr Eric LEE, Officer (Operations Support) (O(OS)), KMB;
- (6) Mr Clarence CHAN, Operations Manager (Kowloon & New Territories), Citybus Limited (Citybus); and

- (7) Mr Jack TSE, Planning Officer, Citybus.
7. STO/B/NTSW of the TD introduced the paper.
8. The views and enquiries of Members were summarised as follows:
- (1) a Member said that it was common these days for buses of KMB Route No. 52X departing from Tuen Mun to have places for standees only when they reached the en-route stops at Sham Tseng. Some were even fully loaded. The Member therefore welcomed the operation of special departures of KMB Route No. 52P to meet the passenger demand for the route. In addition, the Member suggested operating the return service of KMB Route No. 52P (bound for Sham Tseng from Sham Shui Po or Mei Foo);
  - (2) a Member enquired about the calculation method for the “occupancy rate during the busiest hour” under the column “Patronage” in Annex; and
  - (3) a Member noted that the bus service for Kwu Tung North in the Bus Route Planning Programme (BRPP) would pass through San Tin Interchange, and agreed that the route concerned would bring convenience to the public travelling to and from the Mainland. The Member also enquired whether additional interchange options between Tsuen Wan and Liantang Port could be provided.
9. STO/B/NTSW of the TD responded as follows:
- (1) the TD noted Members’ views on the provision of return service for KMB Route No. 52P. Currently, when Route No. 52P was not in service, passengers could take KMB Route No. 52X. The TD would continue to closely monitor the passenger demand and service standards of Route Nos. 52X and 52P, and would timely discuss with the bus company the feasibility of service adjustment;
  - (2) regarding the “occupancy rate during the busiest hour”, the TD would conduct site investigations at the en-route stops of the bus routes with the highest occupancy rate during the busiest hour. It would also obtain operating data from bus companies for reference; and
  - (3) the TD noted Members’ views on providing a bus route plying between Tsuen Wan and Liantang Port. However, given the limited capacity of the roads and port facilities connecting to the port, the TD encouraged the public to choose among the existing public transport services and interchange arrangements for travelling to and from different ports. The TD would

continue to adjust the relevant public transport services timely in light of the capacity of the roads and port facilities around the port. Currently, members of the public could utilise existing services to arrive at Yuen Long and interchange with KMB Route No. B9 for their journey to Liantang Port.

10. The views and enquiries of Members were further summarised as follows:
  - (1) a Member noted that some airport bus routes in the BRPP would be re-routed via Terminal 2 of the airport, and enquired whether the service frequency of the relevant bus routes would be reduced after such re-routing; and
  - (2) a Member pointed out that when bus companies conducted studies on the amalgamation or cancellation of bus routes with low occupancy rates, they should also consider the transport needs of members of the public living in remote areas.
  
11. STO/B/NTSW of the TD responded that as stated in the captioned paper, the TD had no plan to adjust the service frequency of airport bus routes for the time being. The arrangements would be subject to the final road design at the area around the Hong Kong International Airport Terminal 2.
  
12. O(OS) of the KMB responded as follows:
  - (1) the KMB noted Members' suggestion on operating the return service of Route No. 52P. The KMB would closely monitor the occupancy rates of Route Nos. 52P and 52X and study the feasibility of the suggestion in a timely manner;
  - (2) currently, the KMB also provided interchange concessions for passengers to take the KMB bus routes from Tsuen Wan to Yuen Long, and interchange to Route No. B9 to Liantang Port. The KMB noted Members' suggestion on the provision of bus services plying between Tsuen Wan and Liantang Port, and would closely monitor the passenger demand to discuss the arrangement for route improvement with the TD timely; and
  - (3) for better utilisation of resources, the KMB would propose the rationalisation of bus routes when the patronage of some routes was low. At the same time, when proposing the rationalisation of bus routes in the annual BRPP, the KMB would provide an alternative option with similar fares and convenience to the affected passengers.

V Item 4: Problems of Delayed and Lost Bus Trips in Tsuen Wan District  
(TWDC T&TC Paper No. 2/25-26)

13. The Chairman stated that Mr FUNG Cheuk-sum, Mr WONG Kai-chun, Mr CHENG Chit-pun, Mr CHOW Sum-ming and Mr CHAN Pui-heng submitted the paper. The representatives from the department and organisation responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (2) Mr Ken WONG, M(O), KMB;
- (3) Mr Leo CHOW, AM(PR), KMB; and
- (4) Mr Eric LEE, O(OS), KMB.

Besides, the written replies of the TD and KMB were tabled at the meeting.

14. Mr FUNG Cheuk-sum, Mr WONG Kai-chun and Mr CHENG Chit-pun introduced the paper.

15. STO/TW of the TD responded that the TD was highly concerned about the delayed and lost bus trips of the KMB bus services recently. It had assigned staff to conduct on-site investigations and found that there had been delayed/lost bus trips or left-behind passengers for some of the trips of Route Nos. 36A, 36B and 234A. The TD had requested the KMB to conduct an investigation and provide an explanation. The KMB responded that the situation was caused by the absence of bus captains. The TD had solemnly demanded the KMB to provide services according to the required service frequency and swiftly address the problem of manpower shortage. The TD would closely monitor the effectiveness of the improvement measures adopted by the KMB as well as the service conditions of the routes in the district, and would timely request the KMB to strengthen the improvement measures in order to provide satisfactory services to passengers.

16. The views and enquiries of Members were summarised as follows:

- (1) a Member enquired about the replacement mechanism of the KMB for dealing with the unexpected absence of bus captains and the time pledge for arranging substitute captains; and
- (2) a Member said that the waiting time for Route Nos. 234A and 234B would take as long as 24 to 33 minutes due to lost bus trips, such situation was unsatisfactory. The Member urged the KMB to strengthen its measures to increase manpower and provide services according to the agreed service

frequency.

17. M(O) of the KMB responded as follows:

- (1) the KMB had actively recruited manpower through various channels after the Lunar New Year, which included organising a number of recruitment fairs in different districts. The shortage of manpower had been gradually alleviated since April 2025. Additional departures had even been introduced for some routes to pick up passengers, and it was only on certain days that the service frequencies had been affected due to the unexpected absence of bus captains; and
- (2) when a bus captain was absent unexpectedly, the KMB would immediately adjust the working hours of other bus captains to take up the duties of the absent bus captain, with a view to minimising the impact on the public as far as possible.

VI Item 5: Proposal for Improving the Traffic Conditions in the Vicinity of Chung On Street and Ho Pui Street

(TWDC T&TC Paper No. 3/25-26)

18. The Chairman stated that Mr YAU Kam-ping, Mr NG Chun-yu, Mr KOO Yeung-pong, Mr CHOW Sum-ming, Mr TSANG Tai, Mr LAU Chung-kong and Mr CHAN Pui-heng submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr CHEUNG Hang-keung, Ken, Engineer/Tsuen Wan 4 (E/TW4), TD;
- (2) Mr WONG Hei-long, Ken, District Engineer/Tsuen Wan (DE/TW), Highways Department (HyD); and
- (3) Mr MA Tai-wai, David, Second Officer-in-Charge, District Traffic Team (Tsuen Wan) (SOiC/DTT(TW)), Hong Kong Police Force (HKPF).

Besides, the written reply of the HyD was tabled at the meeting.

19. Mr NG Chun-yu, Mr YAU Kam-ping and Mr KOO Yeung-pong introduced the paper.

20. E/TW4 of the TD responded as follows:

- (1) there was already a set of “Turn left only” traffic signs at the junction of Ho Pui Street connecting Chung On Street at present, yet drivers were found breaching the traffic instruction at the location near Mary of Providence Primary School from time to time. The TD planned to paint the “double

white lines with hatching” (hatched lines) and “Turn left only” road markings on the road surface concerned together with the HyD;

- (2) no pedestrian crossing was provided at Chung On Street at the moment. After reviewing the width of the walkway and underground public utilities at the road section concerned, the TD planned to set up guard rails at some sections of the road to guide pedestrians to use the designated crossing;
- (3) the TD noted the Member’s suggestion on replacing the “Give way” signs on some lanes with the “Stop” signs, and would study the feasibility of the suggestion; and
- (4) the TD had referred the specified illegal parking situation to the HKPF for follow-up and enforcement actions.

21. DE/TW of the HyD responded that the HyD had received the works request form from the TD regarding the improvement of the road markings and traffic signs at Ho Pui Street and Chung On Street. The works concerned were expected to be completed in the second quarter of 2026.

22. SOiC/DTT(TW) of the HKPF responded that police officers had often taken enforcement actions at the aforementioned illegal parking blackspots at different periods, during which the vehicles of individual shop operators had been found illegally parked at the road section concerned for use as mobile storage. The Police had taken targeted actions to combat against illegal parking of such vehicles.

23. The views and enquiries of Members were summarised as follows:

- (1) a Member pointed out that enquiries from drivers had recently been received about the reason for having both the “Turn left only” and “Ahead only” traffic signs at the junction of Ho Pui Street and Chung On Street; and
- (2) a Member suggested that the Police should continue to take actions against illegal parking as well as loading/unloading activities at Ho Pui Street, with a view to resolving the traffic congestion in the areas along Ho Pui Street and Chung On Street.

24. E/TW4 of the TD responded as follows:

- (1) the traffic sign installed at the junction of Ho Pui Street from the direction of Ham Tin Street towards Chung On Street was not a round-shaped “Ahead only” traffic sign, but a rectangular-shaped “One way traffic” and a round-shaped “Turn left” traffic sign instead; and

- (2) in addition, vehicles at Chung On Street could only go ahead via Ho Pui Street and continue to head towards Yeung Uk Road or make a right turn to go into Ho Pui Street.

25. The views of Members were further summarised as follows:

- (1) a Member suggested that the TD should add lane indication arrows or other road markings on the road surface to replace the traffic signs at the junction in question to avoid misunderstanding by members of the public; and
- (2) a Member suggested that the Police should continue to take actions against illegal parking as well as loading/unloading activities at Ho Pui Street to resolve the traffic congestion in the areas along Ho Pui Street and Chung On Street.

26. E/TW4 of the TD responded that traffic signs were commonly used on different roads to give orders or warnings to drivers. The TD noted the Member's suggestion on adding lane indication arrows on the road surface to replace the existing traffic signs, and would review its feasibility.

#### VII Item 6: Improving the Accessibility of Villages in Tsuen Wan District

(TWDC T&TC Paper No. 4/25-26)

27. The Chairman stated that Mr YAU Kam-ping, Mr NG Chun-yu, Mr KOO Yeung-pong, Mr WONG Kai-chun, Mr LAU Chung-kong, Mr CHAN Chun-chung and Mr MOK Yuen-kwan submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr KWAN Chun-kit, Eric, Assistant District Officer (Tsuen Wan) (ADO(TW)), Tsuen Wan District Office (TWDO);
- (2) Mr CHEUNG Hang-keung, Ken, E/TW4, TD; and
- (3) Mr WONG Hei-long, Ken, DE/TW, HyD.

28. Mr YAU Kam-ping, Mr NG Chun-yu and Mr LAU Chung-kong introduced the paper.

29. ADO(TW) of the TWDO responded that the TWDO attached great importance to the needs of villagers and welcomed various stakeholders to propose suggestions on barrier-free facilities in villages to relevant government departments. The departments concerned would consider whether the works would be implemented subject to the feasibility of the works, resource allocation and views of the local

community. The TWDO had also carried out improvement works to enhance the barrier-free environment and facilities in rural areas in some local villages in the past, such as the construction of three ramps of 30 metres in length each in Yau Kom Tau Village in 2023 and the construction of a ramp of 27 metres in length in Ma Wan Fishermen's Village in 2018, to facilitate the access of residents and delivery of daily necessities. In the future, the TWDO would consider the relevant works suggestions based on the resource utilisation and technical feasibility. In respect of the barrier-free facilities of public walkways and public transport nodes near villages, as well as the Universal Accessibility (UA) Programme mentioned in the captioned paper, he invited the TD and the HyD to respond respectively.

30. E/TW4 of the TD responded that the Government had been committed to developing a comprehensive transport network to increase the accessibility of the community. In formulating the relevant policies, the Government would canvass various community stakeholders for their views to ensure that the policies could bring benefits and convenience to the public and were socio-economically efficient. In planning the transport and barrier-free facilities in rural areas, various government departments would consult the TD, and the TD would give advice from the traffic engineering perspective, including pedestrian safety, accessibility and impact on public roads. The relevant departments were also required to submit traffic impact assessment reports on the works to the TD.

31. STO/TW of the TD supplemented that the TD would follow up with the relevant stakeholders upon receiving the views on barrier-free access (e.g. requesting the service operators of residents' coaches to provide low-floor vehicles) from members of the public or DC Members. The TD welcomed input from various stakeholders on barrier-free access and would actively follow up on the views concerned.

32. DE/TW of the HyD responded that the Government had all along been committed to providing barrier-free facilities at public walkways. Since the launch of the UA Programme in August 2012, the Government had been actively installing more barrier-free access facilities (i.e. lifts or ramps) at all public walkways (i.e. footbridges, elevated walkways and subways) in Hong Kong, including those in the vicinity of villages, to facilitate the access of the public. In order to benefit more members of the public, the scope of the UA Programme had been extended from initially covering only public walkways which were not equipped with any barrier-free access facilities to existing walkways that were already equipped with standard ramps, provided that

certain criteria were met. In 2019, the Government had even introduced a special scheme to retrofit lifts at footbridges, subways, and elevated walkways in housing estates under the Tenants Purchase Scheme, the Buy-or-Rent Option Scheme and public rental housing estates with properties divested under the Housing Authority, provided that certain criteria were met. The HyD had been pressing ahead with the implementation of a total of 382 items under various phases of the UA Programme. As of the end of February 2025, 239 items under the UA Programme had been completed in total, while 138 items were under construction. The Government would continue to make an all-out effort in taking forward the remaining projects, providing convenience to more members of the public.

33. The views and enquiries of Members were summarised as follows:

- (1) a Member thanked the TWDO for constructing barrier-free access at villages;
- (2) a Member enquired about the feasibility of providing lifts in rural areas;
- (3) a Member expressed concern over the situation that the operator responsible for the public transport services in Ma Wan had failed to provide low-floor bus services in accordance with the timetable, and urged the TD to take follow-up actions; and
- (4) a Member was concerned about the illegal parking of vehicles at bus stops which obstructed the boarding and alighting of wheelchair users from buses.

34. STO/TW of the TD responded that the TD was aware that the operator concerned had announced the timetable for the operation of low-floor buses, with the intention of allowing passengers in need to use low-floor bus services according to the timetable. The TD would contact the operator to follow up on the matter.

35. DE/TW of the HyD responded that the UA Programme aimed to provide barrier-free facilities at public walkways, such as lifts and ramps. Before the provision of relevant facilities, the HyD would consider factors such as the pedestrian flow, the space for construction and public demand. The barrier-free facilities within villages would fall under the purview of other departments.

#### VIII Item 7: Views on Improving the Traffic in Response to the Opening of the Ma Wan 1868 Park

(TWDC T&TC Paper No. 5/25-26)

36. The Chairman stated that Ms CHEUNG Man-ka, Mr WONG Wai-kit and Mr LEUNG Chi-wo submitted the paper. The representatives from the departments

responsible for giving responses were:

- (1) Mr SIN Ho-pong, Stanley, Engineer/Tsuen Wan 2 (E/TW2), TD;
- (2) Miss MUI Wai-ching, Destiny, STO/TW, TD; and
- (3) Ms LAM Hang-ling, Sara, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (AA/Lands (DLO)), Lands Department (LandsD).

Besides, the written reply of the TD was tabled at the meeting.

37. Ms CHEUNG Man-ka, Mr WONG Wai-kit and Mr LEUNG Chi-wo introduced the paper.

38. A Member suggested that the TD should follow up with the service operators on the issue that Mainland visitors were unable to pay the fares by means other than Octopus card.

39. E/TW2 of the TD responded as follows:

- (1) since the trial operation of the Ma Wan 1868 Park in 2024, the Government had been monitoring the flow of visitors and traffic at Ma Wan Park. In light of the growth, the TD had been actively studying the resumption of some sections of Pak Yan Road and Pak Lai Road in Ma Wan Park as public roads. The TD would work with the HyD and LandsD to maintain communication with the lot owner of Park Island and discuss the relevant arrangement; and
- (2) the lot owner of Park Island was still responsible for the management and repair of the roads section concerned according to the lease conditions at present. The owner should ensure that the roads were in good condition and the safety standards were in compliance with the lease requirements, and make preparation for the possible handover of ownership.

40. STO/TW of the TD responded as follows:

- (1) from the transport data collected by the TD, the TD found that Ma Wan Park was popular among residents in Ma Wan and Tsuen Wan as well as Mainland visitors. Under the premises of striking a balance between various aspects and maintaining sustainable development, the TD was therefore dedicated to developing Ma Wan Park to boost the economy of Ma Wan and, on the other hand, preserving the tranquil and highly accessible characteristics of Ma Wan Island;
- (2) the TD had deployed staff to monitor the operation of bus routes to and from

Ma Wan on Ching Ming Festival holiday. It was aware that the waiting time for individual bus departures had increased due to the incident at Tsing Ma Bridge on 4 April 2025, but the problem had been resolved promptly. The TD would closely monitor the traffic condition and service level of public transport in Ma Wan, and would enhance the services when necessary to meet the transport demand of residents and visitors travelling to and from Ma Wan; and

- (3) the TD noted that Mainland visitors could not pay bus fares by means other than Octopus card. Given that several service operators and residents' bus services were involved, the TD would continue to follow up on this matter.

41. AA/Lands (DLO) of the LandsD responded that as regards the resumption of some sections of Pak Yan Road and Pak Lai Road in Ma Wan Park as public roads, the LandsD would study the views of the relevant government departments, and would communicate and follow up with the Park Island Owners' Committee in a timely manner.

42. The views and enquiries of Members were summarised as follows:

- (1) a Member suggested making contact with the Hong Kong Tourism Board for its assistance in the promotion of KMB Route No. 230R;
- (2) a Member suggested providing en-route stops in the areas of Tsim Sha Tsui Star Ferry Pier or Tsim Sha Tsui East for KMB Route No. 230R to attract more visitors to take the route; and
- (3) a Member suggested that the department concerned should consider providing special bus departures when large-scale events were organised in Ma Wan to meet the transport demand of the public.

43. AM(PR) of the KMB responded as follows:

- (1) KMB Route No. 230R accepted payment of fares by Octopus card, credit card and WeChat Pay; and
- (2) the occupancy rate of Route No. 230R was about 20% at present. In view of the operational difficulties, the KMB would step up publicity efforts to promote the route concerned, and would adopt a positive and open attitude towards the Member's suggestion on providing additional en-route stops.

IX Item 8: Concern about the Consecutive Traffic Accidents Occurred Recently at Tsing Ma Bridge

(TWDC T&TC Paper No. 6/25-26)

44. The Chairman stated that Ms CHEUNG Man-ka, Mr WONG Wai-kit and Mr LEUNG Chi-wo submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr SIN Ho-pong, Stanley, E/TW2, TD;
- (2) Mr CHAN Pui-hei, Engineer/Highways 1 (E/Hy1), HyD; and
- (3) Mr TSE Chun-lam, Benson, Senior Inspector of Police, Road Management Office (Enforcement & Control Division) (Traffic New Territories South) (SI/E&CD/TNTS), HKPF.

Besides, the written reply of the HyD was tabled at the meeting.

45. Ms CHEUNG Man-ka and Mr LEUNG Chi-wo introduced the paper.

46. E/TW2 of the TD responded as follows:

- (1) the operator of Tsing Ma Control Area was carrying out the road resurfacing works of Tsing Ma Bridge at night time in two phases. Owing to the complexity of the works, temporary traffic arrangements had to be implemented on the bridge. The first phase of the works (resurfacing of the fast lane of the Lantau Link airport bound from the middle of the bridge to the section near Ma Wan Road) had commenced in late March 2025 and was completed on 26 April 2025. To ensure the safety of road users, only the slow lane had been available during the works period and the temporary speed limit had been set at 50 km per hour. The second phase of the works (resurfacing of the middle lane of the Lantau Link airport bound from Tsing Yi Tower to the section 300 metres ahead) was underway, and was expected to be completed in mid-May 2025. The duration for implementing temporary traffic arrangements had been shortened, during which only the slow lane or the fast lane would be available, and the temporary speed limit would be implemented. During the works, there would be temporary closure of some lanes on Cheung Tsing Highway airport bound and Tsing Yi North Coastal Road leading to the slip road of the Lantau Link. The TD continued to monitor the traffic conditions and had implemented a number of management measures, including the placing of directional traffic signs and variable message signs on the Lantau Link to remind drivers to reduce speed and pay attention to the road works ahead. In the event of traffic incidents

or congestion on the bridge, the TD would open the lower deck of the bridge for public use, and would place traffic signs along Tsing Sha Highway and Cheung Tsing Highway to guide vehicles to the traffic lanes on the lower deck of Tsing Ma Bridge for effective diversion. The TD would also disseminate messages to members of the public through various channels, including radio broadcast, mobile applications and electronic display panels, to call on the public to plan their trips in advance; and

- (2) the TD was aware that since the implementation of temporary traffic arrangements on the bridge in late March 2025, some drivers might be unable to adjust to the temporary closure of the fast lane, resulting in a number of traffic accidents. The TD, together with the Police and HyD, had reviewed the road closure and recuse measures, in order to reduce the impact of road closure on the public as far as possible. The number of traffic accidents on the bridge had decreased accordingly after the implementation of new measures. The TD would continue to review the remaining work together with the Police and HyD so as to reduce the occurrence of traffic accidents.

47. E/Hy1 of the HyD responded that the HyD was responsible for monitoring road repair and maintenance works carried out by the operator of Tsing Ma Control Area. Due to the resurfacing works of the road surface of Tsing Ma Bridge, the operator had made an application to the departments such as the HKPF and TD, and approval had been granted for implementing the temporary traffic arrangements. At the same time, the operator had implemented these traffic arrangements at the works site according to the approved plan and strictly complied with the requirements in the Code of Practice for the Lighting, Signing and Guarding of Road Works (the “CoP”) prescribed under the Road Traffic (Traffic Control) Regulations (Cap 374G), including the provision of clear and early warning signs for road works and maintaining a sufficient safety distance between the works site and traffic lanes, with a view to ensuring the safety of road users and road works personnel. If it was necessary to further improve the temporary traffic arrangements, the HyD would do its utmost to facilitate the adjustments proposed by the TD and Police.

48. SI/E&CD/TNTS of the HKPF responded that during the period of the road works, the Police had stepped up patrols at the road section concerned during peak hours. At the inter-departmental meeting held earlier, the Police had also expressed its wish to enhance cooperation with the Fire Services Department and the operator of Tsing Ma Control Area in order to swiftly handle traffic incidents.

49. The views of Members were summarised as follows:
- (1) as some drivers were not familiar with the location of the entrance to the lower deck of Tsing Ma Bridge, a Member suggested that the TD should provide additional signs to guide drivers, or request public transport vehicles such as buses and taxis to use the traffic lanes on the lower deck while other drivers not familiar with the lower deck would continue to use the traffic lanes on the upper deck;
  - (2) a Member suggested that the TD should further improve the temporary traffic arrangements from the perspective of drivers to better adjust the driving routes; and
  - (3) a Member suggested that the department concerned should provide clearer temporary traffic signs to drivers when road works were in progress.
50. E/TW2 of the TD responded as follows:
- (1) the temporary traffic arrangements currently put in place were in strict compliance with the requirements of the CoP. The TD noted Members' suggestions and would continuously review the relevant arrangements; and
  - (2) the lower deck of Tsing Ma Bridge would be open only when there was busy traffic or a traffic incident. Noting that some drivers had not adjusted to the use of traffic lanes on the lower deck, the TD had placed mobile directional signs on Tsing Sha Highway as well as Cheung Tsing Highway and informed vehicles to divert to traffic lanes on the lower deck of Tsing Ma Bridge through various media to alleviate the traffic congestion on the upper deck.

X Item 9: Information Paper

Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 28 April 2025)  
(TWDC T&TC Paper No. 7/25-26)

51. DE/TW of the HyD introduced the paper.
52. The views and enquiries of Members were summarised as follows:
- (1) a Member enquired about the exact location of the pedestrian crossing at Tsuen King Circuit Bus Terminus planned to be provided by the HyD;
  - (2) a Member enquired whether the planters at Wing Tak Street could be relocated permanently to increase the number of motorcycle parking spaces,

so as to cope with the parking demand in the district; and

- (3) a Member enquired whether drivers carrying persons with disabilities were allowed to use the designated parking spaces for disabled persons under the current policy.

53. DE/TW of the HyD responded that the proposed pedestrian crossing would be located opposite to Allway Gardens.

54. E/TW4 of the TD responded as follows:

- (1) the TD intended to convert some vegetated areas at Wing Tak Street into pavement to widen the walkway to a width of two metres and increase the number of motorcycle parking spaces to eight; and
- (2) in response to the request from members of the local community regarding the shortage of parking spaces for disabled persons, the TD planned to provide the additional parking spaces concerned at Tsuen Wan Market Street.

55. The Member further enquired about the procedures for the issuance of the Disabled Person's Parking Permit by the Government and whether more places in the district would be converted into designated parking spaces for disabled persons in the future.

(Post-meeting note: The Secretariat had received supplementary information from the TD on the assessment criteria for the Disabled Person's Parking Permit and the Parking Certificate after the meeting, and forwarded the information to Members for their perusal on 22 May 2025.)

56. E/TW4 of the TD responded that the designated parking spaces for disabled persons provided by the TD were mainly located near residential care homes for the elderly, clinics and hospitals in the past. In planning parking spaces, the TD would generally adopt the approach of providing new parking spaces rather than replacing existing parking spaces.

#### XI Item 10: Any Other Business

57. The Chairman said that he had received repeated complaints from members of the public about the serious problem of illegal parking in Ma Wan. The T&TC had earlier discussed with the relevant department and referred the aforementioned illegal parking situation to the Police for follow-up. However, despite enhanced enforcement efforts

by the Police, the problem had not yet been alleviated.

58. E/TW2 of the TD responded that Ma Wan was originally planned as a pollution-free island without the entry of unauthorised vehicles. Goods vehicles should carry out loading/unloading activities at the clearly indicated areas in the lay-by within the prescribed period from 10:00 a.m. to 4:00 p.m. They should immediately leave Ma Wan afterwards without lingering, otherwise it would constitute a breach of law. The TD would refer the relevant violation cases to the Police for follow-up.

59. STO/TW of the TD responded that the circumstances of each case varied. For some special cases, such as the entry of vehicles to Ma Wan for emergency repair, or delivery of fresh fruits and newspapers, vehicles were allowed to enter Ma Wan beyond the prescribed time period from 10:00 a.m. to 4:00 p.m. Yet, they could only carry out loading/unloading activities on the island, and could not be left standing or left unattended. In this regard, the TD would carefully study whether the situations in question had breached the law depending on factors such as the action and time involved in each case.

60. The Chairman pointed out that there had been instances where drivers of goods vehicles engaged in disputes with other members of the public over loading/unloading activities in Ma Wan. If the case was confirmed to be a violation, it would be referred to the Police for enforcement action. At the same time, he suggested that the TD should study how to improve the arrangement for the stopping of goods vehicles for carrying out loading/unloading of activities in Ma Wan.

61. STO/TW of the TD responded that upon receipt of any complaint cases in the future, Members could forward the information to the TD. The TD would study the cases concerned and give responses.

62. The Chairman said that he had received complaints from members of the public recently about several traffic accidents caused by the road repair works at the area of Ho Pui Street. He urged the TD or Police to study ways to improve the traffic arrangements at the road section concerned.

63. A Member reported that potholes and uneven surfaces were found at Sha Tsui Road near the bus stop at Moon Lok Dai Ha and Tsuen Kam Interchange near the slow lane to the direction of Tai Ho Road Flyover. The Member asked the HyD to follow

up on the situation concerned.

(Post-meeting note: Concerning the uneven road surface at Sha Tsui Road near the bus stop at Moon Lok Dai Ha, the HyD had assigned staff to inspect the location concerned and tasked the contractor to come up with suitable repair works for the uneven area. As the works would involve temporary traffic arrangements which would in turn affect the operation of some bus routes, the contractor was discussing the arrangements with the bus companies. According to preliminary estimation, the repair works were expected to commence in the fourth quarter of 2025. Regarding the uneven road surface at Tsuen Kam Interchange near the slow lane to the direction of Tai Ho Road Flyover, records indicated that the issue was related to the excavation works of the Hong Kong and China Gas Company Limited (Towngas). The HyD had requested the Towngas to arrange resurfacing works for the road concerned as soon as possible. The HyD would continue to monitor the progress of the works concerned to minimise the impact on the public as far as possible.)

## XII Adjournment of Meeting

64. The Chairman reminded Members that the next meeting was scheduled for 23 June 2025 (Monday) and the deadline for submission of papers was 6 June 2025 (Friday).

Tsuen Wan District Council Secretariat

9 May 2025