

(Translation)

Minutes of the 6<sup>th</sup> Meeting of Traffic and Transport Committee (5/2024-25)

Date: 30 December 2024

Time: 4:00 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Mr CHENG Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Ms CHEUNG Man-ka

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

Government Representatives

Mr KWAN Chun-kit, Eric

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,  
Transport Department

Mr CHEUNG Hang-keung, Ken

Engineer/Tsuen Wan 4,  
Transport Department

Mr WONG Hei-long, Ken	District Engineer/Tsuen Wan, Highways Department
Ms LAM Hang-ling, Sara	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Tsuen Wan District Council Secretariat Representatives

Mr LIM Kuen	Senior Executive Officer (District Council), Tsuen Wan District Office
Ms IP Wai-ling, Jennifer (Secretary)	Executive Officer (District Council)3, Tsuen Wan District Office
Miss LEUNG Wai-ching, Clementine	Executive Officer (District Council)1, Tsuen Wan District Office

In Attendance:

For discussion of item 3

Mr HO Yu-on	Senior Health Inspector (Cleansing & Pest Control) Tsuen Wan 1, Food and Environmental Hygiene Department
Ms CHAN Kwok-ting	Health Inspector (Contract Management) Tsuen Wan 1, Food and Environmental Hygiene Department
Mr LAM Chi-chung	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force

For discussion of item 4

Mr CHAN Ying-lok, Simon	Senior Engineer/District Facility, Highways Department
Mr MAN Cheung-kong	Engineer 16/Universal Accessibility, Highways Department

For discussion of item 6

Mr MOK Ming-fai, Jimmy	Engineer/8, Special Duties (Works) Division, Civil Engineering and Development Department
Mr Toby NG	Senior Resident Engineer, Mott MacDonald Hong Kong Limited

For discussion of item 7

Mr Leo CHOW

Assistant Manager (Public Relations), Corporate  
Communications and Public Affairs Department,  
Kowloon Motor Bus Company (1933) Limited  
Operations Officer,  
Kowloon Motor Bus Company (1933) Limited

Mr Arthur Yip

Absent:

Mr LEUNG Chi-wo

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 6<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC).

2. The Chairman stated that Mr LEUNG Chi-wo was unable to attend the meeting due to sickness.

3. The Chairman stated that according to the requirements stipulated in the Tsuen Wan District Council Standing Orders, if a District Council (DC) Member found that he/she had any direct personal or pecuniary interests in a discussion item or relevant matters when attending a meeting of the Council or dealing with matters related to the Council, the DC Member should declare the interests. The Secretariat had not received any declaration of interests prior to this meeting. The Chairman enquired whether any Members had to make declarations of interests immediately. No Member made a declaration of interests immediately.

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 5<sup>th</sup> Meeting held on 31.10.2024

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

6. The Chairman stated that there were no matters arising from the minutes of the previous meeting.

### IV Item 3: Problem Concerning the Parking of Bicycles on Footbridges

(TWDC TTC Paper No. 19/24-25)

7. The Chairman stated that Mr CHAN Chun-chung and Mr FUNG Cheuk-sum submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr KWAN Chun-kit, Eric, Assistant District Officer (Tsuen Wan) (ADO(TW)), Tsuen Wan District Office (TWDO);
- (2) Mr CHAN Yee-hing, Paul, Engineer/Tsuen Wan 1 (E/TW1), Transport Department (TD);
- (3) Mr WONG Hei-long, Ken, District Engineer/Tsuen Wan (DE/TW), Highways Department (HyD);
- (4) Ms LAM Hang-ling, Sara, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (AA/Lands (DLO)), Lands Department (LandsD);
- (5) Mr HO Yu-on, Senior Health Inspector (Cleansing & Pest Control) Tsuen Wan 1 (SHI(C&PC)TW1), Food and Environmental Hygiene Department (FEHD);
- (6) Ms CHAN Kwok-ting, Health Inspector (Contract Management) Tsuen Wan 1, FEHD; and
- (7) Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team (Tsuen Wan) (OiC/DTT(TW)), Hong Kong Police Force (HKPF).

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

8. Mr CHAN Chun-chung and Mr FUNG Cheuk-sum introduced the paper.

9. ADO(TW) of the TWDO responded as follows:

- (1) under the District-led Actions Scheme (Tsuen Wan District), the TWDO would coordinate inter-departmental joint clearance operations against illegally parked bicycles (the “clearance operations”) and invite the participation of various government departments concerned, including the LandsD, TD, HKPF and FEHD, etc.;
- (2) the TWDO, together with the District Lands Office, Tsuen Wan and Kwai

Tsing and FEHD, had conducted an inspection to the location at the footbridge on Cheung Pei Shan Road mentioned by Members at earlier times. Notices were first posted on the bicycles in question on 17 December 2024, notifying the persons concerned that such bicycles would be removed. Subsequently, seven illegally parked bicycles were removed on 19 December 2024. The TWDO would discuss with the departments concerned to strengthen the clearance of bicycles illegally parked on footbridges and would include the abovementioned location in the next clearance operation;

- (3) the TWDO would coordinate clearance operations on a regular basis, and more than 400 bicycles had been removed from 88 locations during such operations this year; and
- (4) in case of emergency such as obstruction caused by illegally parked bicycles, the public might report to the Police for assistance. The Police would remove any objects having caused obstruction in public places pursuant to the powers conferred by the related legislation.

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

- (1) upon receipt of complaints lodged by the public about illegal parking of bicycles or discovery of such situation during traffic surveys, the TD would notify the TWDO so that the locations concerned could be included in the next clearance operation;
- (2) if temporary closure of bicycle parking spaces was required for clearance, the TD would actively cooperate and issue traffic notices to inform the public of the arrangements; and
- (3) the TD would actively identify suitable locations for provision of additional bicycle parking spaces only if there would not be any negative impact on other road users. The TD had provided additional bicycle parking spaces at both ends and in the middle of the Tsuen Wan waterfront cycle track as well as at Hoi Kwai Road Public Transport Interchange earlier. In view of space constraint on roads in the urban areas in Tsuen Wan, the TD would need to balance the needs of other road users when considering the provision of additional bicycle parking spaces.

11. DE/TW of the HyD responded that the HyD was mainly responsible for the construction and maintenance of public roads and associated facilities under its purview. Regarding bicycles illegally parked in public places, other departments would carry out clearance operations under the existing mechanism as appropriate.

The HyD would actively make complementary efforts in facilitating these operations if necessary.

12. AA/Lands (DLO) of the LandsD responded that the LandsD would participate in the monthly clearance operations coordinated by the TWDO for clearance of illegally parked or abandoned bicycles. Prior to each clearance operation, the LandsD would post a notice on each illegally parked or abandoned bicycle in public places pursuant to section 6 of the Land (Miscellaneous Provisions) Ordinance, requiring the occupier to cease illegal occupation of the land concerned before a specified deadline. If such bicycles remained at the locations concerned on the day of the clearance operation, the LandsD and FEHD would arrange for removal and forfeiture of these bicycles without returning them to their owners afterwards.

13. SHI(C&PC)TW1 of the FEHD responded that the TWDO would coordinate with relevant departments to carry out clearance operations on a regular basis at present. The FEHD would actively participate in and provide assistance to such operations with a view to maintaining environmental hygiene.

14. OiC/DTT(TW) of the HKPF responded as follows:

- (1) the Police would step up inspection in areas around Cheung Pei Shan Road, including Cheung Shan Estate, Shek Wai Kok Estate and Ma Sim Pai Road. The Police had already conducted inspection to the footbridge on Cheung Pei Shan Road, but no illegal parking of bicycle had been detected so far;
- (2) the Police would take law enforcement actions at the abovementioned locations. If members of the public were found to be riding bicycles on pavements, prosecution action would be taken against them. Besides, if the Police detected any motorcycles driving or illegally parked on footbridges, it would instigate prosecution against the offenders and even arrest them for other offences if detected; and
- (3) the Police would actively make complementary efforts in facilitating the clearance operations carried out by other government departments.

V Item 4: Enhancement of the Design of the Additional Lift Installed at the Pedestrian Subway (SWK03) across Shek Wai Kok Road near Shek Lan House, Shek Wai Kok Estate  
(TWDC TTC Paper No. 20/24-25)

15. The Chairman stated that Mr CHAN Chun-chung and Mr FUNG Cheuk-sum

submitted the paper. The representatives from the departments responsible for giving responses were:

(1) Mr CHAN Ying-lok, Simon, Senior Engineer/District Facility (SE/DF), HyD; and

(2) Mr MAN Cheung-kong, Engineer 16/Universal Accessibility, HyD.

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

16. Mr CHAN Chun-chung and Mr FUNG Cheuk-sum introduced the paper.

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

(1) a Member suggested making enhancement to the staircase near the proposed lift;

(2) a Member suggested connecting the proposed to Shek Kuk House; and

(3) a Member proposed expediting the progress of the lift installation works.

18. SE/DF of the HyD responded that the HyD's latest design of the proposed lift would solve the problem of the staircase nearby, and that the HyD would urge the contractor to complete the works within the contract period as soon as possible. As regards the proposal of connecting the proposed lift to Shek Kuk House, after conducting preliminary inspections, the HyD estimated that it might need to lengthen the footbridge by constructing an extended portion of about 35 metres in length if the proposal was to be implemented. Nevertheless, the construction and maintenance costs incurred by the extended portion were not included in the contract of the project.

19. A Member suggested that the HyD should enter into a new contract for retrofitting a lift to connect the footbridge at Shek Kuk House.

20. The HyD noted Members' suggestions.

VI Item 5: Reflecting the Disrepair of Carriageways in Tsuen Wan District and Enquiring about the Arrangements for Maintenance

(TWDC TTC Paper No. 21/24-25)

21. The Chairman stated that Mr KOO Yeung-pong, Mr NG Chun-yu, Mr WONG Kai-chun, Mr TSANG Tai, Mr LAU Chung-kong, Mr CHOW Sum-ming and Mr CHAN Pui-heng submitted the paper. The representative from the department responsible for giving responses was Mr WONG Hei-long, Ken, DE/TW, HyD. Besides, the written reply of the HyD was tabled at the meeting.

22. Mr NG Chun-yu introduced the paper.
23. The views and enquiries of Members were summarised as follows:
- (1) a Member enquired about the reasons for the often appearance of a small pothole at the works site after the completion of road repairing works;
  - (2) as some road surfaces near bus stops and minibus stops were damaged repeatedly, a Member wished to know whether the HyD had set up a dedicated team of maintenance works for enhanced efficiency;
  - (3) a Member reflected that damaged surfaces were found on the pavements along Tai Ho Road, Castle Peak Road - Tsuen Wan near Fuk Loi Estate and Castle Peak Road - Tsing Lung Tau (opposite Sea Crest Villa Phase 3) and that outside Lei Muk Shue Estate Public Transport Interchange. The Member urged the HyD to carry out maintenance works and step up inspections expeditiously;
  - (4) a Member enquired about the duration and procedure of carrying out the maintenance works, and whether the materials used for maintenance had been updated and their effectiveness (such as the effectiveness of the temporary materials used since 2023 and that of the temporary materials to be used from April 2025 respectively);
  - (5) a Member pointed out that most of the locations having repeatedly damaged road surfaces were road sections where temporary materials were used for maintenance. Hence, the Member suggested that the HyD should review the situation and arrange for road resurfacing works to improve the overall condition of the road surfaces in the long run; and
  - (6) a Member enquired whether the HyD would identify damaged road surfaces by proactive inspections conducted by the contractors commissioned or by reports made by the public. The Member requested the HyD to provide information on the timetable and locations of inspection if it would inspect the road condition proactively on a regular basis.
24. DE/TW of the HyD responded as follows:
- (1) the HyD was responsible for the maintenance of public roads and associated facilities under its purview. It would also commission contractors through term contracts to carry out road inspections and maintenance works on a regular basis. When damages of road facilities were identified during regular road inspections or were reported by the public, appropriate maintenance works would be arranged having regard to actual circumstances,



so as to ensure the safety of road users;

- (2) apart from arranging for repairs of damaged road surfaces that might adversely affect the safety of road users, the HyD would also plan for carrying out road resurfacing or reconstruction works in a timely manner having regard to the overall condition of wear and tear of the roads and the priority of various maintenance works in the district, with a view to properly maintaining public roads under the principle of optimising the use of public resources. Over the past year, the HyD had completed several major road resurfacing works at various road sections in Tsuen Wan district, such as Yeung Uk Road, Tsing Tsuen Road and Castle Peak Road - Sham Tseng;
- (3) regarding the road surface conditions of the seven sections of carriageway in Tsuen Wan district as reflected by Members, the HyD had been engaging term contractors to conduct regular inspections to these locations and arrange appropriate maintenance works (including the use of bituminous materials for temporary reinstatement) in a timely manner. The HyD had already sent its staff to inspect the abovementioned road sections and had planned for carrying out appropriate maintenance works. Regarding the maintenance works for the road sections at Sha Tsui Road near Ham Tin Street, Texaco Road near Tsuen Fu Street and Castle Peak Road - Tsuen Wan near Fuk Loi Estate as well as the carriageway on Castle Peak Road - Tsing Lung Tau (opposite Sea Crest Villa Phase 3), the HyD had arranged the contractors concerned for formulating temporary traffic control measures for the maintenance works. After having discussion with the departments concerned for implementation, the HyD would commence the works as soon as possible. It was initially estimated that the maintenance works would commence in the first half of 2025. As regards the remaining road sections, the HyD had also instructed its contractors to formulate proposals for road resurfacing or reconstruction. As there was busier traffic at some road sections (such as the section of Sha Tsui Road near Citywalk), the maintenance works would involve the implementation of more complicated temporary traffic control measures at a larger scale, thereby greatly increasing the difficulty of the maintenance works. Therefore, it was necessary to hold detailed discussion with the departments concerned and stakeholders on temporary traffic control measures before implementing the works arrangements. The HyD would continue to closely monitor the overall condition of the roads concerned and make timely arrangement for maintenance;

- (4) after the completion of each road resurfacing works, the HyD would take some samples of the materials for inspection to see if they had met the standards. The HyD would then plug the potholes after sampling;
- (5) regarding the effectiveness of the maintenance materials used for road resurfacing works since 2023, the HyD would provide the information concerned after the meeting. As regards the maintenance materials to be used from 2025 onwards, which were of better durability, the HyD had already used such materials at some road sections in the Tsuen Wan district;
- (6) contractors engaged by the HyD had set up several teams to follow up on the maintenance works in different areas, instead of having one team responsible for all the maintenance works in the district;
- (7) the HyD would follow up on the maintenance works at the pavements along Tai Ho Road and outside Lei Muk Shue Estate Public Transport Interchange;
- (8) the time required for completing the maintenance works of road surface would depend on the condition of wear and tear and the priority accorded. If there was an urgent need for repair on a road section in question, the HyD would make coordination with the Police and TD within one to two working days for arranging temporary reinstatement of the damaged road surface as soon as possible. Depending on the different circumstances, it would generally take three to six months to complete the maintenance works of road surface; and
- (9) the HyD would arrange for contractors to conduct road inspections daily and attempt to apply new technology for detection of cracks and faded road markings on roads through the installation of a camera system on vehicles for taking pictures of road conditions.

VII Item 6: Concern about the Issues Relating to the Pedestrian Crossing Facilities at Kwok Shui Road

(TWDC TTC Paper No. 22/24-25)

25. The Chairman stated that Mr KOO Yeung-pong, Mr NG Chun-yu, Mr LAU Chung-kong and Mr CHOW Sum-ming submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr CHEUNG Hang-keung, Ken, Engineer/Tsuen Wan 4 (E/TW4), TD;
- (2) Mr MOK Ming-fai, Jimmy, Engineer/8, Special Duties (Works) Division (E/8 (SDWD)), Civil Engineering and Development Department (CEDD); and
- (3) Mr Toby NG, Senior Resident Engineer, Mott MacDonald Hong Kong Limited.

Besides, the written reply of the Housing Department was tabled at the meeting.

26. Mr LAU Chung-kong and Mr NG Chun-yu introduced the paper.

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

- (1) the TD had reviewed the traffic conditions on Kwok Shui Road near Primrose Hill. The crossing provided at the location was a cautionary crossing without traffic signals for guiding pedestrians or drivers. The zebra crossing on Kwok Shui Road near Ham Tin Tsuen, which was situated at a location within a walking distance of 100 metres from the crossing, had been converted to a signal-controlled pedestrian crossing since January 2022. In addition, relevant road markings had already been provided at suitable locations along Kwok Shui Road and Fu Uk Road to remind drivers of driving slowly there. In this connection, the TD considered that the daily operation of the junction concerned was normal and installation of additional traffic lights was not necessary;
- (2) the TD had once implemented a temporary traffic arrangement in early 2024 for enhanced road safety, which aimed to prevent large vehicles from entering Kwok Shui Road at high speed by replacing the “give way” sign installed at the junction of Fu Uk Road with a “stop” sign. After conducting site inspections and reviewing the effectiveness of the measure, the TD believed that the temporary traffic arrangement had achieved the expected result. It therefore decided to provide additional traffic signs and road markings at the location to remind drivers of driving slowly. Moreover, it decided to replace the existing “give way” sign installed at the junction of Fu Uk Road with a “stop” sign permanently. The TD had conducted a local consultation on the subject matter through the TWDO in December. If the response was positive, it would issue a works order to the HyD and commence the works; and
- (3) as for the traffic on Kwok Shui Road near The Rise, goods vehicles were often parked at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre. Loading/unloading activities were even carried out by a number of goods vehicles parked there during peak hours, causing obstruction to traffic. To improve the situation, the CEDD would include additional works in the infrastructure works carried out for public housing development at Kwok Shui Road, that is, the widening of the existing single two-lane carriageway at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre. The works would comprise the conversion

of the existing zebra crossing near The Rise to a signal-controlled pedestrian crossing. As the entire project was undertaken by the CEDD, the TD had requested the CEDD to commence the works as soon as possible so as to improve the traffic condition of Kwok Shui Road.

28. E/8 (SDWD) of the CEDD responded that the infrastructure works carried out by the CEDD for public housing development at Kwok Shui Road were underway, including the construction of a footbridge across Castle Peak Road - Kwai Chung and the associated lift facilities; the widening of the existing single two-lane carriageway at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre, which would comprise the conversion of the existing zebra crossing near The Rise to a signal-controlled pedestrian crossing; as well as the related ancillary works, including drainage, sewerage, water supply and landscaping works. The entire infrastructure works were anticipated to be completed in 2027.

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

- (1) a Member enquired whether the existing zebra crossing near The Rise could be converted to a signal-controlled pedestrian crossing for improving the traffic condition at the location before the commencement of the widening of the existing single two-lane carriageway at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre;
- (2) a Member enquired about the works details of the widening of the existing single two-lane carriageway at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre;
- (3) a Member proposed to install additional Belisha beacons at the T-junction on Kwok Shui Road near Primrose Hill; and
- (4) a Member hoped that the CEDD would provide the plans of the infrastructure works.

30. E/8 (SDWD) of the CEDD responded as follows:

- (1) regarding Members' proposal of converting the existing zebra crossing near The Rise to a signal-controlled pedestrian crossing first, this works item could not be carried out separately because it had to be carried out in conjunction with the widening of Kwok Shui Road;
- (2) as for the widening of the existing single two-lane carriageway at the section of Kwok Shui Road between Safety Godown and Sun Fung Centre, the width of the carriageway would be expanded from about 7.3 metres at present to 9

to 10 metres; and

- (3) the CEDD would provide the plans of the infrastructure works to interested Members after the meeting.

31. E/TW4 of the TD responded that there was a signalised crossing provided within 100 metres from the location on Kwok Shui Road near Ham Tin Tsuen. If an additional signal-controlled pedestrian crossing was to be provided near Primrose Hill, it would need to convert all crossings at the junction into traffic light controlled pedestrian crossings since the proposed addition could not be carried out separately. Moreover, as the TD opined that installation of Belisha beacons at the T-junction on Kwok Shui Road near Primrose Hill might adversely affect drivers, and therefore the proposal would not be considered for the time being.

VIII Item 7: Request for the Re-routing of Pet Bus Routes to Pass through Sham Tseng (TWDC TTC Paper No. 23/24-25)

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

- (1) Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (2) Mr Leo CHOW, Assistant Manager (Public Relations), Corporate Communications and Public Affairs Department (AM(P R)), Kowloon Motor Bus Company (1933) Limited (KMB); and
- (3) Mr Arthur Yip, Operations Officer, KMB.

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

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

34. STO/TW of the TD responded that “Pet Bus” was a non-franchised bus tour service jointly operated by a public transport operator and a travel company. Rental service of non-franchised buses would generally be provided to specific bodies or passengers on contract terms. The operators and hirers could pick up passengers and animals according to the requirements of individual contracts and the operating environment. Operation of such kind of service would be permitted on condition, provided that the operators had to meet the conditions of service required in the approval granted for operating non-franchised buses.

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

- (1) the KMB treated pets as part of the community and was determined to promote pet-friendly measures so that pet owners and their pets could go out together in a comfortable and convenient way. The KMB had collaborated with Hoi Tai Tours Limited (HTTL) to launch “Pet Bus” in October 2024, providing the service to passengers on Saturdays, Sundays and public holidays;
- (2) since the operation of “Pet Bus”, the KMB and HTTL had all along been paying close attention to the opinions of pet owners. According to the suggestions collected, the KMB and HTTL had introduced new routes and adjusted the routing of some routes, with a view to providing a more convenient mode of travel for pet owners and their pets. The KMB noted Members’ suggestions and would actively discuss with HTTL on the feasibility of providing additional boarding and alighting points; and
- (3) the KMB and HTTL would continue to explore additional locations to be covered by the routings under “Pet Bus”, so that pet owners and their pets could travel together more conveniently. It was anticipated the service would promote a pet-friendly community and ultimately achieve the goal of barrier-free travel with pets.

IX 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 30 December 2024)  
(TWDC TTC Paper No. 24/24-25)

36. DE/TW of the HyD introduced the paper.

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

- (1) a Member pointed out that although the traffic improvement project at Tsuen King Circuit had commenced in mid-December, the relevant information was not set out in the paper. The Member wished to understand the criteria adopted by the HyD for reporting on minor traffic improvement projects;
- (2) a Member wished to learn about the project details of the widening of the carriageway at Fui Yiu Kok Street and the criteria for providing additional disabled parking spaces; and
- (3) regarding the minor traffic improvement project at Kwu Uk Lane near Sam Tung Uk Museum, a Member enquired whether an additional island would be provided at the location concerned and whether the plastic collapsible

bollards in the vicinity would be removed.

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

- (1) regarding the information on the traffic improvement project at Tsuen King Circuit, the HyD would supplement the information after the meeting;
- (2) the working drawing noted by a Member was the drawing of the first phase of the minor traffic improvement project at Fui Yiu Kok Street. Fui Yiu Kok Street was currently a two-lane carriageway, but one lane was often occupied by temporarily parked vehicles for picking up/setting down activities. Therefore, the minor traffic improvement project would widen the carriageway at Fui Yiu Kok Street (with one lane adjacent to the pavement to be used for parking spaces). The first phase of the works would mainly involve the widening of the road section at Fui Yiu Kok Street near Chelsea Court. The HyD would relocate the two existing disabled parking spaces outside Chelsea Court to one end of Fui Yiu Kok Street and would re-provision the four existing private car parking spaces at different locations along the left-hand lane of Fui Yiu Kok Street. As regards the five existing motorcycle parking spaces, they would be relocated to the other end of Fui Yiu Kok Street with the provision of three additional motorcycle parking spaces; and
- (3) as there was no formal crossing provided in the vicinity of Kwu Uk Lane near Sam Tung Uk Museum at present, the HyD would provide an island in the middle of the road. The HyD would remove the plastic collapsible bollards currently installed at the location where the proposed island would be provided and retain the other plastic collapsible bollards.

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

- (1) the traffic improvement project at Tsuen King Circuit would enhance the facilities at the crossing. Communication between the TD and HyD had been made, and the TWDO would remove the rain shelters at the locations concerned. The TD would provide Members with the project details after the meeting;
- (2) the TD would provide an island in the vicinity of Kwu Uk Lane near Sam Tung Uk Museum to facilitate the crossing of the road by the public;
- (3) the minor traffic improvement project at Fui Yiu Kok Street was gazetted in 2018, and the TD had communicated with the stakeholders. The first phase of the project would be carried out first, including relocation of the parking

spaces nearby as well as reprovisioning of the original parking spaces and provision of three additional motorcycle parking space after the completion of the widening of the carriageway at Chelsea Court; and

- (4) the TD had received views reflected by social welfare organisations, stating their aspirations for having additional disabled parking spaces near social welfare facilities, residential care homes for the elderly and medical centres in general. The TD would have a comprehensive review of the number of parking spaces in the district before making arrangements for providing additional disabled parking spaces. The HyD had provided two additional disabled parking spaces on Tsuen Wan Market Street, one of which was located beside Yan Chai Hospital for the convenience of the public in need.

40. A Member enquired the TD about the utilisation rate of disabled parking spaces.

41. E/TW4 of the TD responded that the TD would compile statistics on the utilisation rate of non-metered on-street parking spaces on a regular basis. If the utilisation rate of individual parking spaces was found to be high, the TD would review whether the number of parking spaces in the area was adequate.

#### X Any Other Business

42. The Chairman stated that a traffic accident occurred in Ma Wan a few days ago, in which a single-decked bus crashed into the railing when driving near Pak Lam Road. Ma Wan residents had requested the Government to take appropriate measures on the road section a few years ago, such as providing additional road signs and traffic signs or paving the carriageway with anti-skid resistance materials, to enhance traffic safety. The Chairman suggested that the TD should conduct site inspection to the location concerned and discuss the feasible improvement measures at the next meeting.

#### XI Adjournment of Meeting

43. The Chairman reminded Members that the next meeting was scheduled for 27 February 2025 (Thursday) and the deadline for submission of papers was 12 February 2025 (Wednesday).

Tsuen Wan District Council Secretariat  
15 January 2025