

(Translation)

Minutes of the 7th Meeting of Traffic and Transport Committee (6/24-25)

Date: 27 February 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 KWAN Chun-kit, Eric Assistant District Officer (Tsuen Wan),
Tsuen Wan District Office

Mr YUNG Ho-wai, Anthony Senior Liaison Officer (3),
Tsuen Wan District Office

Miss MUI Wai-ching, Destiny Senior Transport Officer/Tsuen Wan,
Transport Department

Mr TANG King-hei, Calvin	Transport Officer/Tsuen Wan 1, 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
Ms IP Wai-ling, Jennifer (Secretary)	Executive Officer (District Council)3, Tsuen Wan District Office
Miss LEUNG Wai-ching, Clementine	Executive Officer (District Council)1, Tsuen Wan District Office

In Attendance:

For discussion of item 3

Mr LAM Chi-chung	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
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For discussion of items 4 and 6

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

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 7th meeting of the Traffic and Transport Committee (T&TC).

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 6th Meeting held on 30.12.2024

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: Exploration of Solutions to the Traffic Congestion Problem during Holidays

(TWDC TTC Paper No. 26/24-25)

6. The Chairman said that Mr YAU Kam-ping 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), Transport Department (TD); and
- (2) Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team (Tsuen Wan) (OiC/DTT(TW)), Hong Kong Police Force (HKPF).

7. Mr YAU Kam-ping introduced the paper.
8. E/TW4 of the TD responded as follows:
 - (1) the TD was concerned about the traffic conditions on Lo Wai Road and had implemented road closure during the Lunar New Year period. The TD had conducted consultation on the dates of road closure and negotiated with the relevant departments and the T&TC in 2024;
 - (2) the TD had received a complaint about traffic congestion at the abovementioned road section this month and the complainant said that the traffic was also congested on days other than holidays. The TD noted the problem and would explore improvement measures with the relevant departments and stakeholders;
 - (3) the TD would extend the period of road closure during Ching Ming Festival given that members of the public had worshipped at the monasteries near Lo Wai Road during the Lunar New Year period on the dates beyond expectation; and
 - (4) regarding the rezoning of the former site of Hilltop Country Club for residential use, the developer had submitted a traffic impact assessment report and proposed that road widening works should be carried out as it was believed that such works would improve the traffic conditions around Lo Wai Road.
9. OiC/DTT(TW) of the HKPF responded as follows:
 - (1) the Police had been paying close attention to the traffic congestion caused by the massive influx of people and worshippers to the monasteries near Lo Wai Road. During the Lunar New Year period this year (29 January to 16 February 2025), the Police had deployed officers to the abovementioned road section to implement traffic control and adopted a series of new measures to alleviate traffic congestion, which included, not allowing incoming vehicles to stop and wait at the road section concerned, erecting directional signs and broadcasting, implementing traffic control at the turnaround of Yi Pei Chun Road and Yi Pei Chun, diverting private cars, minibuses and taxis at Chuen Yiu Terrace, maintaining close communication with the stakeholders of Yuen Yuen Institute, Western Monastery and Lung Mo Buddhist Hall to obtain information on the utilisation of carparks, as well as deploying officers to the sites concerned to divert traffic flow. Furthermore, the Police had liaised

- with the person-in-charge of the operator of green minibus (GMB) route no. 81 to request for an increase in service frequency to ease passenger flow;
- (2) there were five days of public holidays for the Lunar New Year this year. The Police had implemented road closure on the third day (31 January 2025) and fifth day (1 February 2025) of the Lunar New Year. However, members of the public had worshipped at the monasteries after the solar term “spring commences” (3 February 2025), which was beyond expectation. As a result, there was also traffic congestion on the days without traffic control. In addition, the Police had received multiple traffic complaints on the 12th day of the Lunar New Year (9 February 2025). It was estimated that Yuen Yuen Institute had recorded a visitor arrival of over 12 200 and the Police had handled as many as 3 000 vehicles on that day. As the substantial number of visitors and vehicles travelling to the monasteries in the vicinity of Lo Wai Road had exceeded the design capacity of the road, the Police was unable to alleviate traffic congestion immediately even though new measures were put in place to control traffic flow and officers were deployed to maintain order; and
 - (3) the Police would maintain close liaison with government departments and stakeholders to explore improvement options.

10. Assistant District Officer (Tsuen Wan) (ADO/TW) of the Tsuen Wan District Office (TWDO) said that the TWDO had been assisting the relevant departments in dealing with the traffic matters near Lo Wai Road. Based on the responses from the representatives from the TD and the HKPF, road closure at the abovementioned road section was implemented for the first time in this Lunar New Year. On the days when road closure was not implemented, the HKPF had also adopted various measures to ease the traffic there. The departments concerned would learn from experience to make improvement and continuously review traffic improvement measures in the future. The TWDO would also keep in view the traffic conditions in the district and continue to take an active part in co-ordinating with the departments concerned.

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

- (1) a Member said that there had never been any serious traffic congestion on the first day of the Lunar New Year (29 January 2025) and suggested that the period of road closure should be extended in the coming year after negotiation with the monasteries around Lo Wai Road;
- (2) a Member thanked the HKPF for taking timely action to tackle the traffic

congestion problem at the road section concerned during the Lunar New Year period;

- (3) a Member reflected that there was also traffic congestion in the vicinity of Lo Wai Road on the days without traffic control and suggested that negotiation should be made with GMB operators to increase service frequency with a view to diverting passenger flow;
- (4) a Member said that many members of the public had visited the monasteries for worshipping after the solar term “spring commences” and suggested that the HKPF should take the relevant fact into consideration when implementing traffic control measures;
- (5) a Member was concerned whether rezoning of the former site of Hilltop Country Club for residential use would affect the traffic along Lo Wai Road and suggested constructing a slip road for vehicles to leave Lo Wai directly, such as road extension in the direction of Tung Po Tor Monastery, Yuen Yuen Institute, Wo Yi Hop Road and Cheung Pei Shan Road; and
- (6) a Member suggested that the Police should remind drivers not to sound horns indiscriminately during road closure.

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

- (1) as regards a Member’s suggestion of extending the roads near Lo Wai Road, the TD would consider different factors, including geographical environment and land supply. It was understood that road improvement works had been planned in the development of the former site of Hilltop Country Club, including the conversion of a section of Lo Wai Road near the bus stop to the roundabout at Yi Pei Chun Road from two-lane traffic into four-lane traffic, which was believed to be able to improve the traffic conditions along Lo Wai Road. Given that there were private residential properties and land along a section of Lo Wai Road from Lo Wai Pai Lau to Yuen Yuen Institute, the room for road extension was limited. The TD noted the Member’s suggestion of constructing a slip road at the back of Yuen Yuen Institute connecting to Wo Yi Hop Road; and
- (2) the TD noted the Member’s suggestion on extending the period of road closure. As road closure involved the co-ordination of different stakeholders such as franchised bus operators and GMB operators, the TD would maintain close communication with the stakeholders concerned.

13. OiC/DTT(TW) of the HKPF responded that the Police noted the views of the Member about reminding drivers not to sound horns indiscriminately during road closure.

V Item 4: Proposal for Implementing the Regional Short-journey Sectional Fare Scheme in Tsuen Wan District

(TWDC TTC Paper No. 27/24-25)

14. The Chairman stated that Mr FUNG Cheuk-sum 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, 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), KMB

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

15. Mr FUNG Cheuk-sum introduced the paper.

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

- (1) if KMB route nos. 48X, 73X and 278X (New Territories East bound) were to be included in the Regional Short-journey Sectional Fare Scheme (the “Sectional Fare Scheme”), more short-haul passengers might take the above long-haul routes, ending up that the overall journey time would be extended or the bus would become fully loaded, and the long-haul passengers who genuinely needed those routes for travelling to Shatin, Tai Po and the North District could not get on board. The residents in Lei Muk Shue could take KMB route no. 36 to travel to and from Tsuen Wan town centre at present; and
- (2) the TD would continue to keep a close eye on the changes in passenger demand of the above routes and would review the service arrangements as necessary and take follow-up action based on the actual situation.

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

- (1) the KMB introduced the Sectional Fare Scheme with an aim to make effective use of the spare carrying capacity of some long-haul bus routes to provide

suitable services to short-haul passengers. Given that the scheme would attract short-haul passengers to take long-haul routes, the services provided to long-haul passengers would be affected if there was only limited spare carrying capacity of the routes concerned; and

- (2) after careful study, the KMB believed that the carrying capacity of route nos. 48X, 73X and 278X (New Territories East bound) would be significantly affected upon the introduction of the Sectional Fare Scheme. The KMB considered that careful consideration should be given to avoid causing greater inconvenience to passengers as a whole.

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

- (1) a Member considered that many passengers taking KMB route nos. 48X and 73X (New Territories East bound) would get off at Shing Mun Tunnel Bus Interchange (BBI) to interchange for other routes to go to other locations in New Territories East, and believed that the impact would be minimal even if the Sectional Fare Scheme was introduced;
- (2) a Member suggested that KMB route nos. 48P and 52X should be included in the Sectional Fare Scheme;
- (3) a Member suggested that sectional fare should be introduced to KMB route nos. 48X, 73X and 278X (New Territories East bound) during non-peak hours;
- (4) a Member suggested that the service frequency of KMB route no. 48P should be increased during peak hours to cater for the needs of short-haul passengers; and
- (5) a Member considered that the Sectional Fare Scheme would decrease the expenditure on the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.

19. STO/TW of the TD responded that the TD noted and thanked Members for their views and would duly consider the views of Members having regard to the use of resources and the financial burden on the public caused by transportation expenses. For Sham Tseng and Lei Muk Shue, in addition to franchised bus services, other means of public transport such as minibuses and resident buses also operated in the areas to provide passengers with different choices of public transport. The TD would review the public transport service network of the district to make suitable arrangements for public transport services in order to meet passenger demand.

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

- (1) the patronage of KMB route nos. 48X, 73X and 278X before reaching the en-route stop at Shing Mun Tunnel BBI during peak hours was some 70%. If more short-haul passengers were on board, it was believed that these routes would become overloaded; and
- (2) the KMB noted Members' suggestions on the inclusion of multiple KMB routes into the Sectional Fare Scheme.

VI Item 5: Proposal for Improving Road Safety in Ma Wan

(TWDC TTC Paper No. 28/24-25)

21. The Chairman stated that Ms CHEUNG Man-ka and Mr LEUNG Chi-wo submitted the paper. The representative from the department responsible for giving responses was Mr SIN Ho-pong, Stanley, Engineer/Tsuen Wan 2 (E/TW2), TD.

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

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

- (1) in respect of the accident which occurred at the junction of Pak Lam Road and Fong Yuen Road on 27 December 2024, the TD had wrote to the bus company requesting it to prioritise safe driving and remind bus captains to enhance their safety awareness;
- (2) the speed limit on Pak Lam Road, Fong Yuen Road and Pak Lai Road in Ma Wan was 50 km/hour at present, road markings were provided at suitable locations along Pak Lam Road to remind drivers to drive slowly. There were also traffic signs and road markings in front of the junction of Fong Yuen Road and Pak Lai Road before entering Pak Lam Road, drivers had to stop the vehicles to wait for a safe gap in the traffic before moving off. Yet, to further enhance traffic safety, the TD would put up new warning signs "sharp deviation of route ahead" and "reduce speed now" at the junction where Ma Wan Road turned into Pak Lam Road, as well as new warning signs at the bend of Pak Lam Road downhill to remind drivers to drive slowly and that there was a sharp bend ahead; and
- (3) in respect of the suggestion of providing a pedestrian crossing on Ma Wan Rural Committee Road, pedestrian crossings had already been provided on Ma Wan Rural Committee Road near the junction of Pak Lam Road, the junction of Fong Yuen Road and the location outside the basketball courts of Pak Lam Road Garden. For the convenience of residents, the TD was

reviewing the possibility of providing another pedestrian crossing on Ma Wan Rural Committee Road having regard to road safety and geographical location.

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

- (1) a Member suggested painting the “slow” road marking with red-coloured background on the surface of accident-prone road sections; and
- (2) apart from road markings, a Member suggested that anti-skid road surfacing works should be implemented.

25. E/TW2 of the TD responded that the TD noted Members’ suggestions and would further study with the Highways Department (HyD).

VII Item 6: Proposal for Setting up Queue Signs and Renovating Damaged Stop Signs at the Stops at Lido Garden and Sham Tseng Village in Sham Tseng
(TWDC TTC Paper No. 29/24-25)

26. The Chairman stated that the paper was submitted by Mr WONG Kai-chun and Mr CHENG Chit-pun. The representatives from the departments and organisation responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, STO/TW, TD;
- (2) Mr TANG King-hei, Calvin, Transport Officer/Tsuen Wan 1 (TO/TW1), TD;
- (3) Mr Ken WONG, M(O), KMB;
- (4) Mr Leo CHAU, AM(PR), KMB; and
- (5) Mr Eric LEE, Officer (Operations Support), KMB.

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

27. Mr WONG Kai-chun and Mr CHENG Chit-pun introduced the paper.

28. TO/TW1 of the TD responded as follows:

- (1) in respect of the bus stops outside Lido Garden (westbound) and Shem Tseng Village (eastbound) in Sham Tseng, the TD had requested the KMB to review the existing waiting facilities and queuing arrangements, as well as provide clear queue signs on the road surface for waiting passengers to queue up in order. At present, queue signs for different routes had been provided on the road surface of the eastbound bus stops. The KMB was studying the provision of queue signs on the road surface of the westbound bus stops. The TD and the KMB would deploy staff to monitor the queuing situation at

- bus stops during peak hours and make improvements in a timely manner;
- (2) regarding the maintenance of the stop signs of the GMB stops at Lido Garden and Sham Tseng Village in Sham Tseng as mentioned by a Member, the TD had requested the GMB operators to send staff for inspection and follow-up, including repair or replacement of the damaged stop signs and ensure the passenger information on the stop signs was clear and accurate;
 - (3) as regards a Member's suggestion of improving the queuing direction of waiting passengers, the TD would review the situation and study improvement options with the GMB operators; and
 - (4) regarding a Member's suggestion of reviewing the locations where minibuses pulled over, the TD had urged the GMB operators to remind drivers to pay attention to intending passengers and pick up all passengers before leaving the stops. The TD would continue to monitor and follow up the situation concerned.

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

- (1) regarding the bus stop at Sham Tseng Village outside Lido Garden westbound, the KMB was studying the provision of queue signs at the stop for passengers to identify the waiting locations of different routes and improve the order of waiting and boarding; and
- (2) the KMB had provide queue signs for different routes at the bus stop at Sham Tseng Village eastbound and would continue to review the operation and make adjustment where necessary.

30. A Member said that indiscriminate pulling over of minibuses would affect passenger safety. Apart from repair and replacement of stop signs, the GMB operators should provide clear queue signs on the road surface of GMB stops.

31. TO/TW1 of the TD responded that the TD noted the views of Members and would closely monitor the queuing arrangements at the GMB stops and timely follow up with the GMB operators.

VIII Item 7: 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 February 2025)
(TWDC TTC Paper No. 30/24-25)

32. District Engineer/Tsuen Wan (DE/TW), HyD introduced the paper.
33. Regarding the improvement works at Tsuen King Circuit Bus Terminus, a Member wished to know the number of parking spaces for loading/unloading of goods and reflected the residents' demand for such parking spaces.
34. E/TW4 of the TD responded as follows:
- (1) in the past, vehicles were prohibited from parking at designated road sections in Tsuen King Circuit from 7:00 a.m. to 12:00 midnight. Under the improvement works, the TD had lifted the parking restriction and extended the loading/unloading area to the pedestrian crossing outside Block A of Allways Gardens; and
 - (2) the TWDO had removed the rain shelter near Allways Garden Bus Terminus and planned to provide a pedestrian crossing there. Upon completion of the works, the TD would review the public's utilisation of the facilities. If the public preferred using the new pedestrian crossing, the TD might convert the zebra crossing ahead to a loading/unloading area.

IX Item 8: Any Other Business

35. A Member had received a public complaint that a large number of bicycles were abandoned at the bus terminus at MTR Tsuen Wan West Station and wished to know the responsible department and urged the department concerned to take follow-up action as soon as possible.
36. DE/TW of the HyD responded that the HyD was mainly responsible for the construction and maintenance of public roads under its purview and its ancillary facilities, clearance of illegally parked bicycles fell under the purview of other departments.
37. ADO(TW) of the TWDO responded that in most cases, the TWDO would plan and co-ordinate the joint clearance operations of the bicycles illegally parked in Tsuen Wan district under the District-led Actions Scheme. The participating government departments included the Lands Department, TD, HKPF and Food and Environmental Hygiene Department. The TWDO had cleared the illegally parked bicycles outside Exit D of MTR Tsuen Wan West Station. The bicycles parking in the public transport interchange would be followed up by other departments.

38. TO/TW1 of the TD responded that the covered area in the bus terminus at MTR Tsuen Wan West Station was under its purview, the TD had put up notices earlier to remind the owners to remove the bicycles as soon as possible, and would conduct joint clearance operations with other departments depending on circumstances.

X Adjournment of Meeting

39. The Chairman reminded Members that the next meeting was scheduled for 28 April 2025 (Monday) and the deadline for submission of papers was 9 April 2025 (Wednesday).

Tsuen Wan District Council Secretariat
20 March 2025