

(Translation)

Minutes of the 11<sup>th</sup> Meeting of Traffic and Transport Committee (4/2025-26)

Date: 27 October 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

Government Representatives

Mr HO Kwok-yan, Philip

Senior Liaison Officer (2),  
Tsuen Wan District Office

Miss MUI Wai-ching, Destiny

Senior Transport Officer/Tsuen Wan,  
Transport Department

Ms LI Jieling, Nicole

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

Ms NG Wai-ki

District Engineer/Kwai Tsing (West),

Ms LAM Hang-ling, Sara  
Highways Department  
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 Executive Officer (District Council)4,  
(Secretary) Tsuen Wan District Office  
Ms IP Wai-ling, Jennifer Executive Officer (District Council)3,  
Tsuen Wan District Office

In Attendance:

For discussion of item 2

Mr TAM Wai-ho Engineer/New Territories West (Distribution 1),  
Water Supplies Department

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 Leo CHOW Assistant Manager (Public Relations),  
Long Win Bus Company Limited  
Mr Eric LEE Officer (Operations Support),  
Long Win Bus Company Limited

Absent:

Mr LEUNG Chi-wo

## I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 11<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC), and introduced:

- (1) Ms LI Jieling, Nicole, who attended a meeting of the T&TC for the first time and replaced Mr CHAN Yee-hing, Paul to assume the post of Engineer/Tsuen Wan 1, Transport Department (TD); and
- (2) Ms NG Wai-ki, District Engineer/Kwai Tsing (West) (DE/KT(W)), Highways Department (HyD), who attended this meeting on behalf of Mr WONG Hei-long, Ken.

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 10<sup>th</sup> Meeting held on 25.8.2025

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

### Paragraphs 28 to 35 of the Minutes of the Meeting held on 25.8.2025: Proposal for the Provision of Additional Motorcycle Parking Spaces near the Parking Meters on Sham Tseng Tsuen Road

5. The Chairman said that the representatives from the departments responsible for giving responses were:

- (1) Mr SIN Ho-pong, Stanley, Engineer/Tsuen Wan 2 (E/TW2), TD; and
- (2) Mr TAM Wai-ho, Engineer/New Territories West (Distribution 1) (E/NTW(D1)), Water Supplies Department (WSD).

6. A Member had proposed converting the Waterworks Reserve Area on Sham Tseng Tsuen Road to parking spaces at the last meeting, and wished to know whether the relocation of the underground water mains in question was possible to vacate the space above ground.

7. E/NTW(D1) of the WSD responded that the WSD had earlier conducted underground exploratory works at three locations off Sham Tseng Public Toilet to identify suitable sites for relocating the water mains concerned. The results revealed that the water mains could not be relocated to those locations due to insufficient underground space. If Members requested that the feasibility of the proposal be further studied, the WSD would carry out exploratory works on the other side of Sham Tseng Tsuen Road (i.e. facing the western direction) so as to explore whether there were suitable sites for relocation.

8. E/TW2 of the TD responded that the TD would explore the possibility to maximise the number of motorcycle parking spaces within the space currently available through more effective planning of the boundary lines of parking spaces.

9. The Member welcomed the TD's efforts in maximising the number of motorcycle parking spaces through more effective planning of the boundary lines of parking spaces, and requested the WSD to continue with the exploratory works as well as to study the feasibility of relocating the water mains concerned. The Member asked the departments concerned to contact the Member directly if there was any progress.

10. The Chairman said that the captioned item would not be included under Matters Arising from the Minutes of the Previous Meeting any further.

#### IV Item 3: Improvement to the Aids for Visually Impaired Persons (TWDC T&TC Paper No. 23/25-26)

11. The Chairman stated that the paper was submitted by Mr NG Chun-yu, Mr KOO Yeung-pong, Mr WONG Kai-chun, Mr TSANG Tai, Mr CHOW Sum-ming and Mr CHAN Pui-heng. The representative from the department responsible for giving responses was Mr CHEUNG Hang-keung, Ken, Engineer/Tsuen Wan 4 (E/TW4), TD.

12. Mr NG Chun-yu introduced the paper.
13. The views of Members were summarised as follows:
  - (1) a Member agreed to and supported the renewal of electronic audible traffic signals (eATS) by the department concerned. Nonetheless, the Member had received comments from residents that the sound level of the new device in question was too high, causing nuisance to the nearby residents especially during the early morning and late night. The residents agreed that the new device would help visually impaired persons to cross the road more safely, but hoped that the sound level could be adjusted;
  - (2) a Member pointed out that visually impaired persons had difficulty in distinguishing between the “Stop” and “Walk” signals due to excessive sound level of the new device, which easily gave rise to confusion. In contrast, the sound level of previous crossing facilities had been comparatively lower, making it easier for visually impaired persons to identify the source of signals; and
  - (3) a Member suggested that the TD should further adjust the sound levels of new devices installed and planned to be installed in the future, and the TD should also communicate with DC Members of the respective sub-districts or members of the local community beforehand.
14. E/TW4 of the TD responded as follows:
  - (1) the TD was gradually renewing a total of some 13 000 eATS at about 2 000 junctions with pedestrian crossings across the territory. The renewal had commenced in April 2025 and was expected to be completed by the end of 2027;
  - (2) the installation of eTAS at two locations in Tsuen Wan district had been completed, including the pedestrian crossings at Kwan Mun Hau Street and at Route Twisk near The Cliveden;
  - (3) upon receipt of the Member’s feedback about excessive sound level of the eATS at Kwan Mun Hau Street on 3 October 2025, the TD had arranged for the contractor to make adjustment on the same day and invited representatives from the visually impaired to test the sound level. The sound level adjustment of the device installed at the pedestrian crossing concerned had been completed; and
  - (4) the TD would convey Members’ views on the sound level of the new device

to the section concerned for follow-up.

15. The Member added that the residents who had previously raised their views had been consulted again after the TD had adjusted the sound level of the eATS in question, and they said that the current sound level of the eATS was acceptable.

V Item 4: Proposal for Enhancing the Transport Services Plying between Tsuen Wan and Lei Muk Shue

(TWDC T&TC Paper No. 24/25-26)

16. The Chairman stated that the paper was submitted by Mr FUNG Cheuk-sum. 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, 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 KMB were tabled at the meeting.

17. Mr FUNG Cheuk-sum introduced the paper.

18. The views of Members were summarised as follows:

- (1) a Member was highly concerned about the public transport services plying between Lei Muk Shue and Tsuen Wan town centre. Currently, residents mainly relied on KMB route no. 36 for travelling between Tsuen Wan town centre and Lei Muk Shue. However, the Member had heard from the residents in Lei Muk Shue that recent adjustment to the headway of the bus route concerned had resulted in a schedule that often required passengers to wait for more than one departure in order to get on board during evening peak hours;
- (2) a Member pointed out that KMB route no. 36 only served the areas around Tsuen Wan West and Sha Tsui Road at present. For residents travelling from MTR Tsuen Wan Station, Tai Ho Road, Lo Tak Court to Lei Muk Shue who did not wish to walk ten-odd minutes to the bus stop for taking KMB route no. 36, they could only pay full fares to take the long-haul routes such as KMB route nos. 48X, 73X or 278X, which placed a burden on short-haul

passengers;

- (3) a Member had conducted a questionnaire survey with the residents in Lei Muk Shue (a total of 709 questionnaires had been received). The findings revealed that 56.6% of respondents indicated they usually took KMB route nos. 48X, 73X or 278X to travel between Tsuen Wan town centre and Lei Muk Shue, showing that a significant number of short-haul passengers took the aforesaid long-haul routes at present. The Member opined that the introduction of regional short-haul sectional fare would not have a great impact on long-haul passengers;
- (4) a Member suggested that the service frequency of KMB route no. 36 be increased during the peak hours after 4:00 p.m.; and
- (5) a Member suggested that a green minibus (GMB) route terminating at Lei Muk Shue should be introduced. It should depart from MTR Tsuen Wan West Station and travel via Tai Ho Road and Castle Peak Road. The Member pointed out that although red minibus (RMB) services plying between Tsuen Wan town centre and Lei Muk Shue had been operated in the past, the route had not been included in the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, making it less appealing to residents.

19. STO(TW) of the TD responded as follows:

- (1) as a circular route plying between Tsuen Wan West and Lei Muk Shue, KMB route no. 36 operated at a headway of 10 minutes to 25 minutes at present. According to the operational statistics in late September 2025, the patronage of the route concerned during the busiest one hour was approximately 60% on average. The TD would continue to monitor the changes in service demand and service level of the route in question, and would review whether it was necessary to enhance the service with the KMB based on circumstances;
- (2) regarding the proposal of introducing sectional fares for KMB route nos. 48X, 73X and 278X, these bus routes were long-haul routes facilitating direct access to Shatin, Tai Po and North District by residents from Tsuen Wan district. According to the operational statistics provided by the bus company concerned, the average occupancy rate of the aforesaid routes during peak hours was about 60% to 70% per hour. If sectional fares were introduced to the departures of the aforesaid routes bound for New Territories East, more short-haul passengers might take these long-haul routes, and as a

result, long-haul passengers would not be able to get on board. In light of this, it was necessary to study the proposal carefully; and

- (3) regarding the proposal of introducing a new GMB route, the TD would generally develop new GMB route packages having regard to district development (such as newly developed residential properties and MTR stations, etc.) and openly invite applications from interested parties for operating the routes through the annual Green Minibus Operators Selection exercise. Currently the catchment area of KMB route no. 36 covered the areas of Tsuen Wan West and Sha Tsui Road, therefore the TD had no plan to introduce GMB services plying between Lei Muk Shue Estate and Tsuen Wan town centre at this stage. The TD would continue to monitor passenger demand and review whether there was room for adjustment to the existing minibus services.

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

- (1) the KMB had studied the operation of the route plying between Lei Muk Shue and Tsuen Wan town centre. The service frequency of route no. 36 at present was sufficient to cope with the existing patronage; and
- (2) regarding the proposal of introducing sectional fares for route nos. 48X, 73X and 278X, the KMB was currently studying its feasibility. However, given that the patronage of some routes was higher during peak hours, it was necessary to consider the impact of the proposal on existing passengers.

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

- (1) a Member suggested drawing reference from the practice of other regions to implement a rebate mechanism where alighting passengers could tap their cards at designated bus stops during non-peak hours to obtain rebates, so as to introduce sectional fares. It provided convenience to residents and was conducive to making effective use of public transport resources;
- (2) a Member pointed out that many public rental housing (PRH) estates in Tsuen Wan were located in Lei Muk Shue, but there was a lack of GMB service for direct access to Tsuen Wan town centre. Such situation was unsatisfactory. Many residents had expressed dissatisfaction and disappointment at the termination of the RMB service plying between Tsuen Wan town centre and Lei Muk Shue in the previous year. Although the Government had frequently mentioned boosting the economy of Tsuen Wan district and revitalising local shops, the lack of adequate ancillary transport facilities

around Lei Muk Shue had caused residents to travel to Shek Lei in Kwai Chung or even Pei Ho Street in Sham Shui Po for purchasing groceries, rather than shopping within their own district. The introduction of a GMB route would not only facilitate the commuting of residents, but also promote consumption activities of residents in the district, bringing tangible benefits to the economy of Tsuen Wan;

- (3) a Member relayed that there had been an increase in patronage after the amalgamation of KMB route no. 36 and former KMB route no. 32B which travelled via a number of PRH estates in the district. In particular, a large number of elderly passengers would take the route concerned during non-peak hours. However, since elderly passengers might find it rather inconvenient to access seats on the upper deck, instances where they remained standing on the lower deck were frequently observed. In view of this, the Member hoped that the KMB could increase the service frequency of the route concerned; and
- (4) a Member pointed out that the traffic proposals targeting the area of Lei Muk Shue aimed to enhance the overall traffic links there. Upon completion of the transitional housing and a large-scale housing project on Kwok Shui Road, the local population would increase significantly and the traffic demand would be further driven up. The Member suggested that the TD should make long-term planning for the ancillary transport facilities around Lei Muk Shue.

22. STO(TW) of the TD responded that following the ongoing economic development of Tsuen Wan, many new development projects had been completed in the district in recent years. The TD would proactively consider various enhancement measures in view of the changes in the travelling patterns of residents, including GMB services, RMB services and regional short-haul sectional fares for buses.

23. AM(PR) of the KMB responded that the KMB would work in tandem with the TD to continuously monitor the changes in patronage and make adjustments accordingly when necessary.

VI Item 5: Request for Increasing the Service Frequency of Long Win Bus Route No. A38 during Peak Hours  
(TWDC T&TC Paper No. 25/25-26)

24. The Chairman stated that the paper was submitted by Mr CHENG Chit-pun, Mr

WONG Kai-chun, Mr TSANG Tai, Ms LAM Yuen-pun and Mr CHAN Pui-heng. The representatives from the department and organisation responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, STO(TW), TD;
- (2) Mr Leo CHOW, AM(PR), Long Win Bus Company Limited (LWB); and
- (3) Mr Eric LEE, O(OS), LWB.

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

25. Mr CHENG Chit-pun introduced the paper.

26. The views of Members were summarised as follows:

- (1) a Member had received feedback from residents that the patronage of LWB route no. A38 was high during peak hours as well as before and after holidays, and the luggage rack on the bus was always full. In addition to travellers and airport staff, some students would take the route concerned to travel between Tsuen King Circuit, Sham Tseng and Tsing Lung Tau for commuting to schools. However, except for an additional departure between 6:30 a.m. and 7:30 a.m., LWB route no. A38 mainly operated at a headway of one hour for the rest of the time at present and the service frequency was on the low side. Therefore, the Member suggested that the bus company should increase the service frequency during peak hours as well as before and after holidays, and adopt measures to improve the arrangement for luggage storage; and
- (2) a Member ascribed the relatively low patronage of LWB route no. A38 at present to the low service frequency. This had led to passengers opting for alternative routes, creating a vicious cycle. The Member believed that an increased service frequency would help improve the patronage of the route concerned and cope with the traffic demand from members of the public for travelling abroad, going to work and school.

27. STO(TW) of the TD responded as follows:

- (1) LWB route no. A38 currently operated at a headway of 30 minutes to 60 minutes, and its headway during non-peak hours was 60 minutes. According to the operational statistics in late September 2025, the occupancy rate in the morning peak hours was about 30% to 50%, and that in the evening peak hours was about 30% to 40%. The TD understood that passengers might switch to other routes due to low service frequency, which would in

turn affect the occupancy rate;

- (2) the TD had urged the LWB to closely monitor the passenger demand for the route concerned, deploy buses with adequate luggage racks to provide service and remind passengers to properly stow their luggage to keep the passageway clear; and
- (3) the TD would continue to monitor the service level and changes in passenger demand of the route concerned, and would consider making suitable adjustments when necessary.

28. AM(PR) of the LWB responded as follows:

- (1) the LWB was aware of the patronage of route no. A38 and considered that the current service frequency was sufficient to cope with passenger demand;
- (2) the LWB was aware that passengers had carried more pieces of luggage during the National Day Golden Week, resulting in the luggage rack on the bus always being full. The LWB had specially deployed staff to assist passengers in stowing their luggage at the ports of Hong Kong-Zhuhai-Macao Bridge and the airport; and
- (3) given that the patronage of the route concerned had not met the requirements for an enhanced service frequency, the LWB would closely monitor the patronage and exercise flexibility in service deployment so as to cope with the changing patronage.

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

- (1) a Member pointed out that some passengers would choose not to get on board even though seats were still available in the bus compartment when the luggage rack was full, and said that the luggage problem had to be addressed squarely. The Member enquired whether the LWB would consider adopting measures during the National Day Golden Week, such as designating the lower deck of the bus as luggage storage area;
- (2) a Member said that despite the fact that LWB route no. A38 would travel via a number of major housing estates with high population densities, its service frequency was low. Consequently, passengers might opt for other means of transport to reach the airport because the bus schedule did not fit their travel schedules, leading to a low patronage. The Member suggested that the TD and LWB should delve deeply into the reasons for the low patronage and consider increasing the service frequency to improve patronage; and
- (3) a Member said that the road section between Allway Gardens and Tsuen King

Circuit was a steep slope, which might pose challenges for passengers carrying luggage when attempting to catch the bus. If passengers missed a departure at the bus stop concerned, they would have to take other buses at Discovery Park instead, causing inconvenience to passengers. The Member suggested that the LWB should consider increasing the service frequency during certain periods for one to two months to evaluate its feasibility in the long term.

30. AM(PR) of the LWB responded that the LWB noted Members' views, but frequency adjustment should be made in accordance with relevant guidelines. The LWB would study the feasibility of the proposal concerned. Regarding luggage arrangement, the LWB would deploy staff during festive periods or the National Day Golden Week to maintain order and make flexible arrangements (such as temporarily utilising a part of the seating area as room for luggage), in order to ensure that there was sufficient space for passengers to stow their luggage.

31. STO(TW) of the TD responded that the TD noted Members' views, and would study the matters related to route no. A38 with the LWB to explore targeted improvement measures.

#### VII Item 6: 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 27 October 2025)  
(TWDC T&TC Paper No. 26/25-26)

32. DE/KT(W) of the HyD introduced the paper.

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

- (1) regarding the construction of a pedestrian crossing at Tsuen King Circuit Bus Terminus (off Allway Gardens), a Member pointed out that as stated in the last report, the project should commence in the third quarter of 2025 and complete in the fourth quarter, and therefore enquired about the reasons for the delay. The Member said that in order to facilitate the commencement of the aforesaid project, the rain shelter provided by the Tsuen Wan District Office in the early years had been removed nearly one year ago. Since then, waiting passengers were often exposed to the sun and rain. The Member hoped to learn about the reasons for the delay so as to give an explanation to

residents;

- (2) a Member said that consultation on the project for provision of additional motorcycle parking spaces at the location near Allway Gardens and off CCC Kei Wai Primary School had been completed in early June 2025, but the works had not been included in the project report. The Member enquired about the commencement date of the project concerned;
- (3) a Member had heard from the residents of Discovery Park that following the completion of the widening of traffic lanes at Mei Wan Street, the convex mirror and lamp post originally located at the exit of the car park had been removed. As a result, there was a blind spot for vehicles driving out of the car park, making it difficult to observe the vehicles on the fast lane and creating a safety hazard. The Member suggested that the department concerned should come up with a solution to eliminate blind spots and ensure road safety; and
- (4) a Member hoped that the HyD would provide further information on the project of provision of additional motorcycle parking spaces at Wing Tak Street near Tsuen Wan South Substation, and strengthen communication with DC Members as well as members of the local community so that they would have a better understanding of the details.

34. DE/KT(W) of the HyD responded as follows:

- (1) regarding the works progress of the provision of a pedestrian crossing at Tsuen King Circuit Bus Terminus, the officer-in-charge of the HyD would contact Members after the meeting to report on the latest situation;
- (2) regarding the provision of additional motorcycle parking spaces at the location near Allway Gardens and off CCC Kei Wai Primary School, the HyD would review the works progress and include the project in question into the project report in a timely manner;
- (3) regarding the sightline issue for vehicles driving out from the car park of Discovery Park, the HyD would discuss feasible improvement measures with the TD as traffic matters were involved; and
- (4) regarding the project of provision of motorcycle parking spaces at Wing Tak Street near Tsuen Wan South Substation, the officer-in-charge of the HyD would contact the Member directly after the meeting for follow-up.

#### VIII Adjournment of Meeting

35. The Chairman reminded Members that the next meeting was scheduled for 15

December 2025 (Monday) and the deadline for submission of papers was 28 November 2025 (Friday).

Tsuen Wan District Council Secretariat  
3 November 2025