

(Translation)

Minutes of the 10<sup>th</sup> Meeting of Traffic and Transport Committee (3/2025-26)

Date: 25 August 2025

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Mr CHENG Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Mr YAU Kam-ping, BBS, MH

Dr CHEUNG Man-ka, MH

Dr LEUNG Cheong-ming, Raymond, MH, JP

Mr CHAN Chun-chung

Mr MOK Yuen-kwan

Mr TSANG Tai

Mr FUNG Cheuk-sum

Mr WONG Wai-kit, MH

Mr WONG Kai-chun

Mr KOT Siu-yuen, MH

Mr LAU Chung-kong

Mr CHAN Pui-heng

Mr LEUNG Chi-wo

Government Representatives

Mr AU Ka-shing, Billy, JP                      District Officer (Tsuen Wan),  
Tsuen Wan District Office

Mr CHEUNG Chak-ho, Alex                      Assistant District Officer (Tsuen Wan),  
Tsuen Wan District Office

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

Mr CHAN Yee-hing, Paul                      Engineer/Tsuen Wan 1,

Mr SIN Ho-pong, Stanley	Transport Department Engineer/Tsuen Wan 2, Transport Department
Mr CHEUNG Hang-keung, Ken	Engineer/Tsuen Wan 4, Transport Department
Mr WONG Hei-long, Ken	District Engineer/Tsuen Wan, Highways Department
Ms LAM Hang-ling, Sara	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Tsuen Wan District Council Secretariat Representatives

Mr LIM Kuen	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr LI Yin-chung, Tony (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office
Ms IP Wai-ling, Jennifer	Executive Officer (District Council)3, Tsuen Wan District Office

In Attendance:

For discussion of item 3

Mr CHAN Muk-keung, Ringo	Senior Estate Surveyor/Land Supply 9 (Land Supply Section), Lands Department
Ms LEE Sze-ming, Sammi	Estate Surveyor/Land Supply 9 (2) (Land Supply Section), Lands Department
Ms Penny CROSBIE-WALSH	Chief Executive Officer, ENM Holdings Limited
Mr Edmond LO	Project Director, Chinachem Group
Mr Aubrey TAM	Senior Project Manager, Chinachem Group
Mr Jacky YEUNG	Executive Director, Aurecon Group
Mr Jeffrey CHAN	Technical Director, Aurecon Group
Mr Spancer WONG	Director, Larry H. C. Tam & Associates Limited

For discussion of item 6

Mr TAM Wai-ho

Engineer/New Territories West (Distribution 1),  
Water Supplies Department

For discussion of item 7

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 8

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 9

Mr HO Kit-ming

Engineer/Tsuen Kwai 2,  
Drainage Services Department

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 10<sup>th</sup> 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 received a declaration of interests made by the Chairman in respect of Matters Arising from the Minutes of the Previous Meeting and the subject matter of agenda item 8 prior to this

meeting. He disclosed himself as the Chairman of the Ma Wan Rural Committee (MWRC). Being one of the local bodies in Ma Wan, the MWRC had a role to participate in entering into the service agreement of residents' bus service in Ma Wan with non-franchised bus operators. The Chairman of the Tsuen Wan District Council (TWDC) decided that the Chairman of the T&TC could not chair the meeting and cast any vote for the two agenda items concerned but could speak and participate in the discussion of these agenda items to reflect the views of residents in the local community.

3. The Chairman enquired whether any Members had to make declarations of interests immediately. Mr LEUNG Chi-wo made a declaration of interests immediately. He disclosed himself as the Chairman of the Park Island Owners' Committee. Regarding Matters Arising from the Minutes of the Previous Meeting and agenda item 8, the Chairman decided that Mr LEUNG Chi-wo could speak and participate in the discussion but could not cast any vote.

4. 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 9<sup>th</sup> Meeting held on 23.6.2025

5. 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 24 to 30 of the Minutes of the Meeting held on 23.6.2025: Matters Relating to the Application for Adjustment to the Ferry Services in Ma Wan

6. The Chairman said that as the Chairman of the TWDC had appointed the Vice Chairman to stand in as the Acting Chairman, and he would pass the chair to the Acting Chairman to preside over the discussion of the subject matter concerned.

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

- (1) following a site inspection to route no. NR338S from 18 to 22 August 2025, a Member found that the buses during peak hours (especially those departing

at 7:35 a.m. and 7:40 a.m.) were fully occupied, and passengers were even required to stand in the bus compartment on some departures during certain periods. The Member suggested that the Park Island Transport Company Limited (PITCL) should make adjustment to or even increase the service frequencies during the periods concerned to meet the increased passenger demand after the start of the new school year;

- (2) a Member said that residents were discontented with the departures of route no. NR338S at 8:35 a.m. and 8:40 a.m., which were adversely affected by traffic congestion on West Kowloon Highway, increasing the journey time (from Ma Wan to MTR Hong Kong Station) to 41 minutes. Delays would be worsened in rainy days. When compared with the existing ferry service, the alternative proposal of using bus service lacked sufficient advantages. For this reason, the proposed “replacement of ferry services with bus services” might not achieve the expected effect. The Member recommended reviewing the feasibility of reintroducing ferry service during this period;
- (3) a Member reflected that cancellation of some departures of ferry service would cause severe disruption to the daily travel arrangements of residents having the need to travel with their pets or wheelchair users. The Member also suggested that arrangement should be made for operating some departures with low-floor buses to facilitate the use of service by wheelchair users, elderly persons and passengers carrying strollers;
- (4) a Member said that upon the frequency reduction in ferry service, residents would become more reliant on land transport for travelling to and from Ma Wan during certain periods. Residents were concerned about the contingency plans drawn up by the Transport Department (TD) and the PITCL to cater for unexpected situations;
- (5) a Member said that the current fare for route no. NR338S was not attractive. Seeing that the TD intended to replace ferry service with bus service, the fare should be reduced to benefit residents and motivate them to use the service; and
- (6) a Member reflected that the PITCL had replaced the large vessel with a smaller one for the operation of the ferry departure at 7:20 a.m. However, even the new school year had not yet started, the ferry of this departure was already full for most of the time. The Member therefore worried that after the start of the school year, passengers who failed to board the ferry of this departure might need to take route no. NR338S departing at 7:35 a.m. and, if

so, would be forced to rush from the ferry pier to the bus terminus. This would aggravate the problem of overcrowding on the buses and might cause disorder and safety hazards at scene. The Member suggested that the TD should follow up on the utilisation of resources by the PITCL so that it would make reasonable allocation of vessels for service provision during peak periods.

8. Senior Transport Officer/Tsuen Wan (STO/TW) of the TD responded as follows:
  - (1) the TD was highly concerned about the carrying capacity of route no. NR338S and the potential increase in passenger demand after the start of the school term. It believed that the new arrangements implemented in mid-August 2025 would help passengers to make adjustment to their travel pattern having regard to such arrangements. The TD would also urge the PITCL to closely monitor the change in passenger demand after the start of the school term and, where necessary, allocate buses with higher carrying capacity or introduce additional departures to cope with the situation;
  - (2) the TD noted that on certain days, the PITCL had operated the departure of ferry service at 7:20 a.m. with vessels of lower carrying capacity. The PITCL explained that as there was an urgent need of maintenance for one of its ferries of higher carrying capacity, a vessel of lower carrying capacity was allocated to operate the departure concerned. The TD was informed that the maintenance work was about to complete and had advised the PITCL to provide service with vessels of higher carrying capacity as required;
  - (3) the TD noted that the travel pattern of passengers was changing, and that more residents tended to choose bus service. The TD would take follow-up action with the PITCL to explore the possibility of painting queue lines for passengers on the ground and deploying frontline staff to maintain order on site if necessary;
  - (4) under the current policy for non-franchised bus service, if passengers wished to use such bus service with their pets on board, passenger representatives might directly negotiate with the PITCL for reaching a consensus and formulate clear rules for such arrangement (such as the mandatory use of pet carriers, and restrictions on pet size and species, etc.). In addition, notices should be posted to clearly inform passengers of the rules;
  - (5) the TD learnt that five new low-floor buses of the PITCL had been put into service in a progressive manner, thereby increasing the proportion of low-floor buses in the PITCL's bus fleet. In the long run, since the utilisation

rate of route no. NR338S was satisfactory and ascending, the TD was in discussion with the PITCL on the introduction of low-floor bus models of higher carrying capacity (such as double-decked buses);

- (6) when temporary closure of the Tsing Ma Bridge was required due to emergency, staff of the Tsing Ma Control Area would immediately give notification to the Emergency Transport Co-ordination Centre of the TD under established procedures. Where necessary, the lower deck of the Lantau Link would be opened to divert traffic, thereby minimising the negative impact on vehicular traffic to and from Ma Wan; and
- (7) the TD understood that fare concessions were currently provided to passengers taking route no. NR338S. If residents wished to seek further fare discounts, the TD encouraged passenger representatives to have direct negotiation with the PITCL.

9. A Member raised further views, pointing out that most passengers currently taking route no. NR338S would board and alight at the International Finance Centre (IFC) (MTR Hong Kong Station). As the bus schedule only set out the departure time of a bus departing from the ferry pier, it would be difficult for passengers who waited at the IFC for boarding to accurately estimate the arrival time of the bus. Missing a bus could result in a wait of up to an hour for the next departure. The Member opined that if departures of the bus service were to depart from the IFC, it would be more convenient for passengers to plan the travel time. It was therefore proposed to designate the IFC as the bus terminal rather than an en-route stop of route no. NR338S.

10. STO/TW of the TD noted the Members' suggestions. Since some students had the need to interchange for school buses at the ferry pier, the TD considered it necessary to observe changes in the passenger demand for route no. NR338S after the start of the school term before discussing the proposed alteration of bus terminal. The TD also noted that the current bus schedule provided by the PITCL did not specify the estimated departure time of the service frequencies departing from the IFC, making it difficult for passengers to plan for their journey. Moreover, as route no. NR338S was a new alternative route, passengers might still need some more time to adapt to the new travel pattern. The TD would request the PITCL to improve the bus schedule with a view to facilitating the estimation of bus arrival time by passengers.

11. The Acting Chairman said that Members should directly follow up this matter with the departments concerned, and that the captioned item would not be included under

Matters Arising from the Minutes of the Previous Meeting.

12. The Acting Chairman said that the Chairman would then continue to preside over the meeting.

IV Item 3: Road Improvement Works at Hilltop Road and Lo Wai Road, Tsuen Wan  
(TWDC T&TC Paper No. 15/25-26)

13. The Chairman stated that the paper was submitted by the Lands Department (LandsD). The representatives from the departments and organisations responsible for giving responses were:

- (1) Mr CHAN Muk-keung, Ringo, Senior Estate Surveyor/Land Supply 9 (Land Supply Section), LandsD;
- (2) Ms LEE Sze-ming, Sammi, Estate Surveyor/Land Supply 9 (2) (Land Supply Section), LandsD;
- (3) Ms Penny CROSBIE-WALSH, Chief Executive Officer, ENM Holdings Limited;
- (4) Mr Edmond LO, Project Director, Chinachem Group (Chinachem);
- (5) Mr Aubrey TAM, Senior Project Manager (SPM), Chinachem;
- (6) Mr Jacky YEUNG, Executive Director, Aurecon Group;
- (7) Mr Jeffrey CHAN, Technical Director, Aurecon Group; and
- (8) Mr Spancer WONG, Director, Larry H. C. Tam & Associates Limited.

14. SPM of the Chinachem introduced the paper.

15. The views of Members were summarised as follows:

- (1) a Member said that as learnt during the communication with the village representative and villagers of Hoi Pa Resite Village, residents generally believed that the impact of the works on the village would be insignificant. Nevertheless, the Member noted that the works site was in close proximity to squatter huts, as well as the residential premises and ancestral hall at Sam Tung Uk Resite Village, and therefore suggested that the departments and organisations concerned should hold a discussion session with the village representative prior to the commencement of works for consultation and briefing on the proposed project. Besides, it was suggested that the contractor should implement effective noise reduction measures during the construction period to minimise the noise nuisance caused to the daily life of residents. It was also suggested that the contractor should establish close

and smooth communication channels with local bodies in the community, with a view to facilitating prompt coordination when problems arose;

- (2) a Member agreed that the road widening works would help improve the traffic condition in the area indeed. However, the traffic was busy at the location during the grave-sweeping festivals in spring and autumn, and implementation of road closure was even necessary sometimes to facilitate traffic. For this reason, it was suggested that sufficient width of the roads in question should be maintained as far as possible during construction to avoid aggravating traffic congestion during peak periods of vehicular traffic; and
- (3) a Member reflected that the problem of vision obstruction was currently experienced by motorists at the section of the carriageway on Lo Wai Road heading to Sam Tung Uk Resite Village via the roundabout. The bend was near a pedestrian crossing where traffic accidents would occur from time to time. It was therefore suggested that the road widening works should include the design for replanning of and improvement to the bend concerned, aiming to eliminate blind spots of motor vehicles and prevent the formation of a new traffic black spot.

16. SPM of the Chinachem responded as follows:

- (1) regarding the proposed consultation and briefing on the project proposal to residents in Sam Tung Uk Resite Village, the Chinachem would, together with the government departments concerned, make arrangements and take follow-up action;
- (2) the Chinachem would submit detailed traffic control plans for implementation during and after the period of construction to the TD for further approval;
- (3) the Chinachem understood that the implementation of road closure would cause inconvenience to nearby residents and would endeavour to minimise the nuisance caused to residents during construction; and
- (4) regarding the problem of blind spots of motor vehicles at the bend, the Chinachem would have further discussion with the TD to explore a specific improvement measure.

17. Engineer/Tsuen Wan 4 (E/TW4) of the TD added that contractors would generally commission consultants to formulate proposals of temporary traffic arrangements for submission to the Government for approval. Given the relatively large scale of this project, the TD recommended the establishment of a subcommittee specialising in the

processing of the proposals of temporary traffic arrangements. As regards the problem raised by Members concerning the blind spots of motor vehicles at the bend, the TD would include it into its study to explore feasible improvement measures.

V Item 4: Proposals for Improvement to the Road Design and Issues Relating to the Gradient of Some Pedestrian Walkways in the Vicinity of Hoi Shing Road  
(TWDC T&TC Paper No. 16/25-26)

18. The Chairman stated that Mr KOO Yeung-pong, Mr NG Chun-yu, Mr CHAN Chun-chung and Mr CHAN Pui-heng submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr CHAN Yee-hing, Paul, Engineer/Tsuen Wan 1 (E/TW1), TD; and
- (2) Mr WONG Hei-long, Ken, District Engineer/Tsuen Wan (DE/TW), Highways Department (HyD).

Besides, the written reply of the HYD was tabled at the meeting.

19. Mr KOO Yeung-pong and Mr WONG Kai-chun introduced the paper.

20. E/TW1 of the TD responded as follows:

- (1) the section of Hoi Kwai Road off the car park at Skyline Plaza was currently a two-way carriageway. Traffic signs prohibiting vehicles longer than 8 metres from entering Hoi Shing Road via Hoi Kwai Road northbound were installed on both sides of the road. The TD noted Members' proposal of converting Hoi Kwai Road into a one-way carriageway (permitting entry of vehicles from Hoi Shing Road only). Nevertheless, the southern end of the road section connected to the public transport interchange at Hoi Kwai Road which was provided with public light bus stands and taxi stands. Many small vehicles (including taxis and minibuses) had to travel northwards for entering Hoi Shing Road via Hoi Kwai Road. If Hoi Kwai Road became a one-way carriageway, such vehicles could only turn right and enter Tai Ho Road before travelling northwards to the highly congested junction of Tai Ho Road, Yeung Uk Road and Hoi Shing Road. Moreover, vehicles on Tai Ho Road were currently prohibited from making left turn to enter Hoi Shing Road. Therefore, lifting the restriction would increase vehicular traffic at the junction concerned; and
- (2) the TD had also received feedback about the traffic signs which were installed for prohibiting vehicles longer than 8 metres from entering Hoi Kwai Road, complaining that they did not give clear indication. After conducting a site

inspection, the TD considered that the existing traffic signs (two sets of traffic signs installed on each side of the road) were clearly visible. To further remind drivers to comply with the prohibition concerned, the TD planned to install an additional set of traffic signs in front of the existing ones.

21. DE/TW of the HyD responded as follows:

- (1) the HyD had conducted site inspection and noted that the gradient of the ramp on the pedestrian walkway at the location was constrained by the difference between the level of the carriageway on Hoi Shing Road and the ground level of Tsuen Wan Plaza. The gradient at the section near the exit/entrance of Tsuen Wan Plaza was steeper, while the section near the pedestrian crossing was relatively flatter; and
- (2) to comprehensively address the issue regarding gradient without altering the existing level of the carriageway, it would need to reduce the gradient of the pedestrian walkway off Tsuen Wan Plaza and make adjustment to the ground level where Tsuen Wan Plaza was situated. This would increase the height of the steps at the exit/entrance there, which would adversely affect pedestrian safety and might lead to exposure of some underground structure of Tsuen Wan Plaza. The HyD would conduct site inspection with the stakeholders concerned to explore the feasibility of the proposal.

(Post-meeting note: The HyD, together with the Members concerned and representatives of the management office of Tsuen Wan Plaza, conducted a site visit to the location on 12 September 2025.)

VI Item 5: Proposal for Piloting the Diagonal Crossings and Countdown Timers on Pedestrian Crossing Lights in Tsuen Wan District

(TWDC T&TC Paper No. 17/25-26)

22. The Chairman stated that Mr KOO Yeung-pong, Mr WONG Kai-chun, Mr NG Chun-yu, Mr CHOW Sum-ming, Mr TSANG Tai, Mr LAU Chung-kong, Mr CHAN Chun-chung and Mr CHAN Pui-heng submitted the paper. The representative from the department responsible for giving responses was Mr CHEUNG Hang-keung, Ken, E/TW4, TD. Besides, the written reply of the TD was tabled at the meeting.

23. Mr NG Chun-yu introduced the paper.

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

- (1) the TD conducted trials of diagonal crossings at the two crossroads at the junction of Sha Kok Street and Yat Tai Street in Sha Tin and the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in 2024. In assessing the suitability of diagonal crossing implementation at individual junctions, the TD had to carefully consider the traffic characteristics of individual junctions, including factors such as traffic flow, pedestrian flow, junction layout (such as distribution of traffic lights) and so on. The TD was actively assessing the feasibility of diagonal crossing implementation at other signalised junctions in the territory, and the list of proposed locations for implementation was expected to be announced in the second half of 2025. Moreover, the TD had conducted site inspection to some locations in the district proposed by DC Members at earlier times and was undertaking an assessment at present. After data collection and analysis, the TD would announce the sites selected for trials of diagonal crossings in the light of various factors such as the complexity of the works involved and resources; and
  - (2) the TD was arranging for the gradual installation of the new pedestrian traffic light countdown device (the “pedestrian countdown device”) at selected trial sites, which included two trial sites in Tsuen Wan district, that is, Wing Shun Street near City Point Block 1 and Tai Ho Road near Tsuen Wan Market Street.
25. The views and enquiries of Members were summarised as follows:
- (1) a Member noted that the TD had planned to install the new pedestrian countdown device at the pedestrian crossing off Wing Shun Street near City Point. Nevertheless, some vehicles would approach the bend at the location concerned at high speed from time to time and might brake abruptly near the junction, thereby posing a potential hazard to pedestrians. It was therefore suggested that the TD should install additional traffic signs near the bend for reminding drivers to decelerate and provide additional facilities for speed reduction of approaching vehicles; and
  - (2) a Member welcomed the TD’s pilot implementation of the pedestrian countdown device in Tsuen Wan district and enquired about the specific timetable of implementation. The Member opined that, compared with a device having flashing “green man” light only, the pedestrian countdown device could facilitate elderly persons and mobility-handicapped persons to make more accurate assessment of whether there would be adequate time for

them to cross the road. The Member therefore enquired about the next step of the TD after the completion of the pilot stage and the anticipated timeline of the full-scale rollout of the pedestrian countdown device in the territory.

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

- (1) the TD had extended the pilot scheme of the new pedestrian countdown device (the “pilot scheme”), selecting 16 pedestrian crossings for testing and consequently obtaining more comprehensive data to assess the effectiveness of the new pedestrian countdown device under various circumstances, such as different pedestrian flow and crossing distance. It was expected that the preliminary findings of assessment would be available by mid-2026; and
- (2) regarding the speeding problem of vehicles at the bend on Wing Shun Street as mentioned by Members, the HyD had provided two additional sets of road markings indicating “Slow” at the locations within 50 to 100 metres before the bend concerned (near the junction of Pavilia Bay), so as to give warnings to drivers in advance for speed reduction.

(Post-meeting note: The TD would install the new pedestrian countdown device at the pilot sites in Tsuen Wan in the fourth quarter of 2025. Meanwhile, university teams would be commissioned to conduct research and analysis on the impact of the pedestrian countdown device on pedestrian behaviour of crossing a road. It was expected that the preliminary study results would be available by mid-2026.)

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

- (1) a Member pointed out that the junction on Tai Ho Road near Tsuen Wan Market Street under the pilot scheme involved multiple sets of traffic lights. The Member enquired whether the pedestrian countdown device would be installed at all three pedestrian crossings or would only be installed at one specific pedestrian crossing; and
- (2) a Member pointed out that the local residents’ demand for the installation of additional pedestrian countdown devices in an expeditious manner was keen, hoping that the TD could provide a clear timetable of implementation to keep the public informed of the progress.

(Post-meeting note: The TD added that the device at the trial site on Tai Ho Road near Tsuen Wan Market Street would be installed at the pedestrian crossing near On Wing Street. The objective of the trial run was to further collect and establish performance

data for the new pedestrian countdown device under different traffic conditions, so as to assess the effectiveness of the new pedestrian countdown device in various scenarios with different habits of road use by pedestrians. The TD would work out the direction for the next step of study after considering the findings of the trials presented by the university teams. The Secretariat had received supplementary information from the TD on the trial sites of the pilot scheme after the meeting, and forwarded the information to Members for their perusal on 3 September 2025.)

VII Item 6: Proposal for the Provision of Additional Motorcycle Parking Spaces near the Parking Meters on Sham Tseng Tsuen Road

(TWDC T&TC Paper No. 18/25-26)

28. The Chairman stated that Mr CHENG Chit-pun and Mr WONG Kai-chun submitted the paper. 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).

29. Mr CHENG Chit-pun introduced the paper.

30. A Member pointed out that there were only seven private car parking spaces and 13 motorcycle parking spaces provided in the car park concerned at present, which was unable to meet the parking demand in the area. However, a large vacant land adjacent to the car park was left unused. After a joint site inspection conducted by DC Members and the TD, it was learned that the vacant land was reserved for maintenance purposes by the WSD. The Member therefore hoped that the TD and the WSD would jointly explore the feasibility of providing additional parking spaces on the vacant land.

31. E/TW2 of the TD responded that the TD had consulted the WSD when planning the parking spaces at the location concerned in 2023. Since the WSD requested to reserve a Waterworks Reserve Area for emergency water pipe maintenance, the TD had optimised the planning for provision of parking spaces within the remaining space available. Such provision also included compensation for the five motorcycle parking spaces previously removed due to the widening of the footpath off Sham Tseng Tsuen Road.

32. E/NTW(D1) of the WSD responded as follows:

- (1) the reservation of Waterworks Reserve Area aimed to facilitate investigations or maintenance conducted by the WSD or its engaged contractors at any time for handling unexpected incidents of water mains leakage or burst. As the WSD was unauthorised or incapable of removing any vehicles parked at the location when maintenance was required, it could only attempt to contact the vehicle owners concerned, waiting for their arrival to move their vehicles or summoning the Police for assistance. However, in the event of a serious incident (such as incident that affected the water supply to Sham Tseng Village), maintenance had to be carried out without delay, and the WSD could not bear the risk arising from such postponement; and
  - (2) in 2023, the WSD proposed to the TD that if the TD was willing to bear the project and research costs for relocating the water mains concerned, the WSD would cooperate in exploring the proposal. As the underground water mains in question were 500 millimetre in diameter, there should be adequate space at the site for relocation to accommodate the water mains. As the car park and the adjacent public toilet was separated by a one-way carriageway, excavation works would have significant impact on the traffic at the location. In this connection, the TD believed that relocation of water mains was not a solution of top priority for consideration.
33. The views and enquiries of Members were summarised as follows:
- (1) a Member suggested that the WSD should give due consideration to the proposal of relocating the water mains concerned where resources permitted;
  - (2) a Member understood that the WSD had the need to reserve space for emergency maintenance, and recommended the TD to make good use of space and maximise the number of parking spaces to be provided within the space available by adopting a more orderly design of parking spaces; and
  - (3) a Member wondered about the possibility of having water mains laid under ground level of some metered parking spaces in urban areas. So, the Member enquired why the open space in rural areas (such as Sham Tseng Village) were prohibited from providing parking spaces due to the existence of water mains, and how the WSD could determine that the vacant land designated as Waterworks Reserve Area could not coexist with parking spaces.
34. E/NTW(D1) of the WSD responded as follows:
- (1) the WSD would, where resources permitted, conduct underground

exploratory works to investigate whether there were suitable alternative locations in the surrounding area of the vacant land for relocating the water mains concerned; and

- (2) as no parking spaces could be provided at any Waterworks Reserve Area in principle, with no distinction made between urban and rural areas. Therefore, theoretically, there would not be a situation where a Waterworks Reserve Area was situated beneath a parking space.

35. A Member added that the site had been used as a short-term tenancy car park in the past, providing more parking spaces then. Water mains had already been laid underground at that time. The site was subsequently converted into a public car park after land resumption by the Government. Since then, there was restriction imposed on the number of parking spaces on grounds of waterworks maintenance, making it difficult for residents to accept this explanation. It was therefore suggested that the departments concerned should re-examine the policy and grant permission to provide additional parking spaces at the location. Otherwise, they should actively explore the feasibility of relocating the water mains concerned to avoid wastage of land resources.

#### VIII Item 7: Proposal for Extending the First Stop of KMB Route No. 234C to Tsing Lung Tau in the Morning

(TWDC T&TC Paper No. 19/25-26)

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

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

37. Mr WONG Kai-chun introduced the paper.

38. STO/TW of the TD responded that the TD noted Members' proposal and would explore its feasibility with the KMB. When considering proposed re-routing of bus routes, the TD had to strike a balance among various factors, including the impact on existing passengers, as well as the effective utilisation of road resources and bus

resources, etc.

39. O(OS) of the KMB responded that the KMB noted Members' proposal. It would study the potential impact and feasibility of the proposal, and would discuss it with the TD in a timely manner.

40. The views of Members were summarised as follows:

- (1) a Member reflected that as it lacked convenient bus routes for use by students in areas around Shek Wai Kok at present, many parents relied on private cars to pick up/drop off their children at school, thereby causing traffic congestion in the area during school hours in the morning. It was suggested that more direct bus routes should be introduced to reduce the use of private cars, so as to relieve the traffic pressure and reduce carbon emission;
- (2) a Member added that although some en-route stops of route nos. 234C and 234D were overlapping, the overall routing of these routes was entirely different. Earlier observation also indicated that the operation of route no. 234C did not reach carrying capacity. The Member therefore proposed to extend the routing of the bus route by departing at Tsing Lung Tau. This would not only provide dedicated bus service for students but also serve as an additional option of transport for residents travelling to and from Kowloon East (similar to the express service through special departures of route no. 40P), thereby benefiting more members of the public; and
- (3) a Member suggested making reference to the arrangement of special departures of route no. 234A and introducing such arrangement in a gradual and orderly manner. For instance, one or two departures might be selected from among the four existing departures of route no. 234C to provide bus service departing from Tsing Lung Tau on a trial basis for data collection and assessment of actual demand and impact.

41. STO/TW of the TD responded that the TD noted Members' views and would continue to consider the feasibility of the proposal.

42. O(OS) of the KMB responded that the KMB noted Members' proposal of launching a trial run to provide bus service departing from Tsing Lung Tau in a progressive manner and would study the feasibility of the proposal.

43. The Chairman said that with the start of the school term approaching, he hoped

that the TD and the KMB would expedite follow-up actions and announce the results of their studies.

IX Item 8: Proposals for Optimising the Routing of KMB Route No. 230R

(TWDC T&TC Paper No. 20/25-26)

44. The Chairman said that as the Chairman of the TWDC had appointed the Vice Chairman as the Acting Chairman, and he would pass the chair to the Acting Chairman to preside over the discussion of the subject matter concerned.

45. The Acting Chairman said that Dr CHEUNG Man-ka submitted the paper. The representatives from the departments and organisations responsible for giving responses were:

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

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

46. Dr CHEUNG Man-ka introduced the paper.

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

- (1) the TD supported in principle the proposal of providing a bus stop for route no. 230R outside Park Island Beach Commercial Complex. Nevertheless, since the road section concerned was within private land, it was necessary for the KMB to first obtain consent from the landowner before providing a bus stop there. As far as it understood, the KMB and the landowner were still in discussion on this matter and had not yet reached a consensus. The TD would continue to encourage communication among various stakeholders to explore the feasibility of the proposal. At present, passengers in the vicinity of Pak Lam Road might travel to other locations, such as Tsing Yi, Tsuen Wan and Kwai Fong, by taking other routes of residents' bus service and then interchange to other public transport services for travelling to and from various destinations in the urban area;
- (2) the TD noted Members' proposal of extending the routing of route no. 230R to Tsim Sha Tsui and was currently discussing with the KMB the feasibility of the proposal; and
- (3) route no. 230R primarily aimed to facilitate the travelling between urban

areas and Ma Wan Park (including Noah's Ark and Ma Wan 1868) of passengers. The TD noted that with the official opening of Ma Wan 1868 to the public, there was an ascending trend in passenger volume of route no. 230R during weekends and public holidays, but the passenger volume on weekdays was still low. For this reason, the TD had no plan to increase the service frequency of route no. 230R in peak hours on weekdays at this stage. The TD would continue to closely monitor the changes in patronage of this route during various periods and would review the service arrangement with the KMB in a timely manner.

48. O(OS) of the KMB responded that the passenger volume of route no. 230R had always been low, and the bus stops currently provided in Ma Wan were relatively distant from residential premises. The KMB maintained a positive and open attitude to the proposed provision of additional bus stops for route no. 230R within Ma Wan and in Tsim Sha Tsui. To provide residents with more travel options, it had also submitted applications to the TD earlier for providing the relevant additional stops for this route. The KMB would continue to follow up on this matter.

49. The views of Members were summarised as follows:

- (1) a Member relayed residents' suggestion of providing an additional en-route stop of route no. 230R near Ma Wan Rural Committee Road and CCC Kei Wai Primary School (Ma Wan). The new stop would help provide service for students or commuters in off-peak hours, bringing convenience to students so that they could go home at the shortest walking distance after alighting, and improving the current situation where passengers, who alighted at the bus stop near Ma Wan Fire Station, had to walk a long distance before reaching their residences;
- (2) a Member noted that the existing residents' bus service provided by the PITCL was inadequate to meet the passenger demand during peak hours, and that the PITCL's adjustment made to ferry service frequencies had resulted in further traffic pressure upon the area. Since double-decked buses having high carrying capacity were allocated to operate route no. 230R, the Member proposed to increase the service frequency of route no. 230R during peak hours on weekdays, making it an important supplementary transport option for travelling to and from Ma Wan following the PITCL's adjustment to the ferry services in Ma Wan;
- (3) a Member said that at present, the service frequency of route no. 230R

maintained at a 30-minute interval from 5:00 p.m. and 6:30 p.m. on weekends and would be reduced to a 60-minute interval after the above period. Given the infrequent service after 6:30 p.m. and the time required for visitors to walk to the bus stop after visiting Ma Wan 1868, some visitors were forced to cut short their visit and rush to the bus stop for catching buses. The Members therefore proposed to extend the service period with departures at a 30-minute interval from the current 6:30 p.m. to 7:00 p.m. or 7:30 p.m., thereby allowing visitors to have greater flexibility in planning their itineraries and enhance their travel experience;

- (4) a Member pointed out that the patronage of route no. 230 was not satisfactory. The Member suggested that, in addition to adding en-route stops in Ma Wan, consideration should be given to re-routing the route via the West Kowloon Corridor and directly reaching busy areas such as Mong Kok and Tsim Sha Tsui, or via Sham Mong Road and picking up/setting down passengers at MTR Olympic Station to attract new passengers. It was also proposed to consider allowing passengers to bring pets on board to enhance the attractiveness of the route; and
- (5) regarding the KMB's failure of reaching a consensus with the landowner of the road section outside Park Island Beach Commercial Complex, a Member relayed residents' opinion, suggesting that the KMB should assume the responsibility of maintaining the private road section concerned, or the Government should resume the road section concerned.

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

- (1) the introduction of route no. 230R aimed to provide enhanced transport services to cope with the increasing number of visitors to Ma Wan and to ensure that the residents' daily commutes would remain unaffected by visitors. Although the current patronage of route no. 230R was relatively low, the TD noted that the bus route had successfully accommodated the sudden surges in the number of visitors during the holidays (such as the long vacation of the Labour Day holidays in the Mainland, Easter holidays and Mother's Day) or when major events were organised at Ma Wan 1868. As it was still in the early stage of opening Ma Wan 1868 to the public, it was expected that there would be changes in patronage since more shop operators would run business there gradually. The TD therefore would continue to monitor changes in the overall transport demand of Ma Wan and collaborate with the KMB to explore proposals of optimising the route; and

- (2) regarding the proposal on increasing the service frequency of route no. 230R, the TD noted that the KMB would flexibly respond to significant increase in patronage by arranging additional departures at present. Concerning the regularisation of enhanced service frequency, further consideration would be given having regard to the actual passenger demand.

51. O(OS) of the KMB responded as follows:

- (1) the KMB would closely monitor the change in patronage of route no. 230R and timely review the frequency arrangement; and
- (2) the KMB had taken note of Members' proposal of providing an additional bus stop at Ma Wan and their views of enhancing the routing of route no. 230R in the urban area, and would actively follow up with the TD.

52. The Acting Chairman said that the Chairman would then continue to preside over the meeting.

X Item 9: Concern about the Significant Impact on Traffic Caused by Severe Flooding in Multiple Areas in Tsuen Wan after Heavy Rain  
(TWDC T&TC Paper No. 21/25-26)

53. The Chairman stated that Ms LAM Yuen-pun, Mr WONG Kai-chun, Mr CHENG Chit-pun, Mr CHOW Sum-ming, Mr FUNG Cheuk-sum and Mr CHAN Pui-heng submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr HO Kit-ming, Engineer/Tsuen Kwai 2, Drainage Services Department (DSD);
- (2) Miss MUI Wai-ching, Destiny, STO/TW, TD;
- (3) Mr CHEUNG Hang-keung, Ken, E/TW4, TD;
- (4) Mr WONG Hei-long, Ken, DE/TW, HyD;
- (5) Ms LAM Hang-ling, Sara, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (AA/Lands (DLO)), LandsD; and
- (6) Mr CHEUNG Chak-ho, Alex, Assistant District Officer (Tsuen Wan) (ADO(TW)), Tsuen Wan District Office (TWDO).

Besides, the written replies of the HyD, DSD and Food and Environmental Hygiene Department (FEHD) were tabled at the meeting.

54. Ms LAM Yuen-pun introduced the paper.

55. The views and enquiries of Members were summarised as follows:
- (1) a Member said that some natural drainage channels in rural or squatter areas were blocked because of unauthorised enclosure by nearby residents, illegal waste dumping as well as land cultivation and farming. As a result, stormwater was unable to drain through the drainage system and would subsequently flood onto roads and adversely affect traffic. It was suggested that the departments concerned should enhance cooperation and establish a more effective mechanism for timely identification and resolution of such problems;
  - (2) a Member pointed out that drainage problem also occurred on Wo Yi Hop Road. There was an uncovered nullah running along the road section heading towards Shing Mun Reservoir. During inclement weather, the nullah was not capable of coping with the exceptionally high volume of rainfall. In 2023, stormwater of a torrential downpour mixed with silt surged through the nullah and caused flooding to Lei Muk Shue Estate. Besides, as Wo Yi Hop Road was a road with gradient, a lot of stormwater naturally flowed downwards to the area of Kwong Fai Circuit, causing widespread impact. The Member recommended the conduct of an inter-departmental study to improve the channel design and drainage capacity at the location concerned;
  - (3) a Member reflected that the subsidence of paving blocks occurring at the pavement near the boarding and alighting point of residents' bus situated on the ground floor of Luk Yeung Galleria (near the residents' bus stop of Lido Garden) had remained unresolved for a long time. Water would gush out from the defective ground surfaces, posing safety hazards to passengers waiting for public transport or passers-by at the location. The Member learnt that the departments concerned and the Mass Transit Railway Corporation Limited (MTRCL) were collaborating to explore solutions. It was suggested that the departments concerned should conduct joint site inspection with Members and provide a maintenance schedule to keep residents informed of the progress; and
  - (4) a Member said that, as reflected by several residents, significant accumulation of water could be observed on many road sections in Tsuen Wan district after raining. Although such situation would not cause flooding, it might still pose hazards. The Member enquired whether the water-absorbent paving blocks currently used for surfacing was still insufficient to cope with heavy rainfall.

56. Engineer/Tsuen Kwai 2 of the DSD responded as follows:

- (1) the DSD had all along been very concerned about the preparedness and emergency response measures before and after the rainy season. Prior to the onset of the rainy season, the DSD would inspect most of the main communal stormwater drains to ensure that locations prone to blockage were unobstructed. The DSD would also hold inter-departmental meetings with the departments concerned to identify locations requiring strengthened inspection or prone to blockage, with a view to further improving the preparedness measures; and
- (2) during the rainy season and after rainstorm, the DSD would step up routine inspection and maintenance to ensure that drainage channels were unobstructed and would be capable of draining off exceptionally high volume of stormwater during rainstorm. After every heavy rain event, the DSD would also inspect the main communal stormwater drainage systems to ensure normal operation and would carry out additional checks at locations where blockage might take place.

57. STO/TW of the TD responded that during inclement weather, the TD would maintain close communication with various public transport operators to obtain the information on flooding across districts and promptly liaise with the departments concerned for follow-up actions to enhance the efficiency of handling emergency situations. In response to the new normal of extreme weather, the TD had also strengthened communication and cooperation with other government departments. The TD would continue to maintain such collaborative approach to address the challenges posed by inclement weather in the future.

58. E/TW4 of the TD responded that in the case of emergency maintenance for damaged public facilities caused by inclement weather and such emergency maintenance works would have significant impact on public roads, the contractors engaged by the TD would notify the affected public transport operators under the current mechanism. In addition, the contractors would submit proposals of temporary traffic management to the TD and the Police.

59. DE/TW of the HyD responded as follows:

- (1) prior to the typhoon and rainy seasons and during the effective period of amber rainstorm warning signal, the HyD would instruct the engaged

contractors to conduct additional inspections and clearance work to roads and drainage facilities under its management with higher risk of flooding. The HyD would also strengthen inspections and clearance work of gullies on public roads through inter-departmental collaboration to ensure unobstructed drainage. During the rainy season, the HyD would increase the frequency of regular clearance of gullies on public roads. During inclement weather, the HyD would activate its Emergency Control Centres for real-time surveillance of the latest situation on major public roads, facilitating prompt response to and handling of unexpected incidents on roads. Moreover, the HyD had participated in the “Emergency Response Task Force” coordinated by the TWDO to coordinate and handle emergencies through group communication on instant messaging applications;

- (2) the HyD would refer the situation of the drainage system at Route Twisk to the FEHD for clearance operations prior to the onset of the typhoon and rainy seasons with a view to ensuring unobstructed drainage channels;
- (3) regarding the subsidence of paving blocks at the pavement near the boarding and alighting point of residents’ bus situated on the ground floor of Luk Yeung Galleria, the HyD preliminarily suspected that the subsidence might be caused by the problems of a stormwater manhole nearby which was not maintained by the department. Such being the case, the HyD had conducted a site inspection with the LandsD, DSD and MTRCL in late July 2025. For the sake of pedestrian safety, the HyD had previously carried out a one-off temporary maintenance on the road section in question. However, as jurisdiction and responsibilities of the road concerned were involved, it was still necessary to continue to take follow-up action for the problem with the MTRCL. The HyD would inform Members of the latest situation once available and might arrange site inspection with Members;  
(Post-meeting note: The HyD, together with the Members concerned, the LandsD and the DSD, conducted a site visit to the location in question on 12 September 2025.)
- (4) the HyD clarified that the paving blocks concerned were not water absorbent, and that the design of the pavement would facilitate stormwater to flow into gullies on the road by making use of the gradient of the road surface. The HyD welcomed Members to provide information on specific locations of water accumulation for follow-up action to be taken by the HyD and for improvement to the situation; and
- (5) regarding the flooding situation at Texaco Road Flyover as cited in the paper

submitted by Members, the HyD clarified that the location should be the flyover on Castle Peak Road – Kwai Chung in Kwai Tsing district. According to the records of the HyD, no reports of flooding at Texaco Road had been received.

60. AA/Lands (DLO) of the LandsD responded as follows:

- (1) the LandsD had participated in the “Emergency Response Task Force” coordinated by the TWDO and would handle emergencies with the aid of instant messaging applications during inclement weather, such as typhoon and the effective periods of red and black rainstorm warning signals; and
- (2) under the current policy of the LandsD, squatter structures were “tolerated on a temporary basis” only. If complaints against squatter huts on illegal addition, extension or alteration were received, the LandsD would actively follow them up.

61. ADO(TW) of the TWDO responded that a District Management Committee (DMC) was established in each district of the territory, which was chaired by the District Officer of the district concerned and comprised regional representatives of major government departments providing essential services in the district. The DMC of Tsuen Wan district would hold regular meetings to discuss district matters and contingency plans for inclement weather and emergencies. The DMC had also set up communication groups for emergency on instant messaging applications. Upon receipt of emergencies, departments would report such cases through the communication groups and seek assistance from the relevant departments. Simultaneously, the Home Affairs Department’s Emergency Co-ordination Centre together with the emergency hotline would be activated during inclement weather to provide people in need with assistance. The TWDO would also issue reminders of inclement weather in advance to DC Members, Care Teams and members of “the three committees” prior to inclement weather, requesting the recipients to report any emergencies promptly so as to facilitate expeditious follow-up actions taken by the departments concerned.

#### XI Item 10: 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 25 August 2025)

(TWDC T&TC Paper No. 22/25-26)

62. DE/TW of the HyD introduced the paper.
63. The views and enquiries of Members were summarised as follows:
- (1) a Member thanked the HyD and the TD for reporting on the progress of the road widening works at Mei Wan Street. As the completion of the works would be delayed until late September, the Member suggested that the departments concerned should take the initiative to coordinate with schools and operators of school transport service for traffic arrangements after the start of the school term; and
  - (2) a Member pointed out that the junction at Chung On Street where vehicular flow would turn right to enter Yeung Uk Road was a traffic black spot, with the occurrence of more than five traffic accidents since 2024. The latest incident took place last week, which involved a vehicle crashing into a traffic island and damaging public facilities. The Member requested the departments concerned to provide a works schedule for provision of speed-reducing facilities or road improvement works to be carried out at the location concerned.

64. DE/TW of the HyD responded that the road widening works at Mei Wan Street was originally scheduled to commence in late July 2025. However, on the afternoon of the first day of works, a water mains burst incident had occurred in the adjacent area. As a result, priority had been accorded to the emergency maintenance carried out by the WSD, forcing the suspension of the widening works. Subsequently, the construction was further suspended several times due to the multiple instances of hoisting of black rainstorm warning signal in early August, delaying the formal commencement of works until the second week of August. During the period of construction, closure was not implemented to the existing passenger pick-up/drop-off area provided at the front part of Mei Wan Street (in front of a taxi stand) and school buses might continue to pick up and drop off passengers in the area without disruption from the works.

65. E/TW4 of the TD responded as follows:
- (1) the road widening works at Mei Wan Street was delayed due to the occurrence of a water mains burst incident in the vicinity earlier and it took time for drivers to become familiar with the new traffic arrangements after making adjustment to the traffic lights installed at the junction of Tsuen King Circuit;
  - (2) regarding the issue of picking up/dropping off passengers of school buses,

the lay-by outside Discovery Park was in sufficient length for school buses to carry out pick-up/drop-off activities. The TD had set up a task force which would cooperate with the Police to strengthen law enforcement, preventing vehicles from parking at the lay-by for a long time. In addition, operators of school buses might apply for permits to pick up/drop off passengers in restricted zones. So, if the lay-by was occupied, permission might be granted on a discretionary basis for these vehicles to temporarily pick up/drop off passengers in the restricted zone, subject to case-by-case approval for such applications. The TD and the HyD would adopt measures to raise public awareness of the TD's temporary traffic and public transport arrangements; and

- (3) regarding the improvement works at the junction of Chung On Street and Yeung Uk Road, the TD proposed to convert the location to a box junction and provide additional road markings at the junction to alert drivers. The TD had previously conducted local consultation on this matter through the TWDO and the feedback received was positive. The project was originally scheduled for commencement in 2026. In view of the recent recurrence of traffic accidents there, the TD had requested the HyD to expedite the commencement of the improvement works.

66. DE/TW of the HyD added that in early August 2025, the HyD received the TD's request for implementing improvement works at the junction of Chung On Street and Yeung Uk Road. The works comprised two stages. The HyD planned to accord priority to complete the first stage of works of painting dotted lines on the ground level within September 2025, while the stage of providing the yellow box would commence as soon as possible once the approval for implementation of temporary traffic control measures was granted since it would require time to process such application.

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

- (1) a Member said that three consecutive traffic accidents involving vehicles crashing into a traffic island had taken place at the junction of Chung On Street and Yeung Uk Road within the past fortnight, thereby posing a significant safety hazard to pedestrians. The Member urged the TD and the HyD to implement the improvement works without delay; and
- (2) a Member was concerned about improper occupation of the lay-by outside Discovery Park by vehicles, preventing school buses from parking near the pavement and forcing students to go around vehicles for boarding or

alighting. The Member therefore recommended the departments concerned to explore practical measures to ensure that students could move between the school buses and the pavement safely and directly.

#### XII Item 11: Any Other Business

68. A Member conveyed the public's opinion of requesting the Long Win Bus Company Limited (Long Win) to provide an additional en-route stop of route no. A30 (Airport bound) on Cheung Wing Road, and therefore urged the TD to re-consider the feasibility of the request.

69. On behalf of the Long Win, AM(PR) of the KMB responded that they had taken note of the request and would study its feasibility with the TD.

#### XIII Adjournment of Meeting

70. The Chairman reminded Members that the next meeting was scheduled for 27 October 2025 (Monday) and the deadline for submission of papers was 10 October 2025 (Friday).

Tsuen Wan District Council Secretariat  
19 September 2025