

(Translation)

Minutes of the 1st Meeting of Traffic and Transport Committee (1/2024)

Date: 29 February 2024

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Mr Cheng Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Mr LEUNG Cheong-ming, Raymond, MH, JP

Mr CHAN Chun-chung

Mr MOK Yuen-kwan

Mr TSANG Tai

Mr FUNG Cheuk-sum

Mr WONG Wai-kit, MH

Mr WONG Kai-chun

Mr KOT Siu-yuen, MH

Mr LAU Chung-kong

In Attendance:

Mr LEE Soeng-him, Sean

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

Mr CHAN Yee-hing, Paul

Engineer/Tsuen Wan 1,
Transport Department

Mr SIN Ho-pong, Stanley

Engineer/Tsuen Wan 2,
Transport Department

Mr CHEUNG Hang-keung, Ken

Engineer/Tsuen Wan 4,
Transport Department

Miss MUI Wai-ching, Destiny

Senior Transport Officer/Tsuen Wan,
Transport Department

Mr TANG King-hei, Calvin	Transport Officer/Tsuen Wan 1, Transport Department
Mr WONG Hei-long, Ken	District Engineer/Tsuen Wan, Highways Department
Mr YU Hok-chi, Raymond	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr CHAN Lok-kin, Victor	Senior Estate Surveyor/KT2 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

For discussion of item 3:

Mr WONG Shek-to	District Operations Officer (Tsuen Wan), Hong Kong Police Force
Mr LAM Chi-chung	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force

Tsuen Wan District Council Secretariat Representatives:

Mr LIM Kuen	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr NG Cheuk-pong, James (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office
Miss LEUNG Wai-ching, Clementine	Executive Officer (District Council)1, Tsuen Wan District Office

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 1st meeting of the Traffic and Transport Committee (T&TC). He introduced the government departments which would be in regular attendance at meetings of the T&TC, namely the Transport Department (TD), Highways Department (HyD) and District Lands Office, Tsuen Wan and Kwai Tsing (DLO) of the Lands Department (LandsD).

2. The Chairman stated that no application for absence had been received from any Member before the meeting.

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 Chairman stated that he had made a declaration of interest in respect of the subject matter in agenda item 1 to the Chairman of the Tsuen Wan District Council (TWDC) before the meeting. He disclosed that he had signed a service agreement on the provision of residents' bus service with Sun Bus Limited on behalf of Ma Wan Rural Committee. The Chairman of the TWDC decided that he could not take part in the discussion of agenda item 1 but could remain in the meeting as an observer. Moreover, Mr CHAN Chun-chung had made a declaration of interest and disclosed that he was currently serving as the leader of the Cheung Shek Care Team, whose duties involved giving assistance to the Tsuen Wan District Office (TWDO) in directing traffic. The Chairman ruled that Mr CHAN Chun-chung could continue to participate in the discussion of agenda item 3.

II Item 1: Improvement of Transport Arrangement in Ma Wan (TWDC T&TC Paper No. 1/2024)

4. The Chairman stated that as he was unable to take part in the discussion, he would ask the Vice Chairman to take over the chair temporarily. The Acting Chairman stated that Mr WONG Kai-chun submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (2) Mr SIN Ho-pong, Stanley, Engineer/Tsuen Wan 2 (E/TW2), TD;
- (3) Mr WONG Hei-long, Ken, District Engineer/Tsuen Wan (DE/TW), HyD; and
- (4) Mr YU Hok-chi, Raymond, Administrative Assistant/Lands (DLO) (AA/Lands (DLO)), LandsD.

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

5. Mr WONG Kai-chun introduced the paper.

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

- (1) as regards ferry services, the TD would issue ferry service licences to qualified ferry operators under the Ferry Services Ordinance (Cap. 104), and the licensed ferry operators were required to provide ferry services in accordance with the Schedule of Service attached to the respective ferry service licences.

- Prior to implementation of any service adjustments (including changes in service schedule), ferry operators were required to apply for and obtain approval from the TD, as well as consult local passengers on the proposed service adjustments. In processing the applications for service adjustment, the TD would take into account multiple factors, such as the actual passenger demand, the operation of ferry service, the impact of the proposed adjustment on passengers, as well as the opinions of passengers and the local community;
- (2) in response to the lost trip situation of ferry service, the TD had conducted several site investigations in recent months and found that the ferry service could generally meet the travel needs of Ma Wan residents. The TD would continue to monitor the operation of the ferry service, ensuring that the ferry operator would operate according to the Schedule of Service drawn up by the TD in order to provide appropriate ferry service to passengers;
 - (3) as regards residents' bus service and the vehicle arrangement, the TD had all along been encouraging the residents' bus operator to maintain close communication with passenger representatives with a view to ensuring that the bus service (such as the types of vehicle used for providing the service) could meet the needs of residents. In addition, the TD noted that a vehicle replacement programme was being implemented by the operator, and would convey Member's view on the types of vehicle to the operator for consideration; and
 - (4) in order to complement the development of Ma Wan Park (MWP) Phase 2, the Kowloon Motor Bus Company (1933) Limited (KMB) introduced route no. 230R since 3 February 2024, providing franchised bus service plying between areas around and MWP and MTR Kowloon Station. The TD would closely monitor the service performance of route no. 230R and, in the light of traffic condition and passenger demand, discuss with the KMB for making adjustments to the bus service when necessary.

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

- (1) in view of the constraints of the geographical environment and the characteristics of the land, the TD had endeavoured to provide general lay-bys with the maximum possible area at suitable locations on various road sections in Ma Wan. In addition to serving as the pick-up/drop-off points of Ma Wan residents' buses, the lay-bys might also be used by goods vehicles for loading/unloading activities without causing adverse impact on the overall efficiency of vehicular traffic and road safety at the road sections concerned.

The TD had conducted a few site inspections at the locations concerned and found that the operation of the lay-bys was smooth in general, and that the parking time of goods vehicles thereat was relatively short and did not affect the pick-up/drop-off activities of residents' buses;

- (2) as for Member's proposed addition of road markings of bus stop, since only franchised buses were permitted to park within an area with bus stop marking, the addition of such road markings would prohibit the existing Ma Wan residents' buses (non-franchised buses) from legally parking on the road concerned for pick-up/drop-off activities. Moreover, the road markings of bus stop were not used for combating illegal parking;
- (3) under the existing legislation, a vehicle should not be left unattended or left standing on the road upon pick-up/drop-off and loading/unloading activities. Otherwise, the Police might take prosecution actions against the persons concerned. Regarding Member's concern over the problem of illegal parking, the TD had requested the Police to strengthen law enforcement. The TD had been monitoring the situation of illegal parking in the district and had conducted site inspections. In case of identifying any illegally parked vehicles, the TD would refer such cases and information to the Police for direct follow-up; and
- (4) Pak Lai Road was located within the brownfield site at Ma Wan Lot No. 392. According to the lease conditions signed between the LandsD and the lot owner, the owner was entitled to a non-exclusive right of way in the brownfield site and was responsible for the management, maintenance and repair of the non-exclusive access as stated in the lease conditions. As the road section concerned was still mainly used by the residents of Park Island at present, the Government had no plan at this stage to resume the road section for use as a public road. Nevertheless, the nature of the road section might change in step with the development of Ma Wan in the future and the departments concerned would study and consider resuming the road section for conversion to a public road then.

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

- (1) the HyD was mainly responsible for the construction, repair and maintenance of public roads;
- (2) the road section between Pak Lai Road and Pak Yan Road, as mentioned by Members, was a private road. The HyD had not requested any party to repair this road section in writing; and

(3) the HyD was not involved in processing the applications for operating bus routes.

9. AA/Lands (DLO) of the LandsD responded that the Government currently had no plan of resuming the road section between Pak Lai Road and Pak Yan Road for use as a public road. However, it would consider the need for resumption of the road section for conversion to a public road in a timely manner with regard to the future development of Ma Wan and the changes in road nature as a result of increased usage.

10. A Member pointed out that route no. 230R of the KMB plying between areas around MWP and MTR Kowloon Station was routed via Pak Yan Road, many passengers would choose to take this bus route for visiting attractions such as the Noah's Ark. As a matter of fact, users of Pak Yan Road were not confined to residents of Park Island but also visitors travelling to Ma Wan. Therefore, he/she hoped that the departments concerned would consider the responsibility of maintenance be shared among all users of the road.

11. AA/Lands (DLO) of the LandsD responded that the LandsD noted Members' views and would convey them to the departments concerned.

III Item 2: Traffic Condition of the Junction off Sham Tseng Catholic Primary School at Castle Peak Road

(TWDC T&TC Paper No. 2/2024)

12. The Chairman stated that Mr Cheng Chit-pun submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Mr CHAN Yee-hing, Paul, Engineer/Tsuen Wan 1 (E/TW1), TD; and
- (2) Mr SIN Ho-pong, Stanley, E/TW2, TD.

13. Mr Cheng Chit-pun introduced the paper.

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

- (1) many residents in the area (especially the elderly) reflected that the waiting time for crossing the road was excessively long at the pedestrian crossing off Sham Tseng Catholic Primary School (the "Primary School"), and that the duration of the green signal of the pedestrian traffic light was too short. Pedestrians were often not able to cross the two sections of the road at a time

and were forced to stay at the small and narrow safety island in the middle of the road; and

- (2) according to the existing road design and traffic light locations, pedestrians had to cross the road from Bellagio to the Primary School first and then from the Primary School to the area of Sham Tseng Branch of Bank of China (Hong Kong) (BOCHK). Many pedestrians would just walk diagonally from Bellagio to BOCHK at the opposite side of the road to save time. A Member enquired whether the TD would provide a diagonal pedestrian crossing at the above location in view of the situation.

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

- (1) when considering the traffic condition and the operation of traffic signals at the junction on Castle Peak Road - Sham Tseng near Bellagio, there was a need for the TD to attain a balance among the actual needs of all road users (including drivers and pedestrians), in order to achieve a smooth vehicular flow and allow sufficient time for pedestrians to cross the road;
- (2) the footpath between the Primary School and BOCHK was 21 metres in length. Upon the implementation of traffic improvement works, the pedestrian crossing time would be increased from the original duration of 21 seconds to 24 seconds and to 29 seconds during peak hours. The flashing time of the green signal of the pedestrian traffic light would last for about 10 seconds and it would be sufficient for pedestrians (including the elderly) to walk from the Primary School to the safety island. There would be sufficient time for pedestrians to cross the entire road section if the time was counted from the moment when the green signal of the pedestrian traffic light was activated;
- (3) The traffic light cycle concerned was currently divided into four phases which were about two minutes in total. The TD would continue to review whether the pedestrian crossing time was sufficient and consider the possibility of further extension of the crossing time in the light of the possible impact on the overall traffic and vehicular flow;
- (4) the Real-time Traffic Signal Adjustment System (the “System”) made use of artificial intelligence to compute and project vehicular and pedestrian volumes and automatically adjust the pedestrian crossing time. The TD had submitted the related papers to the T&TC for circulation in February 2023 and the proposed project had obtained support from the Panel on Transport of the Legislative Council in July 2023. The TD would apply for funding and carry out the design work in accordance with the established procedures and

expected to implement the project in 2026 in a progressive manner. A trial run of the System would be carried out at 50 signalised junctions across the territory, with the junction on Castle Peak Road - Sham Tseng near Bellagio being one of them. The TD would study whether priority could be accorded to the implementation of the trial run of the System at this road section; and

- (5) as for Members' suggestion of splitting of the left-turn and right-turn traffic light signals, it was necessary to provide an additional channelising island in the middle of the left-turn and right-turn traffic light signals to protect the safety of drivers by preventing them from being confused by the different traffic light signals. However, as the space at the junction concerned was limited, provision of such channelising island might not be possible. As a result, there would be technical difficulties in splitting the left-turn and right-turn traffic light signals.

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

- (1) as the walking distance of a diagonal pedestrian crossing would generally be longer than that of a traditional pedestrian crossing and no safety island could be provided in the middle of the crossing, hence a longer pedestrian crossing time was required;
- (2) as the vehicular traffic on roads in Hong Kong was relatively heavy, the TD needed to consider the characteristics of each junction (including the vehicular and pedestrian flow, the distance of and time for crossing the road section) before providing a diagonal pedestrian crossing. It also needed to ensure pedestrian safety and maintain an adequate level of vehicular capacity of the road, lest serious impact on the overall traffic should be caused; and
- (3) as a large number of elderly persons and persons with disabilities would cross the road at the junction concerned, after conducting a safety risk assessment, the TD considered it not suitable to provide a diagonal pedestrian crossing at the junction at this stage.

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

- (1) a Member reflected that many residents still complained about the pedestrian crossing time for crossing the road being too short even after the TD had made adjustment to the pedestrian phase of the traffic lights concerned, thereby hoping that the TD would follow up the situation. However, the Member was also concerned that the extension of pedestrian crossing time without splitting the traffic light signals would reduce the time for vehicular traffic to pass

through and hence increase the likelihood of traffic congestion;

- (2) a Member pointed out that the TD representatives had indicated a few years ago that the existing safety island at the pedestrian crossing concerned could be moved backward to make room for the construction of an additional channelising island. However, the proposed splitting of traffic signals could not solve the problem of traffic congestion. Therefore, it was proposed at that time that the traffic flow should be restricted to turn right to the direction of Kowloon, and that Tuen Mun bound vehicles should use the exit on the other side of Bellagio. However, the proposal was not implemented due to a large number of objections. Members opined that the residents might not oppose to the proposal at present and hoped that the TD would reconsider such proposal or the proposed addition of a channelising island to tie in with the measure of splitting traffic signals;
- (3) a Member suggested to conduct a site visit for understanding the road condition at the location concerned;
- (4) a Member enquired about the standards adopted by the TD for formulating the road distance and duration for road crossing by pedestrians and whether due consideration had been given to the walking speed of the elderly and persons with special needs in the standards;
- (5) a Member enquired whether the TD could make reference to the practice of the Mainland and other overseas countries by using arrows in the traffic signals to indicate the direction of traffic flow; and
- (6) a Member enquired whether the TD could separate traffic flow of different directions with traffic cylinders instead of a channelising island.

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

- (1) the walking speed of pedestrians varied slightly due to the difference in road conditions. According to the standard of the TD, the walking speed of pedestrians was about 1.2 metres per second (m/s) in general, while that of the elderly and persons with special needs was about 0.9 m/s. Having taken into account the related standard, the individual condition of each road and a basket of factors such as vehicular flow, pedestrian flow, the distance of and time for crossing the road section, the TD determined the time to be in effect and the flashing time of the green signal of the pedestrian traffic lights. It had adopted the standard of 0.9 m/s when formulating the duration of pedestrian crossing time at the junction of Sham Tseng Catholic Primary School; and
- (2) on the premise of ensuring traffic safety, the TD would examine the suitability

of various proposals of providing guidance to drivers (including the provision of channelising island, the use of arrows in traffic signals to indicate the direction of traffic flow and the provision of additional road markings, etc.) on roads.

19. Engineer/Tsuen Wan 4 (E/TW4) of the TD responded that owing to safety considerations, at least two traffic signal systems and one safety island for pedestrians to stay should be provided at each pedestrian crossing. Traffic cylinders were used to separate vehicular traffic from different directions and would usually be placed on double white lines to prevent vehicles from entering the lanes by going against traffic. They would cause obstruction to pedestrians if they were placed at a pedestrian crossing.

20. Assistant District Officer (Tsuen Wan) (ADO(TW)) of the TWDO suggested that Members might attend a site visit with the representatives of departments to see how the traffic condition at the location concerned could be improved in terms of technicality and road design.

21. Members hoped that the TD would explore the feasibility of implementing various enhancement measures before conducting a site visit and agreed to continue to discuss the captioned agenda item under the Matters Arising from the Minutes of the Previous Meeting at the next meeting.

(Post-meeting note: Members and representatives of the TD conducted a site visit to the junction off Sham Tseng Catholic Primary School on 17 April 2024.)

IV Item 3: Traffic Arrangement on Lo Wai Road during Festive Season (TWDC T&TC Paper No. 3/2024)

22. The Vice Chairman stated that Mr CHAN Sung-ip submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Mr CHEUNG Hang-keung, Ken, E/TW4, TD;
- (2) Mr WONG Shek-to, District Operations Officer (Tsuen Wan) (DOO(TW)), Hong Kong Police Force (HKPF); and
- (3) Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team (Tsuen Wan), HKPF.

23. Mr CHAN Sung-ip introduced the paper.

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

- (1) a Member pointed out that many people would visit Yuen Yuen Institute to perform worshipping rituals during the grave-sweeping festivals in spring and autumn and Lunar New Year. Although public transport operators would provide additional services to divert passengers during festive seasons and holidays, many people would still choose to go there by their own vehicles. However, unlike Ching Ming Festival and Chung Yeung Festival, there were more holidays during Lunar New Year and it was difficult to estimate the peaks of vehicular and pedestrian flows. It happened that the Lunar New Year in 2024 was the first Lunar New Year subsequent to the resumption of full normalcy in society after the epidemic, and that the Government had not implemented any road closure measure at Lo Wai Road during the period of Lunar New Year, resulting in tailbacks involving a large number of vehicles, which affected nearby residents and even passengers waiting for transport services on Shiu Wo Street. For this reason, the Member requested the departments concerned to review the traffic arrangement at Lo Wai Road during festive seasons and, at the same time, requested for implementation of road closure and deployment of additional manpower to direct traffic at Lo Wai Road on public holidays during Lunar New Year; and
- (2) a Member hoped that the departments concerned would explore the possibility of connecting Lo Wai Road to other existing roads or new roads. In this way, vehicles would not have to make a U-turn and leave via the original route for their return trip.

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

- (1) the TD did not implement any temporary traffic control measures at Lo Wai Road during the Lunar New Year just past. A lot of people drove to Yuen Yuen Institute, causing traffic congestion at Yi Pei Chun Road and Shek Wai Kok Road. The TD noted that the HKPF had sent officers to Yuen Yuen Institute to understand the situation and had implemented crowd and traffic control measures at scene. The TD had all along been concerned about the traffic condition of Lo Wai Road and would discuss on the implementation of road closure at Lo Wai Road with stakeholders including the TWDO, HKPF, HyD, Yuen Yuen Institute and Western Monastery. The joint meeting in this year had been convened, in which the traffic arrangement during the period of Lunar New Year was reviewed and it was tentatively decided that road closure

would be implemented during the coming Ching Ming Festival, Yu Lan Festival and Chung Yeung Festival. To decide whether temporary traffic control measures would be implemented during the next Lunar New Year, consideration will be given to convening the joint meeting earlier next year. The TD would conduct a public consultation through the TWDO once further proposals were available;

- (2) most people who used Lo Wai Road during the grave-sweeping festivals in spring and autumn went there for grave sweeping. On the other hand, users of Lo Wai Road during the period of Lunar New Year were friends and relatives of the villagers in the vicinity. If temporary traffic control measures were implemented during Lunar New Year, these people would need to apply for temporary closed road permits which would cause inconvenience to them. The TD also anticipated that the temporary traffic control measures would lead to a substantial increase in the number of applications for such permits. In this connection, it had to take into consideration the public responses, review and discuss whether temporary traffic control measures should be implemented during Lunar New Year; and
- (3) the utilisation rate of Lo Wai Road was relatively low on weekdays, traffic congestion might only occur on some holidays. Owing to geographical constraints and the large number of small houses in the vicinity, the TD considered that it was not economically efficient to carry out road widening just for meeting the traffic demand on individual days and had taken note of Members' views. The TD would consider Member's proposal of road widening if there were new development plans at the location in the future.

26. DOO(TW) of the HKPF responded that the role of the HKPF was to assist in traffic enforcement. During the period from the second to the ninth day of the Lunar New Year in 2024, the HKPF had deployed additional manpower to direct traffic at Lo Wai Road. The HKPF was of the view that the proposal of implementing road closure or traffic control measures at Lo Wai Road during festive seasons was feasible and it had adequate manpower for implementing these measures.

27. ADO(TW) of the TWDO responded that as the Lunar New Year in 2024 was the first Lunar New Year subsequent to the resumption of full normalcy in society after the epidemic, A number of temples were fully open to the public, hence attracting a large number of visitors. The TWDO noted that the problem of traffic congestion at Lo Wai Road was particularly serious during the Lunar New Year this year. It had received

public complaints about the problem earlier and reflected the residents' opinions at the joint meeting for discussion. The Government would learn from this experience and consider implementing special arrangements for the remaining major festivals this year (including Ching Ming Festival and Chung Yeung Festival) and the Lunar New Year in the coming year. As for the Lunar New Year, the public would choose an auspicious day to visit temples. However, as the auspicious day would vary from year to year, the departments concerned had to project the peaks of vehicular and pedestrian flows every year, consider the needs of visitors during the period of Lunar New Year and discuss with Members on measures to be taken for maintaining smooth traffic flow on the roads as far as possible.

28. Members further pointed out that the Government could tackle the problem of traffic congestion by implementing traffic control measures in the short term. Nevertheless, in the long run, traffic congestion would hinder planning and development in the district. Therefore, Members still considered that it was necessary to carry out road widening works.

V Item 4: 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 29 February 2024)
(TWDC T&TC Paper No. 4/2024)

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

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

- (1) a Member pointed out that after completing the Provision of Additional Parking Spaces on Sham Tseng Tsuen Road near Lamp Post No. V9422 under Project No. TW/22/00194-398 (Project No. TW/22/00194-398), only seven additional metered parking spaces were provided, which was fewer than a dozen or so metered parking spaces leased and managed by a private operator at the same site in the past. The Member enquired whether it was possible to increase the number of metered parking spaces by changing the orientation of parking spaces from diagonal to horizontal or vertical for space saving;
- (2) a Member pointed out that the project concerning the provision of additional traffic light controlled pedestrian crossing facilities at Kwong Pan Tin Tsuen had been approved by the TD, and enquired about the commencement date of the project; and

- (3) a Member requested for expeditious commencement of the Improvement to the Pick-up and Drop-off Point for Public Light Bus on Cheung Shan Estate Road West near Cheung Shan Estate Road East under Project No. TW/21/00219-269 (Project No. TW/21/00219-269) and urged the departments concerned to enhance communication with the stakeholders.

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

- (1) the relatively small number of metered parking spaces provided under Project No. TW/22/00194-398 was due to the fact that about half of the area within the project site was installed with underground water mains and such area was reserved for the Water Supplies Department (WSD). To avoid impact on the routine maintenance to be carried out by the WSD, metered parking spaces could not be provided on the road surface of such area. The HyD would also discuss with the TD on the orientation of the metered parking spaces in due course;
- (2) the HyD had received early this year the Works Request Form (WRF) issued by the TD for the project concerning the provision of additional traffic light controlled pedestrian crossing facilities at Kwong Pan Tin Tsuen. As Route Twisk, where the works site was located, was a one-way two-lane carriageway, it was necessary for the HyD to first carry out preliminary investigation works and draw up traffic diversion measures before commencing the works; and
- (3) as for Project No. TW/21/00219-269, the WSD had just completed the water main replacement works at the location concerned. The HyD was currently studying the temporary traffic arrangement to be implemented at the location and would commence the works once the approval of the temporary traffic arrangement was received.

32. E/TW4 of the TD responded that the Drainage Services Department was carrying out drainage works at Kwong Pan Tin Tsuen at present. As it would take time to complete the drainage works, temporary traffic lights had been provided at the works site to ensure traffic safety. The TD had issued to the HyD the WRF for the project concerning the provision of additional traffic light controlled pedestrian crossing facilities at Kwong Pan Tin Tsuen and the HyD would commence the works in a timely manner.

VI Any other business

33. The Chairman stated that the paper on “Bus Route Planning Programme 2024-

2025 of Tsuen Wan District” submitted by the TD had been distributed to Members by email earlier for information and consideration. This subject matter would be discussed at the next meeting of the T&TC. Members might contact the TD for enquiries about the aforementioned programme.

34. A Member pointed out that the TD had indicated to install smart traffic lights and auxiliary devices that would project red light onto the pedestrian waiting area on pavement at the junction of Wing Shun Street and Yi Hong Street between late 2023 and early 2024. However, there was a breakdown of all traffic lights installed at the junction of Wing Shun Street and Yi Hong Street on 2 January 2024. Consequently, the traffic lights had ceased to operate for six to eight hours, causing confusion and inconvenience to the residents. Afterwards, the TD did not continue to take forward the installation work of such devices. The Member therefore enquired about the cause of the incident, the ways of preventing the recurrence of similar situation in the future, the functions of smart traffic lights and the aforementioned auxiliary devices, and whether the TD had any plan of installing these devices at other locations in Tsuen Wan. The Member hoped that the TD would provide the timetable for testing or installation of such traffic lights so that Members would be able to answer the queries raised by residents.

35. E/TW4 of the TD responded that the function of the aforementioned auxiliary device was to remind pedestrians (especially those distracted pedestrians looking at their mobile phones) that the “red man” light had been activated. At present, the auxiliary device had been installed at the pedestrian crossing on Tsuen Wan Market Street near Yan Chai Hospital. The TD would also follow up on the incident of the breakdown of traffic lights as mentioned by Members with the departments concerned.

VII Adjournment of Meeting

36. The Chairman reminded Members that the next meeting was scheduled for 2 May 2024 (Thursday) and the deadline for submission of papers was 16 April 2024 (Tuesday).

Tsuen Wan District Council Secretariat
8 April 2024