

(Translation)

Minutes of the 9th Meeting of Traffic and Transport Committee (2/2025-26)

Date: 23 June 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

Dr CHEUNG Man-ka, MH

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 KWAN Chun-kit, Eric

Assistant District Officer (Tsuen Wan),
Tsuen Wan District Office

Miss MUI Wai-ching, Destiny

Senior Transport Officer/Tsuen Wan,
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 items 3, 4 and 5

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 6

Miss LEE Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
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For discussion of item 8

Mr LAU Chi-yuen, Spencer	Senior Estate Surveyor/TW (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr CHAN Kwan-ho, Ray	Estate Surveyor/TW3 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Mr Edmond LO	Project Director, Chinachem Group
Mr Aubrey TAM	Senior Project Manager, Chinachem Group
Mr K.M. CHIN	Director, CKM Asia Limited
Mr Tommy LAW	Senior Transport Engineer, CKM Asia Limited

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 9th meeting of the Traffic and Transport Committee.

2. The Chairman stated that according to the requirements stipulated in the Tsuen Wan District Council 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 not received any declaration of interests prior to this meeting. The Chairman enquired whether any 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 8th Meeting held on 28.4.2025

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: Urge for the Addition of Covers and Seats at the Bus Stop at Hong Kong Garden Commercial Complex

(TWDC T&TC Paper No. 8/25-26)

6. The Chairman stated that Mr WONG Kai-chun and Mr CHENG Chit-pun 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), Transport Department (TD);
- (2) Mr Ken WONG, Manager (Operations) (M(O)), Kowloon Motor Bus Company (1933) Limited (KMB);
- (3) Mr Leo CHOW, Assistant Manager (Public Relations) (AM(PR)), KMB; and
- (4) Mr Eric LEE, Officer (Operations Support) (O(OS)), KMB.

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

7. Mr WONG Kai-chun introduced the paper.

8. STO/TW of the TD responded that the TD had all along been encouraging public transport service operators to provide additional passenger waiting facilities, such as covers and seats, at suitable locations within bus stops. Upon receiving the Members' suggestions, the TD had promptly referred the suggestions to the KMB for consideration.

9. AM(PR) of the KMB responded that the KMB noted Members' suggestions. The KMB would expeditiously arrange for a site inspection and study the feasibility of installing covers and seats at the bus stop concerned.

10. The enquiries of Members were summarised as follows:

- (1) a Member enquired whether the KMB could provide the works schedule if it considered that the conditions of the bus stop were satisfactory for installing additional passenger waiting facilities following the site inspection; and
- (2) a Member enquired whether the two benches previously installed at the former bus stop (near the lift), which were funded by the District Minor Works (DMW) programme under the Home Affairs Department, could be relocated to the new bus stop for use by residents when waiting for buses.

11. Assistant District Officer (Tsuen Wan) of the Tsuen Wan District Office (TWDO) responded that the DMW programme aimed at providing leisure and recreation

facilities for the public in the community. Regarding the provision of passenger waiting facilities, it would be considered by public transport service operators or the TD. If feedback indicating a need for sitting-out facilities (such as benches) at the location concerned was received, the TWDO would further study the feasibility of the suggestion.

12. AM(PR) of the KMB responded that the KMB would liaise with the Members as soon as possible upon completion of the relevant study.

V Item 4: Request for the Provision of Bus Stops at Villages in Remote Areas
(TWDC T&TC Paper No. 9/25-26)

13. The Chairman said that Ms LAM Yuen-pun, Mr WONG Kai-chun and Mr CHAN Chun-chung submitted the paper. The representatives from the department and organisation responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, 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 the KMB were tabled at the meeting.

14. Ms LAM Yuen-pun and Mr WONG Kai-chun introduced the paper.

15. The views of Members were summarised as follows:

- (1) a Member said that, as reflected by some residents in the vicinity of Sin Ha Tung, green minibuses (GMBs) passing through the area in the morning were often full. Bus services were relatively infrequent, operating at a 1-hour intervals during non-peak hours and a 30-minute intervals during peak hours. In addition, residents had to walk for over ten minutes along an informal footpath to the bus stop in Chuen Lung, causing inconvenience and posing potential safety hazards to residents. The Member recommended providing an additional bus stop near Sin Ha Tung; and
- (2) a Member pointed out that the walking distance from the bus stop at Tsing Lung Tau Village to Tsing Lung Tau New Village was relatively long at present. Besides, this road involved many uphill sections and bends. It was therefore suggested that an additional bus stop should be provided near Tsing Lung Tau New Village.

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

- (1) the TD would review the existing public transport service network, and conduct further study taking into account various factors such as geographical constraints and road safety at the locations concerned;
- (2) regarding the proposed provision of an additional bus stop on Route Twisk near Sin Ha Tung, the TD and the KMB were jointly making an assessment of the feasibility and would report the results to Members as quickly as possible;
- (3) due to the width restriction of Po Fung Road, vehicles exceeding 10 metres in length could not access the Yau Kom Tau Village area. Residents in the vicinity might use the GMB stand currently provided near the entrance of the village and take GMB route no. 96A for travelling to and from Tsuen Wan town centre. The TD would also consider increasing the service frequency of this GMB route according to passenger demand; and
- (4) despite the existing GMB stand provided at Tsing Lung Tau Village, residents might walk to the bus stop on Castle Peak Road outside the entrance of the village for taking buses. The TD would make adjustment to the service frequency of the GMB concerned having regard to actual demand.

17. M(O) of the KMB responded that the KMB noted and adopted an open attitude to Members' suggestion on adding bus stops in remote areas of Tsuen Wan district. The KMB was willing to study the impact of providing additional bus stops on road safety and operation of bus routes in collaboration with the TD. It would also consider providing additional en-route stops to facilitate the travelling of residents where possible. Regarding the proposal of adding a bus stop near Sin Ha Tung, the KMB would conduct a joint feasibility study with the TD.

VI Item 5: Request for Implementing Staggered Bus Schedule to Make Effective Use of Existing Resources to Serve the Public

(TWDC T&TC Paper No. 10/25-26)

18. The Chairman said that Mr CHAN Chun-chung, Ms LAM Yuen-pun, Mr WONG Kai-chun, Mr CHENG Chit-pun, Mr FUNG Cheuk-sum, Mr CHOW Sum-ming and Mr LAU Chung-kong submitted the paper. The representatives from the department and organisation responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, 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 the KMB were tabled at the meeting.

19. Mr CHAN Chun-chung, Ms LAM Yuen-pun and Mr CHENG Chit-pun introduced the paper.

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

- (1) the TD had reviewed the bus schedules of the two sets of related bus routes, which were long haul bus routes with a number of en-route stops. Taking the bus services departing from North District or Tseung Kwan O to Tsuen Wan as an example, although the KMB had already implemented staggered departure time to the greatest extent for bus routes targeting at similar passengers, factors such as road traffic conditions and the number of passengers boarding and alighting make it difficult to control arrival times at en-route stops; and
- (2) the TD noted Members' proposal for making adjustments to the departure time for buses departing from Tsuen Wan. To avoid affecting existing passengers, the TD would consider the proposal alongside the review of the bus schedules of other bus routes in the future.

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

- (1) regarding the two sets of bus routes departing from Sheung Shui or Tseung Kwan O to Tsuen Wan, these two sets of routes had different terminals even though they provided service for neighbouring areas with some overlapping routings. Therefore, despite the current implementation of staggered bus schedule for these two sets of routes, some departures might still arrive at en-route stops at the same time;
- (2) after receiving Members' proposals, the KMB had reviewed the departure time of the relevant bus routes departing from Tsuen Wan. Currently, routes nos. 278A and 278X would usually depart from Nina Tower Bus Terminus at different times. However, since the service frequencies of these bus routes would be higher during peak hours, some departures might occasionally depart at the same time; and
- (3) as the routing of KMB route nos. 290 and 290A in Tseung Kwan O were similar, coordinated services (departing from Tsuen Wan West Station Public Transport Interchange every 5-10 minutes on average) were implemented for the two routes at present. However, KMB route no. 290X followed a

different routing with distinctive departure times (usually departing at the beginning and the thirtieth minute of each hour). If this route was to be incorporated in the coordinated services, it might probably affect the diversion of departures, patronage rate, and waiting pattern of passengers. In this connection, the KMB would study making adjustment to the locations of en-route stops during off-peak hours at night.

22. A Member suggested the KMB consider making adjustment to the routing of KMB route no. 278A or 278X (Tsuen Wan bound) for the remaining journey after the buses operating these routes had arrived at Shing Mun Tunnel Bus-Bus Interchange. For example, one of these bus routes could be re-routed to pass through Shek Wai Kok (the vicinity of Shing Mun Valley Swimming Pool), while the routing of another route might remain unchanged (i.e. via Wo Yi Hop Road) to achieve traffic diversion.

23. M(O) of the KMB responded that KMB routes no. 278A and 278X primarily served passengers in North District at present. If re-routing was implemented (by taking KMB route 278A as an example), passengers at Queen's Hill would no longer be able to directly travel to Lei Muk Shue. The KMB noted Members' views and would explore the feasibility of the suggestions and their impact on existing passengers.

VII Item 6: Matters Relating to the Application for Adjustment to the Ferry Services in Ma Wan

(TWDC T&TC Paper No. 11/25-26)

24. The Chairman said that Dr CHEUNG Man-ka, Mr WONG Kai-chun, Mr KOT Siu-yuen and Mr LEUNG Chi-wo submitted the paper. The representative from the department responsible for giving responses was Miss LEE Christine, Senior Transport Officer/Planning/Ferry 1 (STO/P/F1), TD. Besides, the written reply of the TD was tabled at the meeting.

25. Dr CHEUNG Man-ka, Mr WONG Kai-chun, Mr KOT Siu-yuen and Mr LEUNG Chi-wo introduced the paper.

26. The views of Members were summarised as follows:

- (1) a Member pointed out that, according to the opinions collected through questionnaire surveys conducted and on-street booths set up earlier, Ma Wan residents were generally opposed to the proposed adjustments to ferry services. Besides, the Member emphasised that a high patronage of ferry

services was observed during morning peak hours (especially the departure at 6:30 a.m.), reflecting that there was a strong demand for ferry services among commuters. The Member therefore suggested that the current service frequency during morning peak hours should be maintained;

- (2) a Member noted that the licensed ferry operator concerned (ferry operator) had applied for adjustment to the ferry services in Ma Wan on grounds of ageing staff, recruitment difficulties and operational pressures. However, the Members were told by the trade unions that the salary levels of relevant positions were relatively low and, therefore, suggested the ferry operator review staff remuneration and its mode of operation. Besides, the Member commended the Transport and Logistics Bureau for its subsidy programmes to promote the development of the maritime industry, and urged the ferry operator to make effective use of the related resources to address the problem of manpower shortage; and
- (3) a Member suggested that the TD should make an assessment of the proposed “replacement of ferry services with bus services” only after it had ensured that Ma Wan residents could have alternative public transport options when land transport services was disrupted due to traffic congestion or incidents on Tsing Ma Bridge or adverse weather.

27. STO/P/F1 of the TD responded that as the TD understood the importance of ferry services to Ma Wan residents, it was in active discussion with the ferry operator on the proposed enhancements having regard to the opinions collected, so as to strike a balance between residents’ needs and efficient use of resources.

28. A Member added that it was necessary to maintain the transport model of “provision of both bus services and ferry services” in Ma Wan, and could not rely solely on land transport services. If frequency reduction in ferry services was the final decision, the relevant public transport service operators should provide Ma Wan residents with additional fare concessions.

29. STO/P/F1 of the TD responded that the TD understood the indispensability of bus and ferry services to the daily commuting needs for Ma Wan residents. The TD would continue to explore feasible proposals of service adjustment with the ferry operator.

30. A Member further pointed out that the application for adjustment to the ferry service was caused by the ferry operator’s prolonged operational inefficiencies and

consequent revenue-expenditure imbalance. In the long run, the TD should strengthen the monitoring and review the ferry operator's capability to provide ferry services, thereby preventing the ferry operator from shifting its financial losses to residents by curtailing services they were entitled to.

VIII Item 7: Concern about the Inadequacy of Low-floor Buses Serving Route No. NR332

(TWDC T&TC Paper No. 12/25-26)

31. The Chairman said that Dr CHEUNG Man-ka and Mr LEUNG Chi-wo submitted the paper. The representative from the department responsible for giving responses was Miss MUI Wai-ching, Destiny, STO/TW, TD. Besides, the written reply of the TD was tabled at the meeting.

32. Dr CHEUNG Man-ka and Mr LEUNG Chi-wo introduced the paper.

33. The views of Members were summarised as follows:

- (1) a Member reflected that the number of low-floor buses allocated by Park Island Transport Company Ltd. (PITCL) to operate route no. NR332 was insufficient, resulting in a significant problem of lost trips. As revealed in a survey conducted earlier at the bus stop at MTR Kwai Fong Station, the on-time performance rate of departures using low-floor buses was about 35% only. It would take 24 to 142 minutes on average for passengers waiting for low-floor buses and there were even instances where passengers had to wait for five consecutive buses in sweltering heat before boarding; and
- (2) a Member said that various models of low-floor buses were currently used by the PITCL to operate the bus routes plying between Ma Wan and Tsing Yi. However, the chassis of most of these bus models would easily be scratched by the relatively higher road kerb when the bus arrived at the bus stop at MTR Kwai Fong Station bus stop. For this reason, buses of such models were not suitable for the operation of route no. NR332. The Member suggested that the departments concerned should consider reducing the kerb height so that more models of low-floor buses could be used to operate route no. NR332.

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

- (1) the PITCL had recently implemented a new measure by indicating bus trips to be operated by low-floor buses in the bus schedules, enabling persons in need to make plans for their journeys accordingly. Nevertheless, there

might still be breakdowns of low-floor buses, resulting in service interruptions. As such, the TD had urged the PITCL to expeditiously repair broken down vehicles in the short term and acquire additional low-floor buses in the long run;

- (2) regarding the kerb issue at the bus stop in Kwai Fong, the TD had discussed with the PITCL on the feasibility of improvement works last year. However, the costs of the works were found to be relatively high. As an alternative, the PITCL had planned to acquire new buses for replacement of the old ones in a gradual manner. This approach would not only address the shortage of low-floor buses to serve route no. NR332 but also avoid imposing additional financial burden on the PITCL;
- (3) the TD learnt that the two low-floor buses newly acquired by the PITCL had arrived in Hong Kong. The Licensing Division of TD was expediting the vehicle registration process, with the first bus expected to commence service this July at the earliest; and
- (4) after discussion with the TD, the PITCL decided that if breakdowns of any existing low-floor buses occurred during the transition period, it would flexibly allocate low-floor buses of other models to operate route no. NR332 temporarily for maintaining bus service, ensuring that the needs of residents could be met.

35. District Engineer/Tsuen Wan (DE/TW) of the Highways Department (HyD) responded that since the location concerned was situated within Kwai Tsing District, the matters concerning road design raised by a Member would be referred to the section responsible for Kwai Tsing District for follow-up.

36. A Member suggested that the TD should consider, in the long run, arranging for the PITCL to relocate the bus stop at the MTR Kwai Fong Station from the pathway between Metroplaza and Kwai Tsing Theatre to another covered location where would be more accessible for boarding/alighting by persons with reduced mobility.

IX Item 8: Information paper

Arrangements Implemented by the Developer of a Private Residential Development Project (Town Planning Board's Application No.: A/TWW/122) for the Alteration of a Covered Ramp at the North of an Existing Footbridge on Castle Peak Road – Tsing Lung Tau and the Maintenance of the Accessibility of the Footbridge during the Works Period

(TWDC T&TC Paper No. 13/25-26)

37. Senior Project Manager (SPM) of Chinachem Group (Chinachem) introduced the paper.

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

- (1) a Member noted that the Chinachem planned to install a temporary stairlift at the staircase situated at the north of the existing footbridge, aiming to facilitate the access between the ground level and the bridge deck by persons in need if the lift was temporarily out of service or undergoing maintenance during the alteration. The Member suggested that the Chinachem should deploy staff to provide on-site assistance;
- (2) as a vehicular access point to Castle Peak Road would be provided during the works, a Member was concerned about the impact of such access point on the traffic arrangement and traffic flow at the location concerned in the future;
- (3) a Member pointed out that the proposed vehicular access point would be located at the only access route for residents of Hong Kong Garden to reach the bus stop. Therefore, the Member requested the Chinachem to properly plan the pedestrian access;
- (4) a Member noted that the new footbridge would be shorter than the existing one after the completion of the alteration and, therefore, enquired whether this would result in a steeper gradient of the ramp of the footbridge; and
- (5) a Member enquired whether the cover of the new footbridge could have seamless connection to the lift provided by the HyD, ensuring that pedestrians could be sheltered from rain.

39. SPM of the Chinachem responded as follows:

- (1) as an additional section of ramp would be added to the new footbridge, the gradient of the ramp would be gentler even though the total length of the new footbridge would be shorter than that of the existing one;
- (2) the cover of the new footbridge would connect to the lift in a seamless way. The Chinachem would incorporate this suggestion in the application for works design, which would be submitted to the government departments concerned in the future; and
- (3) the temporary stairlift proposed for installation would be equipped with communications device through which persons in need could seek assistance from staff. The Chinachem would also arrange on-site personnel to provide support.

40. The views of Members were further summarised as follows:
- (1) a Member enquired about the respective responsibilities for the construction and maintenance of the new footbridge; and
 - (2) a Member enquired about the compensation arrangements for inconvenience caused by the alteration to nearby residents.

41. Project Director of the Chinachem responded as follows:
- (1) the new footbridge would be constructed by the Chinachem and maintained by the HyD afterwards. The Chinachem would ensure that the facilities comply with the HyD's standards prior to the handover; and
 - (2) the Chinachem would ensure the accessibility of the footbridge to avoid any adverse impact on current or future users.

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 23 June 2025)

(TWDC T&TC Paper No. 14/25-26)

42. DE/TW of the HyD introduced the paper.
43. A Member welcomed the works project on Mei Wan Street near Mei Wan Street Substation. The Member also pointed out that queues were formed from time to time on Mei Wan Street as vehicles waited for entering the car parks nearby, causing traffic congestion. Some drivers might even have lane changes for overtaking other vehicles. Meanwhile, the road was narrow at the corner off Mei Wan Street Substation. The Member was concerned that the carriageway might be occupied during the construction period and the traffic problems would be aggravated.
44. DE/TW of the HyD responded that, as understood by the HyD, many vehicles at present would wait on Mei Wan Street for entering the car parks in CDW Building or Discovery Park and would consequently cause traffic congestion. Therefore, these factors had already been taken into consideration in the planning of the temporary traffic control measures. The HyD would explain the specific arrangements to Members in detail during the site inspection.

XI Item 10: Any Other Business

45. There were no other matters raised by Members.

XII Adjournment of Meeting

46. The Chairman reminded Members that the next meeting was scheduled for 25 August 2025 (Monday) and the deadline for submission of papers was 8 August 2025 (Friday).

Tsuen Wan District Council Secretariat

3 July 2025