

(Translation)

Minutes of the 12th Meeting of Traffic and Transport Committee (5/2025-26)

Date: 15 December 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 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

Ms LI Jieling, Nicole Engineer/Tsuen Wan 1,
Transport Department

Mr CHEUNG Hang-keung, Ken Engineer/Tsuen Wan 4,

Mr WONG Hei-long, Ken Transport Department
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 Executive Officer (District Council)4,
(Secretary) Tsuen Wan District Office

Ms IP Wai-ling, Jennifer Executive Officer (District Council)3,
Tsuen Wan District Office

In Attendance:

For discussion of item 3

Mr LAW Lap-keung Assistant Director/Planning & Services,
Marine Department

Mr CHEUK Kwan-kin General Manager/Planning, Development & Port Security,
Marine Department

Mr POON Ka-tik Senior Marine Officer/Planning & Development (2),
Marine Department

Mr TONG Tung-hin, Derek Administrative Officer (Policy Support),
Marine Department

Mr YUEN Wai-on Senior Assistant Shipping Master/West,
Marine Department

For discussion of item 5

Mr Ken WONG Manager (Operations),
Kowloon Motor Bus Company (1933) Limited

Mr Leo CHOW Assistant Manager (Public Relations),
Kowloon Motor Bus Company (1933) Limited

For discussion of item 6

Mr Ken WONG Manager (Operations),
Kowloon Motor Bus Company (1933) Limited

Mr Leo CHOW

Assistant Manager (Public Relations),
Kowloon Motor Bus Company (1933) Limited

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 12th 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 the declarations of interests made by the Chairman and Mr LEUNG Chi-wo in respect of the subject matter of agenda item 6 prior to this meeting. The Chairman disclosed himself as the Chairman of the Ma Wan Rural Committee. The Chairman of the Tsuen Wan District Council (TWDC) decided that the Chairman of the T&TC could not preside at the meeting and cast any vote for the agenda item concerned but could speak and participate in the discussion of this agenda item to reflect the views of residents in the local community. Mr LEUNG Chi-wo disclosed himself as the Chairman of the Park Island Owners' Committee (PIOC). Regarding the agenda item concerned, the Chairman decided that Mr LEUNG Chi-wo could speak and participate in the discussion but could not cast any vote.

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 11th Meeting held on 27.10.2025

4. The Chairman said that the Secretariat had not received any proposed amendment prior to this meeting. The Chairman enquired whether Members had to put forth proposed amendments immediately. No Member put forth a proposed amendment immediately. Members unanimously endorsed the minutes.

III Item 2: Matters Arising from the Minutes of the Previous Meeting

5. The Chairman stated that there were no matters arising from the minutes of the

previous meeting.

IV Item 3: Optimising Port Layout: Proposals on Revoking the Designation of the Tsuen Wan Dangerous Goods Anchorage and Relocating Private Mooring Facilities for Oil Carriers in the Vicinity

(TWDC T&TC Paper No. 27/25-26)

6. The Chairman stated that the paper was submitted by the Marine Department (MD). The representatives from the department attending the meeting were:

- (1) Mr LAW Lap-keung, Assistant Director/Planning & Services (AD/PS), MD;
- (2) Mr CHEUK Kwan-kin, General Manager/Planning, Development & Port Security (GM/PDPS), MD;
- (3) Mr POON Ka-tik, Senior Marine Officer/Planning & Development (2) (SMO/PD2), MD;
- (4) Mr TONG Tung-hin, Derek, Administrative Officer (Policy Support), MD; and
- (5) Mr YUEN Wai-on, Senior Assistant Shipping Master/West, MD.

7. AD/PS and SMO/PD2 of the MD introduced the paper.

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

- (1) a Member said that as the TWDC had all along been striving for the relocation of the Tsuen Wan Dangerous Goods Anchorage (TWDGA), they would agree to and support the MD's proposal, opining that it would not only meet the aspiration of residents but also take into account the operational needs of the industry, thereby bringing significant benefits to Tsuen Wan residents. The Member was concerned about whether, after the revocation of the designation of the TWDGA, the waters in question would be used as a long-term mooring site for other kinds of vessels, as a result creating new nuisances to nearby residents (such as noise problem and disturbances caused by vessel operation);
- (2) a Member hoped that the relocation arrangements would be expedited because the existing TWDGA was in the proximity of residential areas in Tsuen Wan and Tsing Yi and was thus posing potential hazards to residents;
- (3) a Member enquired about the number of non-dangerous goods vessels that could be moored at the location concerned in the future; and
- (4) a Member reported receiving complaints from residents indicating that strong light (e.g. from working light and anchor light) emitted by vessels currently

moored at the location concerned had caused light pollution and affected residents of the residential premises nearby.

9. SMO/PD2 of the MD responded as follows:
 - (1) the MD understood Members' request for prompt arrangements of relocation. However, given that the industry was required to relocate the moorings at its own expenses and it would need to take a certain period of time to ensure that the moorings were properly installed and secured to the seabed at the new locations, it was reasonable to allow the owners of moorings to complete the relocation work within three years after the commencement of the legislation. Such arrangement could also enable the industry to relocate while carrying out maintenance of their private moorings (PM), thereby reducing costs. The MD would continue to discuss with the industry and urge mooring owners to expedite the relocation, so as to prevent dangerous goods vessels from remaining in densely populated areas; and
 - (2) following the revocation of the designation of the TWDGA, the waters of the PM area would continue to serve as a mooring site for vessels. However, the MD planned to permit only non-dangerous goods vessels to berth in the area concerned. It was anticipated that nuisances such as odour and dark smoke emitted from berthing vessels would be reduced.

10. The views and enquiries of Members were further summarised as follows:
 - (1) a Member enquired whether the buoys installed in the waters concerned belonged to the Government or private owners. The Member was also concerned about whether the size of the mooring area could be adjusted after the relocation with a view to providing more space for water activities such as dragon boat race at Tsuen Wan harbourfront; and
 - (2) a Member stated that the DC had been receiving repeated requests from residents over the years for urging the relocation of the TWDGA to a location far away from residential areas. Although Members understood that it was necessary for the MD to strike a balance between the interest of the industry and the residents' aspiration, the Member hoped that the MD would fully consider the long-standing concern of Tsuen Wan residents and actively promote and expedite the relocation plan.

11. GM/PDPS of the MD responded as follows:
 - (1) the buoys installed at the location were private facilities intended for vessel

mooring and the industry was required to relocate them at its own expense. When re-planning for the PM area, the MD would consider the needs of organising activities, such as dragon boat race, at the waters in Tsuen Wan and would accommodate these needs by making adjustment to the mooring area as far as possible; and

- (2) the MD understood that the mooring of dangerous goods vessels might cause light pollution and explained that such vessels were required to use anchor lights or working lights at the time of mooring. Upon the revocation of the designation of the TWDGA, it was anticipated that the nuisances caused to residents by other types of working vessels would be relatively reduced. As regards the specific types and number of vessels which would be permitted to moor there, these would be determined after taking into account various factors including the sizes of vessels and the demand for a typhoon shelter, etc.

12. The Chairman concluded that Members unanimously agreed to and supported the MD's proposal of revoking the designation of the TWDGA and relocating the nearby PM facilities used by oil tankers. It was believed that such arrangements would reduce the pollution and noise problems caused to residents in the vicinity. Members also hoped that the MD could carry out subsequent consultations and commence the relocation as quickly as possible.

V Item 4: Enquiries and Suggestions Regarding the Safety Concerns of Public Light Buses Operating in Tsuen Wan

(TWDC T&TC Paper No. 28/25-26)

13. The Chairman stated that the paper was submitted by Mr FUNG Cheuk-sum, Mr WONG Kai-chun, Mr CHOW Sum-ming, Mr CHENG Chit-pun and Mr CHAN Pui-heng. The representative from the department responsible for giving response was Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), Transport Department (TD). Besides, the written reply of the TD was tabled at the meeting.

14. Mr FUNG Cheuk-sum introduced the paper.

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

- (1) a Member said that a Seat Belt Fastening Detection and Alert System (the "Seat Belt System") with LCD display panels had been installed on some

public light buses (PLBs) in the district, which had worked well so far. The Member recommended that the TD encourage and support more PLB operators in installing the Seat Belt System. However, the Members had at the same time received feedback from residents that some LCD display panels were not functioning properly (such as showing an “unfastened” status even when the passenger was in fact wearing a seat belt). The Member therefore suggested that the TD should follow up on the problems of the system;

- (2) a Member noticed that many seat belts installed in PLBs were worn out or damaged. In particular, it was common to see that the seat belts in some vehicles operating green minibuses route nos. 96 and 302 could not be buckled up or pulled out. Residents worried that if seat belts were out of order during enforcement action carried out by the Police, it might cause misunderstanding or might even lead to prosecution taken against them. A Member suggested that the TD should coordinate with the industry to strengthen inspection and replacement of seat belts;
- (3) a Member reported that the hygiene condition of seat belts in some PLBs were poor (for instance they were stained with food residue), and that cockroaches were even found in the passenger compartment of vehicles operating certain routes. All these discouraged passengers from wearing a seat belt. The Member suggested that the TD should urge PLB operators to step up the cleaning of passenger compartment; and
- (4) a Member enquired which party should bear the responsibility during enforcement actions if a passenger was unable to or refused to wear a seat belt due to damage, loosening, or hygiene issues of the seat belt concerned.

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

- (1) the TD attached great importance to the safety of PLBs. According to the data, the traffic accidents of PLBs from 2023 to 2025 (provisional figures) mainly involved driver contributory factors, including “driving inattentively”, “failing to ensure the safety of passenger when driving”, “careless lane changing” and “failing to maintain a proper distance from vehicle in front”, etc. The TD would require the PLB operators concerned to submit investigation reports and take follow-up actions accordingly;
- (2) with effect from 1 September 2023, all newly registered PLBs were required to be installed with a Seat Belt System with LCD display panels to detect and indicate the seatbelt fastening status of passengers, accompanied by a public

announcement system for giving reminders to passengers. Regarding cases where the LCD display panels were not functioning properly, the TD would require PLB operators to repair or replace the malfunctioned devices identified during an annual vehicle examination or after receiving the specific information on the licence of vehicles; and

- (3) the current annual vehicle examination of PLBs included a check to ensure all seat belts were in proper working order. The TD had conducted spot check after receiving Members' report and identified damaged or dirty seat belts on some PLBs. The TD had urged respective operators for prompt maintenance and cleaning of the seat belts.

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

- (1) a Member enquired whether consideration would be given to vesting PLB drivers with responsibility or power to ensure that all passengers would wear a seat belt so as to better safeguard passengers' safety;
- (2) a Member was concerned about the relationship between the age of PLB drivers and driving safety of PLBs. Currently, it was stipulated that drivers aged 70 or above were required to submit physical fitness certification for renewing their driving licences (the validity period of which varied from one to three years). The Member proposed lowering the age threshold for PLB drivers to submit physical fitness certification from the age of 70 to that of 65 and requiring them undergoing a medical examination once every year. Besides, private health check centres which conducted medical examinations for drivers should adopt uniform and professional standards to avoid inconsistencies;
- (3) a Member pointed out that some drivers were found to have using a mobile phone (such as for watching videos) while operating a PLB. Such behaviour was extremely dangerous and these drivers should be severely punished;
- (4) a Member pointed out that the problems of speeding and poor driving attitude of drivers were particularly serious among red minibuses and, as reflected by some residents, they were feeling unsafe during the journey even when wearing their seat belt. The Member suggested that the TD should strengthen its regulation of red minibuses;
- (5) a Member enquired whether PLB drivers were responsible for ensuring that the seat belt installed at every passenger seat were in proper working order;
- (6) a Member enquired about the penalties to be imposed on passengers using

“seat belt alarm stoppers” purchased online to interfere with the Seat Belt System;

- (7) a Member said that the seat belt fastening detection and alert system currently used in taxis would emit audible alerts continuously if passengers were not wearing their seat belts, and suggested that the Seat Belt System installed on PLBs should adopt similar warning mechanism; and
- (8) a Member said that conversations (regardless of who initiated them) between driver and passengers whilst the vehicle was in motion would distract the driver’s attention and thus cause danger. The Member pointed out that notices prohibiting passengers from chatting with the driver who was driving were put up in the passenger compartment of buses explicitly, and proposed similar notices should be displayed in PLBs.

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

- (1) the TD was extremely concerned about dangerous driving behaviours such as drivers using a mobile phone when driving. If Members encountered such a situation, they might report to the TD by providing the details of the incident, such as the time of occurrence, the PLB route concerned or even the video footage of the situation and the TD would immediately refer such case to the operator concerned for taking stringent follow-up actions;
- (2) under the existing legislation, the driver of a PLB had the right to refuse to operate the vehicle if a passenger in the vehicle who was required to wear a seat belt refused to do so. The TD would consider the suggestion of vesting drivers with greater responsibility for reminding passengers to wear a seat belt;
- (3) regarding the lowering of age threshold for PLB drivers to submit physical fitness certification and standardisation of private health check centres, the section concerned of the TD would continue to study the suggestions;
- (4) all PLBs in the territory were installed with a speed display unit (SDU) at present. The TD would follow up on the problem of malfunctioned SDUs after the conduct of annual vehicle examination of PLBs and upon receipt of relevant complaints;
- (5) there was no existing legislation specifically prohibiting a driver from chatting with a passenger while the vehicle was in motion. The TD would consider several factors, such as the nature and duration of the conversation, and whether the conversation had adversely affected the driver to operate the vehicle concerned, when deciding whether PLB operators should be

reminded to provide guidance to their drivers; and

- (6) regarding the suggestions of enhancing the warning mechanism and preventing the use of seat belt alarm stoppers, the TD would convey such suggestions to the section concerned for follow-up and further study.

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

- (1) a Member said that the primary objective of the policy requiring passengers to wear seat belts should be to safeguard passenger safety rather than imposition of fines. The Member suggested that during the initial stage of implementing the policy, reminder should clearly be displayed on PLBs and a grace period should also be given to the public for adapting to the new policy, with a view to enhancing the safety awareness of passengers; and
- (2) a Member pointed out that there were instances where PLB drivers were found to be driving at excessive speed even when the SDU was functioning properly and emitting audible alerts continuously. The Member therefore recommended that the TD consider following the practice adopted for franchised buses, that is, implementing mandatory installation of speed limitation device on PLBs.

20. STO/TW of the TD responded that the TD noted Members' views and would convey them to the section concerned for follow-up.

VI Item 5: Request for Provision of Trial Departures of KMB Route No. 238P during Peak Hours

(TWDC T&TC Paper No. 29/25-26)

21. The Chairman stated that the paper was submitted by Mr MOK Yuen-kwan, Mr KOO Yeung-pong, Mr NG Chun-yu, Mr CHAN Chun-chung, Mr LAU Chung-kong and Mr CHOW Sum-ming. The representatives from the department and organisation 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); and
- (3) Mr Leo CHOW, Assistant Manager (Public Relations) (AM(PR)), KMB.

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

22. Mr MOK Yuen-kwan introduced the paper.

23. STO/TW of the TD responded that the TD noted Members' suggestions and would explore with the KMB the feasibility of implementing enhanced arrangement, having regard to the passenger demand and existing service level in areas around Riviera Gardens, Waterside Plaza and City Point. The TD would also consider the potential impact of increasing the service frequency of route no. 238P on resource utilisation and road traffic, and would communicate with the Members concerned to gather their views as necessary.

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

- (1) as the current passenger capacity of route no. 238P was already able to meet the passenger demand, the KMB had no plan to increase its service frequency for the time being;
- (2) to meet the travel needs of passengers, the KMB would keep an open attitude on making adjustment to the departure time of the route. Since departures of route nos. 238P and 238X were operating alternately at the same platform, the KMB would try its best to maintain this arrangement when considering any service adjustments, and would review the coordination between the two routes afterwards; and
- (3) if a specific proposal was available, the KMB would submit the application to the TD as appropriate.

VII Item 6: Matters Relating to the Service Adjustment of KMB Route No. 230R (Ma Wan (Pak Yan Road) – MTR Kowloon Station): Proposal for Extension of the Routing to the Area of Tsim Sha Tsui East
(TWDC T&TC Paper No. 30/25-26)

25. 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.

26. The Acting Chairman stated that the paper was submitted by Dr CHEUNG Man-ka. The representatives from the department and organisation responsible for giving responses were:

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

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

27. Dr CHEUNG Man-ka introduced the paper.

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

- (1) it had been about two weeks since the implementation of the arrangement of extending the routing of KMB route no. 230R to Tsim Sha Tsui East (including the areas around Canton Road and Salisbury Road). The TD noted Members' suggestions of adding en-route stops of the abovementioned route on Ma Wan Island and optimising the service hours. The TD also learnt during local consultation that residents were concerned about problems such as increased journey time and traffic congestion occurring on weekends following the route extension. The TD was currently collecting the operational data after the route adjustment (including changes in journey time and passenger demand) for further study; and
- (2) the TD agreed in principle to provide an additional en-route stop of KMB route no. 230R at the roundabout on Pak Lam Road (outside Park Island Beach Commercial Complex (the "Complex")) where, however, was situated within the area of private properties. It was understood that the KMB had been in communication with the property owner but had not yet reached a consensus. With the extension of the bus route to Tsim Sha Tsui East, the TD would encourage all stakeholders to continue discussions regarding the addition of an en-route stop.

29. AM(PR) of the KMB responded that the KMB maintained an open mind to the proposals for providing additional en-route bus stops at various locations on Ma Wan Island (such as the Complex, C.C.C. Kei Wai Primary School (Ma Wan) (the "Primary School") or Ma Wan Rural Committee Road). The KMB was also willing to communicate with all stakeholders and explore the feasibility of the proposals.

30. The views of Members were summarised as follows:

- (1) a Member reflected that the Eleven Term of the PIOC was in support of extending the routing of KMB route no. 230R to Tsim Sha Tsui East and providing an additional en-route stop at the Primary School. Residents welcomed the proposed addition of an en-route stop at the Complex. Nevertheless, certain members of the PIOC expressed concern about such proposal, mainly because the location in question was a private road. The

newly added residents' service (RS) route no. NR338S also used the same road section, and its operator was currently applying to operate such route with double-decked buses. Hence, there were concerns that all these would accelerate wear and tear of the road surface and increase the owners' burden on road maintenance. The PIOC therefore opined that it was necessary to collect data to understand the loading brought to the road section concerned by double-decked buses, as well as the wear and tear to be caused by such buses, in order to assess the feasibility of adding an en-route stop for KMB route no. 230R at the same location. The Twelfth Term of the PIOC would assume duty in January 2026 and would then have further discussion on the subject of providing an additional en-route stop at the Complex;

- (2) a Member believed that the provision of additional en-route stops on Ma Wan Island could help address the problem of low patronage of KMB route no. 230R. Even if an additional en-route stop could not be provided at the Complex for the time being, consideration should be given to re-routing the bus route concerned to travel via Ma Wan Rural Committee Road (which was similar to the routing of RS route no. NR331) in order to attract more passengers. A Member urged that the TD and KMB to be more active in studying and following up the above proposals in addition to adopting an open mind towards the suggestions; and
- (3) a Member pointed out that although the service hours of KMB route no. 230R had been extended, it was observed that the passenger demand still could not be met from 6:30 p.m. and 7:30 p.m. (that is, the peak period when visitors departing from Ma Wan Island) and the service frequency during this period was every one hour per headway. Hence, the Member recommended increasing the service frequency to every 30 minutes per headway during this period.

31. STO/TW of the TD responded that the TD noted Members' views on optimisation of route resources and welcomed the new term of the PIOC to continue discussions concerning the proposed addition of an en-route at the Complex. As the extension of the routing had only been implemented for half a month, there was still a certain extent of fluctuation regarding passenger volume and demand. Therefore, the TD needed time to collect data before studying the feasibility of adding en-route stops and increasing the service frequency in a comprehensive manner. As regards the proposal of adding an en-route stop at the Primary School, provision of the proposed bus stop would imply an extension of the routing and increase in journey time because buses

currently operating KMB route no. 230R would not travel through the areas around Ma Wan Rural Committee Road and Pak Lam Road after departing from Ma Wan 1868. In comparison, if the KMB could reach an agreement with the property owners concerned regarding the provision of an additional en-route stop at the Complex, it would bring convenience to more residents without extending the routing of the bus route.

32. AM(PR) of the KMB responded that the KMB would consider increasing the service frequency of KMB route no. 230R for addressing the issue concerning the distribution of bus patronage. The KMB remained open to the suggestion of adding en-route stops at various locations on Ma Wan Island, and would continue to communicate with all concerned parties, such as the TD and the PIOC, for discussing the feasibility of the proposals.

33. The Acting Chairman enquired about the meeting timetable of the new term of the PIOC for discussing the proposed provision of an en-route stop of KMB route no. 230R at the Complex.

34. A Member replied that the timetable of discussing the relevant matters by the new term of the PIOC was yet to be determined.

35. A Member added that the positioning of KMB route no. 230R was a recreation route which aimed to provide service for visitors and residents. As the location of the proposed en-route stop at the Complex was situated at a private road, which was only reserved for use by Park Island residents in principle. This made the discussion on providing an additional en-route stop rather complicated. In the long run, the TD and KMB might consider reviewing the positioning of the route in question.

36. The Acting Chairman concluded by urging the Members concerned, the TD, the KMB and the PIOC to continue to follow up and discuss the related matters.

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

VIII Item 7: Information papers

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 15 December 2025)

(TWDC T&TC Paper No. 31/25-26)

38. District Engineer/Tsuen Wan (DE/TW) of the Highways Department (HyD) introduced the paper.

39. DE/TW of the HyD said that a pedestrian crossing would be constructed at Tsuen King Circuit near Allway Gardens Bus Terminus under Project No. TW/23/00599-479, which was implemented at the request of the TD. The works items mainly comprised the construction of a pedestrian crossing, widening of the 24-hour no-stopping restricted zone at the road section concerned, as well as relocation of the existing bus stop and taxi stand. Although the works had commenced in early December 2025, both the HyD and the TD received divergent views on the works item regarding the 24-hour no-stopping restricted zone, which were raised from Legislative Council Members, DC Members and other relevant stakeholders during the construction period. The TD subsequently instructed the HyD to suspend the works and restore the existing traffic arrangement as quickly as possible. The HyD had carried out the reinstatement works on the day of the meeting (that is, 15 December 2025) and anticipated that most of the reinstatement works could be completed within the same day.

40. A Member enquired whether the reinstatement works would include the removal of the newly painted double yellow lines.

41. DE/TW of the HyD responded that the current reinstatement works would restore the entire works area to its pre-construction condition.

IX Adjournment of Meeting

42. The Chairman reminded Members that the next meeting was scheduled for 23 February 2026 (Monday) and the deadline for submission of papers was 3 February 2026 (Tuesday).

Tsuen Wan District Council Secretariat

30 December 2025