

(Translation)

Minutes of the 16th Meeting of Traffic and Transport Committee (6/22-23)

Date: 20 February 2023

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Mr MAN Yu-ming, MH

Mr YAU Kam-ping, BBS, MH

Mr LUK Ling-chung, Antonio

Mr WONG Ka-wa

Mr LAU Cheuk-yu

Mr KOT Siu-yuen, MH

Government Representatives

Mr LEE Soeng-him, Sean

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

Mr KWAN Lam

Assistant District Operations Officer (Tsuen
Wan), Hong Kong Police Force

Mr LAM Chi-chung

Officer-in-Charge, District Traffic Team (Tsuen
Wan), Hong Kong Police Force

Miss CHENG Wing-yin

Senior Transport Officer/Tsuen Wan,
Transport Department

Mr CHAN Yee-hing, Paul

Engineer/Tsuen Wan 1, Transport Department

Mr LEE Huen-yiu

District Engineer/Tsuen Wan,
Highways Department

Tsuen Wan District Council Secretariat Representatives

Mr LIM Kuen

Senior Executive Officer (District Council),
Tsuen Wan District Office

Miss MAK Wing-yan, Wendy

Executive Officer (District Council) 3,
Tsuen Wan District Office

Mr NG Cheuk-pong, James

Executive Officer (District Council) 4,
Tsuen Wan District Office

(Secretary)

In attendance:

Mr CHAN Yuen-sum, Sumly

Chairman, Tsuen Wan District Council

Attendance by Invitation:

For discussion of item 3

Ms O Fong-wa, Julie

Chief Engineer 5/Major Works,
Highways Department

Mr CHEUNG Kai-cheung, Henry

Senior Engineer 2/Tsuen Wan Road,
Highways Department

Mr LEUNG Shut-wai, Eric

Engineer 2/Tsuen Wan Road,
Highways Department

Mr LEE Chun-fai

Project Director, AECOM
Asia Company Limited

Dr WONG Chi-kong

Project Manager, AECOM
Asia Company Limited

For discussion of item 4

Mr TAM Siu-tong

Senior Construction Manager - Civil,
MTR Corporation Limited

Mr FONG Yung-kwan

Senior Construction Engineer - Civil,
MTR Corporation Limited

Mr CHAN Yiu-chung

External Affairs Manager,
MTR Corporation Limited

Ms KO Ming-yan

Senior Corporate Communications Officer,
MTR Corporation Limited

For discussion of item 5

Miss KWOK Chi-ching

Corporate Communications Officer,
Citybus Limited

Mr YIP Wai-yeung

Assistant Planning Officer,
Citybus Limited

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from the government departments to the 16th meeting of the Traffic and Transport Committee (T&TC).

2. The Chairman stated that according to section 28 of the Tsuen Wan District Council Standing Orders, unless otherwise specified, Members who submitted a paper might have up to 1.5 minutes to introduce the paper and 1 minute to make supplementary remarks for each agenda item. Other Members might speak once for up to 1.5 minutes. A maximum of four Members could speak for each agenda item. If more than four Members spoke on an agenda item, he would shorten the speaking time of each Member. The representatives of the departments might have up to 3 minutes to give response.

II Item 1: Confirmation of Minutes of the 15th Meeting held on 12.12.2022

3. The Chairman stated that the Secretariat did not receive any proposed amendments before the meeting.

4. The Chairman asked whether Members endorsed the captioned minutes. Members unanimously endorsed the captioned 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: Widening of Tsuen Wan Road and the Associated Junction Improvement Works (T&TC Paper No. 22/22-23)

6. The Chairman stated that the Highways Department (HyD) submitted the paper. The representatives from the department and consultancy attending the meeting were:

- (1) Ms O Fong-wa, Julie, Chief Engineer 5/Major Works (CE5/MW), HyD;
- (2) Mr CHEUNG Kai-cheung, Henry, Senior Engineer 2/Tsuen Wan Road (SE2/TWR), HyD;
- (3) Mr LEUNG Shut-wai, Eric, Engineer 2/Tsuen Wan Road (E2/TWR), HyD;
- (4) Mr LEE Chun-fai, Project Director, AECOM Asia Company Limited (AECOM); and
- (5) Dr WONG Chi-kong, Project Manager, AECOM.

7. CE5/MW and E2/TWR of the HyD introduced the paper.

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

- (1) given that the project was of fairly large scale and immense importance, there should be extensive consultation and discussion. He hoped that the Government would expeditiously commence the works concerned, especially the construction of noise enclosures, which was an item the residents of City Point had been longing for. He opined that the proposed elevated carriageway within the area of Tsuen Wan Park might not be effective in serving as a shelter from the rain and wind for pedestrians during adverse weather, and had therefore made repeated requests to the department for the construction of a footbridge connecting City Point and Tsuen Wan West Station. He continued to insist on such request and did not object to the construction of the abovementioned footbridge under the new flyover as an associated footbridge. He further suggested that the section responsible for the Tsuen Wan Road project might liaise with the HyD officer(s) who was in charge of the construction of Footbridge E to explore ways to properly link the proposed associated footbridge of the flyover with Footbridge E, for instance, ensuring a leveled connection point of the two footbridges through coordination (Mr LUK Ling-chung, Antonio);
- (2) he particularly welcomed the construction of noise barriers by the HyD at the location concerned since residents of the housing estates in the vicinity of Tsuen Wan Road had been suffering from noise nuisance at night. He enquired whether materials that could be better integrated into the natural environment would be used for constructing the noise barriers. He also enquired of the HyD what measures would be adopted to mitigate the noise and traffic problems during the construction period. In addition, he hoped that the HyD would construct pedestrian walkways connecting Discovery Park, Tai Chung Road and Tsuen Wan West Station (Mr LAU Cheuk-yu);
- (3) he supported the HyD for prompt implementation of the project to improve the noise problem that had plagued the residents for years. He enquired about the materials to be used for the construction of noise barriers lest visual problems such as light reflection might arise upon completion of the works. He also enquired about the design details of the improvement works to the interchange on Tai Chung Road and the construction of the slip road connecting Tsuen Wan Road (Tuen Mun bound) to Hoi Hing Road, as well as the progress of widening the existing flyover at Texaco Road in the future (Mr KOT Siu-yuen);
- (4) he believed that the problem of traffic congestion in Tsuen Wan would be significantly alleviated upon completion of the works. As the works sites were in close proximity to residential premises, he hoped that the HyD would have proper planning of the temporary traffic arrangements and conduct environmental assessment to reduce the noise and dust problems during the construction period, as well as extensively canvass opinions from residents (Mr CHAN Yuen-sum, Sumly);

- (5) he hoped that the HyD would commence the works as soon as possible to match with the implementation of other infrastructure projects and actively consider the views raised by the last two terms of Tsuen Wan District Council (TWDC). He pointed out that the effectiveness of the vertical green panels (VGPs) installed on the noise barriers at Tuen Mun Road was undesirable and recommended not to install such VGPs on the noise barriers to be constructed in the captioned project (Mr WONG Ka-wa); and
- (6) he urged the HyD to expeditiously commence the works and pay close attention to the traffic, noise and dust problems during the construction period. Taking Cheung Pei Shan Road as an example, he pointed out that the holes on noise barriers would amplify the noise like a loudspeaker and therefore often aggravate the noise problem. The HyD should pay more attention to such details during the design stage of the noise barriers (Mr MAN Yu-ming).

(Note: Mr YAU Kam-ping left the meeting at 2:52 p.m.)

9. The consolidated response of CE5/MW and SE2/TWR was as follows:

- (1) the engineering consultants had carried out a noise modelling analysis to assess the impact of the project on the relevant noise sensitive receivers and recommended necessary noise mitigation measures. The proposed noise mitigation measures mainly included semi-noise enclosures and vertical noise barriers. As shown in the preliminary findings of the environmental impact assessment (EIA), the impact of the proposed Widening of Tsuen Wan Road on the environment would comply with the requirements set out in the Environmental Impact Assessment Ordinance (EIAO) after the implementation of the proposed noise mitigation measures;
- (2) the HyD was considering to construct the upper part of the proposed noise barriers with translucent panels (i.e. a non-reflective frosted material) to minimise the reflection of sunlight. The design concerned was required to be submitted to the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS) for approval. The ACABAS comprised representatives from various government departments, professional bodies and academic sector, and was responsible for vetting individual design proposals of bridges and associated structures from the aesthetic visual and greening points of view;
- (3) at the construction stage, the HyD would discuss with the Transport Department (TD) and Hong Kong Police Force (HKPF) on the temporary traffic arrangements to be adopted during works implementation to minimise the impact on the existing traffic. In addition, the HyD would closely monitor the noise level during the construction period and implement appropriate mitigation measures (e.g. the use of quieter

construction equipment and regular watering of works sites to suppress dust emission);

- (4) the TWDC had reflected in the past that problems of slow traffic and congested traffic were observed from time to time at the down-ramp on Tsuen Wan Road (Tuen Mun bound) near MTR Tsuen Wan West Station. To divert traffic flow, the HyD proposed to construct an additional two-lane slip road at the section of Tsuen Wan Road (Tuen Mun bound) near the interchange on Tai Chung Road, thereby enabling drivers to directly travel to Hoi Hing Road along the slip road without routing via the down-ramp;
- (5) as regards Members' request for the construction of a footbridge connecting City Point and Tsuen Wan West Station, the department concerned had already made a reply at the TWDC meeting held on 26 July 2022, stating that currently there was no plan of constructing an additional footbridge of the proposed alignment as the pedestrian flow at the location concerned was not high enough to justify the need for a footbridge. The departments concerned would continue to monitor the utilisation of the pedestrian walkways and review the situation as appropriate. Under the proposal of the Widening of Tsuen Wan Road, the HyD would construct additional carriageways by making use of the space between the flyovers, which would then provide a larger covered area for park users underneath;
- (6) no VGPs would be installed on the proposed noise enclosures/noise barriers in the project; and
- (7) the widening of the existing flyover at Texaco Road was one of the items under the Improvement Works at Tsuen Tsing Interchange. The engineering consultants engaged by the HyD were actively carrying out the detailed design work of the Improvement Works at Tsuen Tsing Interchange and the HyD aimed to commence the tendering procedures for the construction works in mid-2023 upon completion of the design.

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

- (1) although some of the works sites of the widening of the existing flyover at Texaco Road and Tsuen Tsing Interchange fell within Kwai Tsing District, a large number of vehicles would travel to and from Tsuen Wan via the interchange. He therefore requested the HyD to provide the TWDC with the project design for reference (Mr WONG Ka-wa);
- (2) he enquired whether the dotted line denoting the semi-noise enclosures as shown in the diagram of Annex 1 referred to the gaps between acoustic panels. If yes, it meant that there would be gaps at the proposed noise barriers on the section of Tsuen Wan Road off The Aurora and The Dynasty. He had conducted a survey in this

regard, finding that 80% of the residents of The Aurora being interviewed and 50% of the residents of The Dynasty being interviewed did not want gaps between the noise barriers. He was concerned that the gaps would amplify the noise like a loudspeaker and cause accumulation of pollutants, such as exhaust gas, dust and suspended particulates, at the location concerned. He requested the HyD to provide information on the height of the noise barriers and photos that showed the design of the noise barriers. He reported that residents of Ocean Pride and Parc City wished the noise barriers could be extended for about another 100 metres to the location near Parc City. Besides, he enquired how the slip road connecting Tsuen Wan Road (Tuen Mun bound) to Hoi Hing Road would match with the development of the transitional housing project of Yan Chai Hospital. He also requested the HyD to inform Members of the temporary traffic arrangements during the construction period and the findings of the EIA before making a public announcement so that they would be able to give an explanation to the residents (Mr LUK Ling-chung, Antonio); and

- (3) with the gradual completion of the new industrial and commercial buildings, the pedestrian flow between Chai Wan Kok industrial area and MTR Tsuen Wan West Station would be on the increase. He hoped that the HyD would also give consideration to the construction of a pedestrian walkway connecting Chai Wan Kok industrial area and MTR Tsuen Wan West Station when implementing improvements to the interchange on Tai Chung Road. In addition, he enquired about the temporary traffic arrangements during works implementation and requested the HyD to enhance the arrangements for consulting the TWDC and residents (Mr LAU Cheuk-yu).

11. The consolidated response of CE5/MW and SE2/TWR of the HyD was as follows:

- (1) the project aimed to implement road widening and improvement works in response to the traffic need on Tsuen Wan Road with a view to improving the situation of traffic congestion at the road section concerned. The Widening of Tsuen Wan Road was a designated project under the EIAO. For the proposed road widening project, the engineering consultants of the HyD had conducted an EIA which included air quality impact assessment and noise impact assessment in compliance with the established requirements of the EIAO. The preliminary findings of the EIA showed that the impact of the proposed Widening of Tsuen Wan Road on the environment would comply with the requirements set out in the EIAO after the implementation of the proposed noise mitigation measures;
- (2) the HyD indicated that the dotted line as shown in the diagram of Annex 1 denoted the semi-noise enclosures with continuous acoustic panels attached to their vertical part at a certain height. In addition, to minimise the visual impact, the height of the

noise enclosures would not exceed the level of the lowest residential floor of the adjacent residential buildings on Tsuen Wan Road. The EIA report of the project would be uploaded onto the website for public access later this year;

- (3) the HyD would reflect to the TD Members' suggestion of constructing a pedestrian walkway connecting to MTR Tsuen Wan West Station;
- (4) the HyD was currently consulting the Traffic and Transport Committees of the TWDC and Kwai Tsing District Council (K&TDC) as well as a number of Area Committees concerned on the Widening of Tsuen Wan Road and the Associated Junction Improvement Works (including the proposed road widening project and noise mitigation measures). The HyD would also arrange meetings with resident representatives of the housing estates concerned to collect residents' opinions in due course;
- (5) the HyD would formulate temporary traffic arrangements during the construction phase and make every effort to ensure the existing traffic lanes would function as usual during the construction period; and
- (6) the HyD would regularly report to the TWDC and K&TDC on the progress of the Improvement Works at Tsuen Tsing Interchange.

(Post-meeting note:

- (1) the HyD had discussed with the departments concerned on the arrangements regarding the proposed slip road connecting Tsuen Wan Road (Tuen Mun bound) to Hoi Hing Road and the transitional housing project at Hoi Hing Road in Tsuen Wan. The construction period of the proposed slip road would not overlap with the operating period of the transitional housing project at Hoi Hing Road in Tsuen Wan.
- (2) the consultation paper on the Improvement Works at Tsuen Tsing Interchange was set out in TWDC T&TC Paper No. 59/20-21.

12. The Chairman concluded that Members supported the implementation of the project by the HyD. He hoped the HyD would pay attention to the choice of construction materials and the impact of the works on the existing traffic and environment, as well as submit funding application and launch the works in an expeditious manner.

(Note: Mr WONG Ka-wa left the meeting at 3:20 p.m.)

V Item 4: Tai Wo Hau Station New Exit
(T&TC Paper No. 23/22-23)

13. The Chairman stated that the MTR Corporation Limited (MTRCL) submitted the paper. The representatives from the MTRCL attending the meeting included:

- (1) Mr TAM Siu-tong, Senior Construction Manager – Civil, MTRCL;
- (2) Mr FONG Yung-kwan, Senior Construction Engineer – Civil, MTRCL;
- (3) Mr CHAN Yiu-chung, External Affairs Manager, MTRCL; and
- (4) Ms KO Ming-yan, Senior Corporate Communications Officer, MTRCL.

14. Senior Construction Engineer - Civil, External Affairs Manager and Senior Corporate Communications Officer of the MTRCL introduced the paper.

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

- (1) he welcomed the MTRCL's proposal for provision of an additional exit at Tai Wo Hau Station. However, he was concerned that the escalator at the new exit was only provided in one direction (i.e. upward movement) and therefore might not be able to divert the existing passenger flow at Exit B effectively nor benefit mobility impaired persons and other people in need. He hoped that the MTRCL would provide additional lifts at the new exit and Exit A to facilitate the access by passengers (Mr CHAN Yuen-sum, Sumly);
- (2) he welcomed the proposal of providing additional lifts at the new exit (Mr LUK Ling-chung, Antonio);
- (3) he welcomed the proposal of providing additional lifts at the new exit. However, he considered that the current proposal was not ideal, hoping that other government departments would coordinate with the MTRCL with a view to working out a better design for the footbridge near Exit B (Mr LAU Cheuk-yu);
- (4) he supported the MTRCL in providing a new exit at Tai Wo Hau Station. He pointed out that Exit B a high flow of passengers at present, and it was difficult to facilitate crowd control with a lift and staircase only. He hoped that the MTRCL would provide additional barrier-free access facilities at the new exit and at Exit A (Mr KOT Siu-yuen); and
- (5) owing to geographical constraints, the capacity of the existing passenger lift at Exit B was limited and queues of passengers waiting for the lift were often seen at Exit B. Although he welcomed the proposed addition of a lift at the new exit, he opined and supported the MTRCL to give priority to the construction of escalators at the new exit with a view to easing the flow of passengers, and believed that the escalators would also reduce the crowds waiting for the lift and on ground level of the pedestrian footbridge (Mr MAN Yu-ming).

16. Senior Corporate Communications Officer of the MTRCL responded that Members' views were noted. The proposed project was to tie in with the HyD's retrofitting of escalators for footbridge across Castle Peak Road – Kwai Chung, and would enhance the accessibility of

Tai Wo Hau Station and provide an alternative route for passengers to access to the station, the footbridge and the community in the vicinity. Upon completion of the new exit, passengers would be able to choose the appropriate exit according to their needs. Together with the HyD's retrofitting of escalators, it was believed that the passenger flow at Exit B could be diverted effectively. The MTRCL was planning to adjust the operating direction of the escalator provided at the new exit in upward movement to facilitate access from the station to the ground level of the community in Tai Wo Hau by passengers. It would also closely monitor the directions of pedestrian flow at the exit of the station and timely adjust the operating direction of the escalator in upward or downward movement to ensure the smooth operation of the station.

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

- (1) he enquired of the MTRCL whether the provision of additional lifts at the new exit would be considered at this stage. If the MTRCL did not plan to construct passenger lifts for the time being, he hoped that construction of a two-way escalators at Exit B would be considered instead upon completion of the new exit with a view to diverting the passenger flow during peak hours (Mr LAU Cheuk-yu);
- (2) as there was still one year to go before the commencement of the works, he hoped that the MTRCL would give due consideration to Members' views for enhancement of the project design (the Chairman);
- (3) he pointed out that at present there were no lifts at Exit A of Tai Wo Hau Station, while passengers waiting for the lift at Exit B often formed queues. The design of the station had discouraged many mobility impaired persons from using the MTR service, and driven them to use other means of transport instead. He hoped that the MTRCL would act in response to the needs of the disadvantaged (Mr CHAN Yuen-sum, Sumly); and
- (4) he hoped that the government departments concerned would extend the rain shelter to Kwok Shui Road Park upon completion of the new exit (Mr KOT Siu-yuen).

18. Senior Corporate Communications Officer of the MTRCL responded that a number of factors (including geographical constraints, impact on trunk roads in the vicinity during the works, utilisation of the facilities concerned and impact on existing passengers, etc.) required to be taken into consideration when altering or adding facilities at the station. At this stage, the MTRCL wanted to press ahead with the works of the provision of the new exit so that residents in the area could use an alternative exit that would facilitate their travel as soon as possible.

19. External Affairs Manager of the MTRCL responded that there were changes in road usage near Tai Wo Hau Station caused by the HyD's works, more passengers might use the lift at Exit B for entering and leaving the station. The MTRCL had been closely monitoring the situation and would deploy additional staff to assist passengers if necessary. As the new exit would be closer to the entry gates at the station concourse and the lift at Exit B, the MTRCL would assign staff to guide passengers to use the new exit upon its completion, and therefore help them establish a new travel habit. Together with the HyD's retrofitting of escalators, it was believed that the overcrowding situation of the lift at Exit B could be alleviated. Besides, as regards the situation of Kwok Shui Road near Exit A, the MTRCL was in exchange of views with the relevant government departments on the technical aspects. The MTRCL would maintain close liaison with Members in the future and provide further information and details on the station facilities (including the proposed new exit), if any.

VI Item 5: Request for Enhancement to the Service Frequency and Adjustment to the Departure Time of Citybus Route No. 930A

(T&TC Paper No. 24/22-23)

20. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The government representatives attending the meeting included:

- (1) Miss CHENG Wing-yin, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (2) Miss KWOK Chi-ching, Corporate Communications Officer, Citybus Limited (Citybus); and
- (3) Mr YIP Wai-yeung, Assistant Planning Officer, Citybus.

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

21. Mr LUK Ling-chung, Antonio introduced the paper.

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

- (1) he was disappointed that the TD often rejected suggestions and urged the TD to make good use of resources for service improvement (Mr LUK Ling-chung, Antonio);
- (2) he supported the suggestion to postpone the departure time of Citybus route no. 930A. Besides, while the en-route stop of Citybus route no. 930X at Nina Tower had a relatively low patronage, the roads passed through in its routing were very narrow, frequently causing congested traffic and increasing the journey time. He therefore requested the Citybus to make improvements (Mr LAU Cheuk-yu); and
- (3) as the departure time of Citybus route no. 930A was too early, it did not meet the needs of commuters in general and had consequently squandered resources. The Citybus might count the number of passengers by itself if necessary. He believed that an increase in service frequency could enhance the intention of passengers to

travel by bus and increase the profit of the bus operator. As a result, he hoped that the Citybus could make adjustment to the departure time of Citybus route no. 930A and increase its service frequency (Mr CHAN Yuen-sum, Sumly).

23. Assistant Planning Officer of the Citybus responded that according to the Bus Route Planning Programme 2022-2023 for Tsuen Wan District, the return trips of Citybus route no. 930A in the evening had changed to depart from Hennessy Road (near Fleming Road) since 8 August 2022 to improve the operational efficiency of the route and enhance the stability of service. Having reviewed the patronage of the bus trips of route no. 930 series during peak hours in the afternoon with the TD, the departure time of the return trips of route no. 930A had also been adjusted simultaneously to accommodate the transport demand and travel patterns of passengers. Recent operating records of route no. 930A revealed that the loading of the bus trip of the route with the highest patronage for a day was less than 60%. In other words, the service frequency could generally meet the passenger demand. Meanwhile, the passenger volume of the bus trips departing from Wan Chai during peak periods in the afternoon also increased after the adjustment, reflecting that the service frequency after the alteration could better meet the travel patterns of passengers in overall terms. The Citybus would continue to closely monitor the operation of route no. 930A, changes in patronage and passenger demand, and conduct review in a timely manner.

24. STO/TW of the TD responded that according to the operating data provided by the Citybus, the average loading of the departure of Citybus route no. 930A at 6:40 p.m. was just merely over 20% prior to the service adjustment. After the joint review conducted by the TD and Citybus on the passenger volume of bus routes of the same series (including route nos. 930, 930A and 930X) during peak hours in the afternoon, the departure time of the return trip of route no. 930A in the afternoon was revised. The operating data provided by the Citybus showed that the loading of the two return trips of route no. 930A (Tsuen Wan bound) in the afternoon had increased after the adjustment of the departure time. Among them, the average loading of the departure at 5:45 p.m. was over 30%, reflecting that the service adjustment could generally meet the passenger demand. At present, residents in Tsuen Wan West and Tsuen Wan town centre might travel to and from Central, Sheung Wan and Wan Chai by taking Citybus routes nos. 930 and 930X outside the service hours of route no. 930A. The TD would continue to review the patronage of route no. 930A and discuss with the Citybus on the increase of service frequency when necessary.

25. Mr LUK Ling-chung, Antonio expressed disappointment at the responses made by the TD and Citybus. He said that the inadequate service frequency would make it difficult for passengers to choose to travel by bus. He requested the Citybus to operate an additional

departure at 6:30 p.m. or 6:35 p.m. to meet the needs of commuters in general. Moreover, he said that the alternative routing proposed by the TD might not be able to meet the passenger demand.

26. Corporate Communications Officer of the Citybus responded that the Citybus noted Members' views. It would continue to closely monitor the operation, changes in patronage and passenger demand of route no. 930A, and conduct reviews in a timely manner. It would also follow up with Members on their views concerning route no. 930X.

VII Item 6: Information Papers

(A) Taffic Enforcement Result in TWDIST between December 2022 and January 2023 Concerned Illegal Parking Location
(T&TC Paper No. 25/22-23)

27. Mr CHAN Yuen-sum, Sumly pointed out that illegal parking on Kwok Shui Road had resulted in serious traffic congestion and requested the HKPF to step up traffic enforcement actions.

28. Assistant District Operations Officer (Tsuen Wan) of the HKPF said that traffic enforcement actions would be strengthened.

(B) 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 3 February 2023)
(T&TC Paper No. 26/22-23)

29. Mr LUK Ling-chung, Antonio enquired about the progress of the provision of pedestrian crossing facilities at the bus terminus on Tsuen King Circuit near Allway Gardens.

30. District Engineer/Tsuen Wan of the HyD responded that the HyD had not received the TD's Works Order regarding the provision of pedestrian crossing facilities at the bus terminus on Tsuen King Circuit near Allway Gardens for the time being.

VIII Item 7: Any Other Business

31. The Chairman reminded Members that the next meeting was scheduled for 17 April 2023 and the deadline for submission of discussion papers was 28 March 2023.

IX Adjournment of Meeting

32. There being no other business, the meeting was adjourned at 3:52 p.m.

Tsuen Wan District Council Secretariat

21 March 2023