

(Translation)

Minutes of the 4th Meeting of Traffic and Transport Committee (3/2024-25)

Date: 29 August 2024

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

Ms CHEUNG Man-ka, Marcella

Mr 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 LEUNG Chi-wo

Mr CHAN Pui-heng

Government Representatives

Ms TAM Wing-sze, Winnie

Senior Liaison Officer (1),
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 SIN Ho-pong, Stanley

Engineer/Tsuen Wan 2,

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| Mr CHEUNG Hang-keung, Ken | Transport Department 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

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| 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 items 4 and 5

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| Mr Tim WONG | Manager (Operations) (Acting), 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

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| Ms LEE Wing-chau, Cynthia | Deputy District Leisure Manager (Tsuen Wan)2, Leisure and Cultural Services Department |
| Mr Tim WONG | Manager (Operations) (Acting), 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 4th meeting of the Traffic and Transport Committee (T&TC). He introduced Mr LEUNG Chi-wo and Mr CHAN Pui-heng, who attended the meeting for the first time as co-opted Members, as well as Ms IP Wai-ling, Jennifer, who replaced Mr NG Cheuk-pong, James to serve as the Secretary of the T&TC.

2. The Chairman stated that according to the requirements stipulated in the Tsuen Wan District Council Standing Orders (the “Standing Orders”), if a District Council (DC) Member found that he/she had any direct personal or pecuniary interests in a discussion item or relevant matters when attending a meeting of the Council or dealing with matters related to the Council, the DC Member should declare the interests. The Secretariat had received a declaration of interests made by Mr LEUNG Chi-wo in respect of the subject matter of agenda item 2 prior to this meeting. He disclosed himself as the Vice-Chairman of the Park Island Owners’ Committee. Pursuant to section 22 of the Standing Orders, the Chairman decided that Mr LEUNG Chi-wo could participate in the discussion of agenda item 2. The Chairman explained that such decision was made because the Member had no direct personal or pecuniary interest in the subject matter of agenda item 2 and his participation in the discussion could help reflect the views of local residents.

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 3rd Meeting held on 27.6.2024

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

Paragraphs 7 to 23 of the Minutes of the Meeting held on 27.6.2024: Proposals Concerning the Traffic in Ma Wan

5. Ms CHEUNG Man-ka, Marcella said that as there were at present no parking spaces provided in Ma Wan for vehicles with a prohibited zone permit valid for 24

hours daily, illegal parking and traffic congestion occurred frequently. She had conducted a site visit to Ma Wan and found that a piece of idle land under Tsing Ma Bridge (located near Noah's Ark) belonged to the Government. She suggested that a car park should be provided at the site concerned for exclusive use by vehicles with a prohibited zone permit valid for 24 hours daily. She asked the Transport Department (TD) and Lands Department (LandsD) to conduct on-site inspections and study whether the above proposal was feasible.

6. 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) Ms LAM Hang-ling, Sara, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (AA/Lands (DLO)), LandsD.

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

- (1) the planning principle for the transport in Ma Wan was to create a highly accessible transport network in the district without causing pollution to the environment. At present, all roads in Ma Wan were designated as prohibited zones 24 hours daily. Drivers of all unauthorised vehicles would be prohibited from driving into concerned road sections in Ma Wan except goods vehicles, urban taxis, buses and vehicles with permits issued by the TD. Therefore, no parking spaces were provided in Ma Wan in general, and the TD had no plan to provide additional car parks on the island. In view of the constraints of the geographical environment and the characteristics of the land, general lay-bys with the maximum possible area had already been provided at suitable locations on various road sections in Ma Wan. In addition to serving as the pick-up/drop-off points of Ma Wan residents' buses, the lay-bys might also be used by goods vehicles for loading/unloading activities without causing adverse impact on the overall efficiency of vehicular traffic and road safety at the road sections concerned;
- (2) according to the TD's records, vehicles currently granted a permit to travel in Ma Wan 24 hours daily included vehicles of government departments, such as the Highways Department (HyD), Electrical and Mechanical Services Department and Water Supplies Department, which were required to carry out official duties in Ma Wan, as well as vehicles used for carrying out emergency maintenance and services or public works. These vehicles could not be left unattended or left standing upon completion of duties. Otherwise, the Police

might instigate prosecution against the persons concerned;

- (3) the situation in Discovery Bay and that in Ma Wan were similar. Except special purpose vehicles, other vehicles were prohibited from entering Discovery Bay and no parking spaces were provided there. Special purpose vehicles included residents' buses, goods vehicles, urban taxis serving Discovery Bay North and Lantau taxis; and
- (4) regarding the proposed provision of a car park at the idle land underneath Ma Wan Viaduct, it was found that the site concerned was not suitable for use as a car park upon review of the actual situation, because it was in close proximity to the bridge piers of Lantau Link and had to be reserved for maintenance and inspections to be carried out by the contractor.

8. AA/Lands (DLO) of the LandsD responded that the idle land enquired by Members was an unleased and unallocated government land. The DLO had conducted an on-site inspection and found that the site was in close proximity to the bridge piers of Ma Wan Viaduct. After preliminary consultation with the TD, it was understood that sufficient space must be reserved at the location concerned for maintenance and inspections of the bridge piers by government departments. As regards whether the idle land in question was suitable for use as a car park, it was necessary for the departments concerned to have further discussions.

9. The TD and LandsD agreed to conduct an on-site inspection.

(Post-meeting note: Ms CHEUNG Man-ka, Marcella directly liaised with the TD and LandsD to arrange for the on-site inspection.)

10. The Chairman said that the captioned item would not be discussed under Matters Arising from the Minutes of the Previous Meeting at the next meeting.

IV Item 3: Enhancement of the Ancillary Facilities of the Pedestrian Crossing at the Junction of Wo Yi Hop Road and Lei Muk Shue Estate Bus Terminus
(TWDC T&TC Paper No. 10/2024-25)

11. The Chairman said that Mr FUNG Cheuk-sum submitted the paper. The representative from the department responsible for giving responses was Mr CHEUNG Hang-keung, Ken, Engineer/Tsuen Wan 4 (E/TW4), TD.

12. Mr FUNG Cheuk-sum introduced the paper.

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

- (1) the TD had examined the operation of the traffic lights installed at the junction of Wo Yi Hop Road and Lei Muk Shue Estate Bus Terminus. A “Green man” crossing was provided at the above junction, and pedestrians were required to follow the signal of the pedestrian traffic lights when crossing the road. According to Chapter 2 of the Road Users’ Code (the “Code”), if there was an island in the middle of a “Green man” crossing, pedestrians had to stop on the island before continuing to cross the road. If pedestrians would need to pass through a few pedestrian crossings when crossing the road, they had to follow the corresponding “Green man” signal throughout the time. Pedestrians should not start to cross the road if the pedestrian traffic light showed a flashing “Green man”; and
- (2) on 22 August 2024, the TD had made adjustment to the signal durations of the traffic lights installed at the junction of Wo Yi Hop Road and Lei Muk Shue Estate Bus Terminus. The duration of the “Green man” signal at various pedestrian crossings was extended by five seconds, including the duration of the steady and flashing “Green man” signal. The adjustments were made in accordance with the existing design standards, and had taken into account the situation of elderly persons and persons in need (including persons with disabilities). Besides, the proper ways of using a pedestrian crossing and points to note for pedestrians were available in the Code compiled by the TD.

14. A Member said that he would pass by the pedestrian crossing concerned every day, but did not find any significant difference regarding the duration of the “Green man” signal for the time being. He suggested that the duration of the “Green man” signal should be extended by 10 to 15 seconds to cater for the needs of elderly persons who had to cross the road, and that the TD should arrange an on-site inspection after the meeting to explore the feasibility of making further adjustments to the signal durations of the pedestrian traffic light concerned.

15. The Chairman invited the TD to arrange an on-site inspection after the meeting. The TD replied that relevant arrangements would be made.

V Item 4: Concern about the Problems of Unstable Service and Lost Trips of Route No. 234X Operated by the Kowloon Motor Bus Company (1933) Limited
(TWDC T&TC Paper No. 11/2024-25)

16. The Chairman said that Mr WONG Kai-chun, Mr WONG Wai-kit, Mr TSANG Tai and Mr CHAN Pui-heng submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (2) Mr Tim WONG, Manager (Operations) (Acting) (M(O) (Atg.)), 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 WONG Kai-chun, Mr WONG Wai-kit, Mr TSANG Tai and Mr CHAN Pui-heng introduced the paper.

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

- (1) the TD was concerned about the service of KMB route no. 234X (“route no. 234X”) provided between the period from mid-June to late July 2024, and had immediately learnt about the situation from the KMB. It was found that the lost trips occurred during the above period had been caused by manpower shortage. The TD had instructed the KMB to provide services according to the service frequency specified in the Schedule of Service, and to closely monitor the service frequency at various timeslots. Resources should be mobilised when necessary to maintain the service level as required; and
- (2) the TD had conducted a field investigation of the service of route no. 234X (Tsim Sha Tsui bound) at the timeslots concerned on weekdays and weekends in mid-August 2024. The investigation results showed that the service frequency of the route had been maintained at 14- to 17-minute headway on average at different timeslots. No lost trips had been observed during the investigation, reflecting that the service of the route was generally stable at present. The TD would continue to closely monitor the service of route no. 234X.

19. M(O) (Atg.) of the KMB responded that the occurrence of lost trips of route no. 234X was due to manpower shortage and the routing via busy areas with heavy traffic.

The KMB would continue to monitor the situation of the route and make improvements. It had conducted a review on the recent service level, which had been found to be generally in line with the requirement prescribed in the Schedule of Service. The KMB would endeavour to maintain the service level to meet the expectation of passengers.

20. AM(PR) of the KMB introduced the operation of the Estimated Bus Arrival Time System (the “System”). The System would update the estimated bus arrival time at bus stops every minute based on the real-time calculation of factors including the departure time of a bus trip at the bus terminus, the location of the bus detected by the Global Positioning System and the data of the bus route in the past. As it would take time for the System to process the data, the information on the timings of bus trips might be updated upon the restart of the mobile application, so as to facilitate the retrieval of a more accurate arrival time by passengers.

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

- (1) a Member enquired about the length of delay in bus arrival that would be defined as an unusual situation and wished to know what measures the KMB would take to improve the situation;
- (2) a Member enquired about the purpose of the wording “Scheduled Trips” shown beside the estimated bus arrival time in the System; and
- (3) a Member pointed out that there were fewer complaints received from the public against the service of route no. 234X this month, but they reflected that the route was still subject to lost trips from time to time. The Member expected that the problem would be further improved in September so that the public could have more accurate planning of their commuting time.

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

- (1) in addition to manpower shortage, mechanical failure and unexpected traffic events would also result in lost trips. The KMB would make further improvements and keep on monitoring the problem in September;
- (2) after a bus driver had finished the input of information and started operating the bus, the wording “Scheduled Trips” regarding that departure would no longer be shown in the System, and the bus arrival time would be calculated in real time. If the estimated arrival time of a bus was affected by traffic congestion, the bus driver might need to input the information again and update the data before the latest estimated arrival time could be shown in the

System. He further explained the meaning of various symbols and images used in the System; and

- (3) the KMB had not defined how long a delay would be considered as an unusual situation. When operational staff noticed a difference in the actual and estimated bus arrival time, they would make adjustments accordingly.

23. STO/TW of the TD agreed that the public generally relied on the System for planning their commuting time. The TD would discuss with the KMB how to enhance the accuracy of the System so as to meet the needs of the public.

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

- (1) a Member suggested that the KMB should provide incentives to bus drivers who managed to operate buses to arrive on time; and
- (2) a Member was concerned about the reasons for the sudden disappearance of the arrival time of certain bus trips from the System.

25. M(O) (Atg.) of the KMB responded that it would take time for the data of a bus journey to be uploaded to the System. Therefore, if a bus was about to arrive at or had just left a bus stop, there might be a slight deviation in the bus arrival time shown in the System because of the failure in timely updating of data. Besides, if a bus could not depart for the next stop due to mechanical failure or unforeseen circumstances, it would lead to a discrepancy between the estimated arrival time and the actual situation. The System might discontinue the display of the bus trip concerned after a certain period of time.

26. AM(PR) of the KMB responded that the KMB had always accorded top priority to the safety of passengers, and had adopted various kinds of intelligent systems to monitor the speed of buses in operation. Even if the arrival time of a bus was delayed due to traffic congestion, the KMB would not encourage the bus driver to accelerate the vehicle's speed to catch up with the scheduled arrival time.

VI Item 5: Request for Squarely Facing and Seriously Following up the Intractable Problems of Public Transport Services in the Harbourfront Area
(TWDC T&TC Paper No. 12/2024-25)

27. The Chairman stated that Mr NG Chun-yu, Mr CHOW Sum-ming and Mr MOK Yuen-kwan submitted the paper. The representatives from the departments responsible for giving responses were:

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

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

28. Mr NG Chun-yu, Mr CHOW Sum-ming and Mr MOK Yuen-kwan introduced the paper.

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

- (1) a Member enquired whether the operator of green minibus (GMB) route no. 99 ("route no. 99") had applied for the Enhanced Supplementary Labour Scheme (ESLS);
- (2) a Member pointed out that route no. 99 was routed via Wing Shun Street and Yeung Uk Road. As the signs erected at the above two GMB stands were dilapidated and damaged, the Member recommended the GMB operator concerned to make improvements; and
- (3) a Member commended the TD for painting double yellow lines on the road section between No. 88, Yeung Uk Road and the entrance of the car park of Citywalk 2, which had effectively solved the problems of illegal parking and traffic congestion at the location concerned. Nevertheless, the information on the pick-up/drop-off points of route no. 99 had not been updated online after the abovementioned arrangement. The Member therefore suggested that the GMB operator should take follow-up action.

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

- (1) the TD had conducted site investigations on the services of route no. 99, KMB route nos. 238M and 238X during the morning peak hours on weekdays from mid- to late August. During this period, neither lost trips nor stranded bus passengers were observed, and the services of the above routes could generally meet the passenger demand;
- (2) regarding the comments on service frequency, cleanliness of bus compartments and service attitude of drivers, the TD had required the service operators concerned to follow up and make improvements. The TD would continue to pay attention to and monitor the service level of the routes concerned;
- (3) new school premises, waterfront sites and a community hall would be

completed one after another at the Tsuen Wan harbourfront area. As the school term of the new school would commence on 2 September 2024, the TD had communicated with the KMB and the school management for understanding the transport needs of students. The TD also noted that the KMB would deploy staff to monitor the situations at relevant bus stops. The TD would review the passenger demand on road transport in the light of the future development of the Tsuen Wan harbourfront area to plan for the provision of appropriate transport services;

- (4) as far as the TD understood, no application for the ESLS had been submitted for route no. 99, and that the GMB operator concerned had also tackled the problem of manpower shortage by recruiting additional drivers through other means; and
- (5) regarding the proposal for improving the signs erected at the GMB stands of route no. 99 and updating of the online information on the changes of stop locations, the TD would follow them up with the GMB operator concerned.

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

- (1) the KMB would closely monitor the service level of route nos. 38A, 238M and 238X. According to the operational records, the departure time at the bus terminus for most of the bus trips of the routes concerned had met the requirement prescribed in the Schedule of Service. However, owing to the impact of various situations such as inadequate manpower, traffic congestion as well as longer boarding and alighting time of passengers during peak hours, it might need to make temporary operational adjustments for bus services, which might have affected the stability of individual bus trips;
- (2) the KMB would continue to closely monitor the operation of the above routes and, where necessary, make appropriate manpower deployment to maintain the stability of the service frequencies; and
- (3) to tie in with the future development of the Tsuen Wan harbourfront area, the KMB would conduct timely review of the demand for bus services in that area and maintain close liaison with the TD in this matter. As regards the transport needs of the new school premises upon the commencement of the new school year in September 2024, the KMB would deploy staff for site inspections and make appropriate operational adjustments when necessary.

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

- (1) a Member enquired why the operator of route no. 99 had not applied for the

ESLS; and

- (2) a Member enquired how the operator of route no. 99 had tackled the problem of manpower shortage.

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

- (1) as the application for the ESLS took time, after having discussion with the TD, the GMB operator concerned opined that recruiting additional local part-time drivers and increasing their working hours would be a quicker and more effective solution to address the prevailing problem; and
- (2) the questionnaire survey had been conducted by Members in early August, and the GMB operator concerned had improved the service between mid- and late August. The TD would maintain close communication with the GMB operator to improve the service level of the route concerned.

VII Item 6: Matters Relating to the Maintenance of the Planters along the Highways in Tsuen Wan District and of the Transport Facilities in the District
(TWDC T&TC Paper No. 13/2024-25)

34. The Chairman stated that Ms LAM Yuen-pun submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, STO/TW, TD;
- (2) Mr WONG Hei-long, Ken, District Engineer/Tsuen Wan (DE/TW), HyD;
- (3) Ms LEE Wing-chau, Cynthia, Deputy District Leisure Manager (Tsuen Wan)2 (DDLMTW)2, Leisure and Cultural Services Department (LCSD);
- (4) Mr Tim WONG, M(O) (Atg.) KMB;
- (5) Mr Leo CHOW, AM(PR), KMB; and
- (6) Mr Eric LEE, O(OS), KMB.

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

35. Ms LAM Yuen-pun introduced the paper.

36. STO/TW of the TD responded that the TD had reminded the KMB to pay attention to the hygiene condition of the bus shelter concerned, to deploy staff to carry out regular inspections and clearance, and to strengthen the cleansing work as necessary.

37. DE/TW of the HyD responded that regarding the maintenance of roadside vegetation, the HyD was responsible for maintaining vegetation grown alongside expressways and would arrange contractors to regularly clear roadside weeds and

vegetation. The maintenance of roadside vegetation grown along public roads in urban areas (except expressways) was mainly undertaken by the LCSD. For weeds grown at facilities which were provided on public roads in urban areas and were maintained by the HyD, the HyD would also arrange contractors to carry out regular clearance.

38. DDLM(TW)2 of the LCSD responded that the LCSD was responsible for maintaining roadside vegetation in general and central median greening zones (CMGZs). It would arrange service contractors to carry out the maintenance work, such as inspection, irrigation, fertilisation, pruning, weeding as well as pest and disease control, on a regular basis. The LCSD was also responsible for the regular maintenance of the vegetation grown in 172 CMGZs and roadside planters under its purview. Upon receipt of complaints or learning that vegetation and weeds at a particular location were causing obstruction to drivers' sightline, the LCSD would arrange the service contractor concerned to handle such cases as a matter of priority. The LCSD had provided service contractors with guidelines on vegetation maintenance as well.

39. AM(PR) of the KMB responded that the KMB had received some requests for cleaning up the refuse accumulated on top of bus shelters in the past two years. The bus shelter mentioned in the paper was a black spot where refuse was easily accumulated, the KMB had already carried out clearance three times in 2023 and twice in 2024. However, there was no improvement in the situation, and it was believed that the problem of dropping objects from height was very serious at the location concerned. Whenever the KMB learnt that refuse was accumulated on top of the concerned bus shelters, it would deploy staff for clearance in a timely manner.

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

- (1) a Member enquired about the government departments responsible for the management of weed clearance at different lots in Ma Wan, and suggested that the Tsuen Wan District Office (TWDO) should provide the relevant information;
- (2) a Member proposed to step up the clearance of weeds at Castle Peak Road - Tsing Lung Tau to ensure that drivers' sightline would not be obstructed;
- (3) a Member suggested that operators of bus services should redouble their efforts in clearing miscellaneous articles accumulated on top of bus shelters to prevent mosquito infestation;

- (4) a Member pointed out that the area along Yeung Uk Road was overgrown with weeds. The Member enquired of the LCSD about the frequency of weeding and recommended prompt removal of the weeds grown at the road sections concerned; and
- (5) a Member suggested that the LCSD should increase the frequency of weeding during the rainy season.

41. DDLM(TW)2 of the LCSD responded as follows:

- (1) the maintenance of the CMGZ at Yeung Uk Road was undertaken by the LCSD. The LCSD would regularly clean up and carry out pruning at a total of 172 CMGZs and roadside planters under its purview once every one to two months in general. If weeds and vegetation at individual locations, such as the section of Castle Peak Road - Tsing Lung Tau as mentioned by Members, had caused obstruction to drivers' sightline, the LCSD would arrange service contractors to strengthen clearance and pruning;
- (2) as the CMGZ was situated at a location with high pedestrian and vehicular flow, the LCSD would step up weed clearance at the location concerned as far as practicable, after taking into account factors such as road safety and resources; and
- (3) as regards clearance of weeds in Ma Wan, the LCSD would remind service contractors to step up the clearance and pruning of weeds and vegetation at areas under its purview.

42. AM(PR) of the KMB responded that if the drain outlet of a bus shelter was identified to be blocked by miscellaneous articles, the KMB would deploy staff to carry out clearance in a timely manner.

43. Senior Liaison Officer (1) of the TWDO stated that the TWDO would seek more information about the issue concerning weed clearance in Ma Wan from Members after the meeting and provide appropriate assistance.

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 29 August 2024)

(TWDC T&TC Paper No. 14/2024-25)

44. Mr WONG Hei-long, Ken, DE/TW of the HyD introduced the paper.

IX Adjournment of Meeting

45. The Chairman reminded Members that the next meeting was scheduled for 31 October 2024 (Thursday) and the deadline for submission of papers was 16 October 2024 (Wednesday).

Tsuen Wan District Council Secretariat

5 September 2024