

(Translation)

Minutes of the 3rd Meeting of Traffic and Transport Committee (2/24-25)

Date: 27 June 2024

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Mr CHENG Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Ms CHEUNG Man-ka, Marcella

Mr LEUNG Cheong-ming, Raymond, MH, JP

Mr 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

Government Representatives

Mr AU Ka-shing, Billy

District Officer (Tsuen Wan),

Tsuen Wan District Office

Mr KWAN Chun-kit, Eric

Assistant District Officer (Tsuen Wan),

Tsuen Wan District Office

Ms TAM Wing-sze, Winnie

Senior Liaison Officer (1),

Tsuen Wan District Office

Mr CHAN Wing-chow, Edwin

Senior Engineer/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
Miss MUI Wai-ching, Destiny	Senior Transport Officer/Tsuen Wan, 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) (Acting), Lands Department

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

In Attendance:

For discussion of item 3

Mr WONG Yuen-sze	District Operations Officer (Kwai Tsing), Hong Kong Police Force
Mr CHAN Tsen-piu	Neighbourhood Police Co-ordinator, Police Community Relations Office, Kwai Tsing Police District, Hong Kong Police Force
Mr CHAN Fu-shan	Divisional Commander 'South' (New Territories South), Fire Services Department
Mr CHAN Lok-kin, Victor	Senior Estate Surveyor/Kwai Tsing 2 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Ms YEUNG Sien-ching, Susana	Senior Land Executive/Land Management 2 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr LUI Wing-cho	Senior Town Planner/Kwai Tsing, Planning Department
Mr SO Yeung-fung	Chief Health Inspector (Tsuen Wan)1,

Mr YAU Wai-yip	Food and Environmental Hygiene Department Senior Property Services Manager/Sham Shui Po & Tsuen Kwai,
Ms CHAN Li-yee, Gobby	Architectural Services Department Property Services Manager/Tsuen Wan, Architectural Services Department

For discussion of item 4

Mr LIO Wai-lon	Senior Inspector, Enforcement and Control Division, Traffic New Territories South, Hong Kong Police Force
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

Absent:

Mr CHAN Chun-chung

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 3rd meeting of the Traffic and Transport Committee (T&TC). He introduced Mr KWAN Chun-kit, Eric, Assistant District Officer (Tsuen Wan), Tsuen Wan District Office (TWDO), who attended the meeting for the first time.

2. The Chairman said that Mr CHAN Chun-chung had applied for absence from this meeting due to sickness. The application for absence met the requirements set out in section 64(1) of the Tsuen Wan District Council Standing Orders (the “Standing Orders”). Members unanimously gave consent to the application for absence submitted by Mr CHAN Chun-chung.

3. The Chairman stated that according to the requirements stipulated in the Standing Orders, if a District Council (DC) Member found that he/she had any direct personal or pecuniary interests in a discussion item or relevant matters when attending a meeting of the Council or dealing with matters related to the Council, the DC Member should declare the interests. The Secretariat had not received any declaration of interests

prior to this meeting. The Chairman enquired whether Members had to make declarations of interests immediately. No Member made a declaration of interests immediately.

4. The Chairman said 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 2nd Meeting held on 2.5.2024

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: Proposals Concerning the Traffic in Ma Wan

(TWDC T&TC Paper No. 7/24-25)

7. The Chairman stated that Ms CHEUNG Man-ka, Marcella submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Mr CHAN Wing-chow, Edwin, Senior Engineer/Tsuen Wan (SE/TW), Transport Department (TD);
- (2) Mr CHAN Yee-hing, Paul, Engineer/Tsuen Wan 1 (E/TW1), TD;
- (3) Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW), TD;
- (4) Mr WONG Yuen-sze, District Operations Officer (Kwai Tsing) (DOO(K&T)), Hong Kong Police Force (HKPF);
- (5) Mr CHAN Fu-shan, Divisional Commander 'South' (New Territories South) (DCS(NTS)), Fire Services Department (FSD);
- (6) Mr CHAN Lok-kin, Victor, Senior Estate Surveyor/Kwai Tsing 2 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department (LandsD);
- (7) Ms YEUNG Sien-ching, Susana, Senior Land Executive/Land Management 2 (District Lands Office, Tsuen Wan and Kwai Tsing) (SLE/LM2(DLO)),

LandsD;

- (8) Ms LAM Hang-ling, Sara, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (Acting), LandsD;
- (9) Mr LUI Wing-cho, Senior Town Planner/Kwai Tsing, Planning Department;
- (10) Mr SO Yeung-fung, Chief Health Inspector (Tsuen Wan)¹ (CHI(TW)¹), Food and Environmental Hygiene Department (FEHD);
- (11) Mr YAU Wai-yip, Senior Property Services Manager/Sham Shui Po & Tsuen Kwai, Architectural Services Department (ArchSD); and
- (12) Ms CHAN Li-yee, Gobby, Property Services Manager/Tsuen Wan, ArchSD.

8. Ms CHEUNG Man-ka, Marcella introduced the paper.

9. SE/TW of the TD responded as follows:

- (1) Ma Wan Road and all roads in Ma Wan were designated as prohibited zones 24 hours daily to all vehicular traffic at present, except designated vehicles during specified hours or vehicles with valid prohibited zone permits. Goods vehicles were permitted to enter Ma Wan from 10:00 a.m. to 4:00 p.m. daily. Under the existing legislation, vehicles should not be left unattended or left standing upon completion of the loading/unloading activities. Otherwise, the Police might instigate prosecutions against the persons concerned if applicable. The TD had been monitoring the situation of illegal parking in the district and had deployed officers to conduct site inspections. If any illegally parked vehicles were identified, the TD would refer such cases and information to the Police for direct follow-up. After discussion with the HKPF, the TD considered that the problem of illegal parking would be tackled more effectively through enhanced law enforcement by the HKPF;
- (2) the planning principle for the transport of Ma Wan was to create a highly accessible transport network in the area without causing pollution to the environment. As a result, all roads in Ma Wan were designated as prohibited zones 24 hours daily. Drivers of all unauthorised vehicles would be prohibited from driving into the concerned road sections in Ma Wan except goods vehicles, urban taxis, buses and vehicles with permits issued by the TD. In this connection, no parking spaces were provided in Ma Wan in general, and the TD had no plan to provide an additional car park in Ma Wan for the time being. 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. According to the TD's observation, the above general lay-bys were of smooth operation and the loading/unloading activities were at an acceptable level, thereby meeting the residents' demand for general lay-bys in the area; and

- (3) urban taxis were allowed to enter designated roads in Ma Wan during specified time slots (including access to/from Ma Wan Road, the roundabout at the junction between Ma Wan Road and Pak Lam Road, a section of Pak Lam Road south of Fong Yuen Road, a section of Fong Yuen Road east of Ma Wan Rural Committee Road and Ma Wan Rural Committee Road 24 hours daily; and to/from Pak Yan Road and a section of Pak Lai Road between Pak Lam Road and Pak Yan Road from 9:00 a.m. to 9:00 p.m. daily). Taxi pick-up/drop-off points were provided beside the roundabout at the junction between Ma Wan Road and Pak Lam Road and on Ma Wan Rural Committee Road at present, at which passengers could alight from the vehicles and walk to various blocks of Park Island. The TD considered the existing traffic control measures appropriate, having struck a balance between the actual traffic condition in Ma Wan as well as the demand for picking up/dropping off taxi passengers. Nevertheless, the TD would continue to review the traffic condition and development in Ma Wan and, when necessary, consider the provision of additional locations for taxis to pick up/drop off passengers and implementation of other traffic management measures.

10. DOO(K&T) of the HKPF responded that the HKPF would receive complaints about illegal parking on Ma Wan Island from time to time. Having regard to the actual situation at the scene and operational needs, the HKPF would deploy officers from the Kwai Tsing Police District to the locations concerned for traffic enforcement where appropriate. Officers of the HKPF would address the problem of illegal parking in an impartial manner.

11. SLE/LM2(DLO) of the LandsD responded that some alleys among Ma Wan Main Street Village, Tin Liu New Village and Ma Wan Rural Committee Road had been

designated as an emergency vehicular access (EVA) equipped with an emergency crash gate, which could be knocked down by emergency vehicles for access when in need, thus preventing the EVA from being blocked by other vehicles and avoiding the possible negative impact on rescue operations. The emergency crash gate concerned had always been in place, but it had been damaged recently. The ArchSD had therefore carried out the repair works according to the standard drawings provided by the Highways Department (HyD) and had tightly re-installed the emergency crash gate to the ground with screws. The LandsD had conducted an inspection to the location concerned earlier with the FSD, HKPF and ArchSD and, as stated in the reply of the FSD, the emergency crash gate would not adversely affect the provision of fire and ambulance services.

12. CHI(TW)1 of the FEHD responded that the FEHD provided services such as refuse collection, street washing and pest control on Ma Wan Island. The staff and vehicles of the FEHD could smoothly access the roads concerned for carrying out the above work.

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

- (1) a Member pointed out that an ambulance had recently failed to access the area beyond an emergency crash gate. As a result, it had to park at the roadside for carrying out rescue work. The Member enquired of the FSD about the guidelines for rescue vehicles on knocking down the emergency crash gates to perform duties;
- (2) a Member pointed out that emergency crash gates installed at many places in the New Territories were not locked, and enquired why the emergency crash gate in Ma Wan was locked;
- (3) a Member opined that residents would have easier access to taxis if the emergency crash gate was not locked;
- (4) a Member enquired whether the hose installed on the vehicles of the FEHD would be long enough for washing all inner streets in Ma Wan Main Street Village;
- (5) a Member pointed out that the problem of illegal parking at Pak Lam Road was still serious. Goods vehicles were often left standing at the general lay-bys upon loading/unloading activities, obstructing residents' buses to pick up/drop off passengers and posing safety hazards to elderly persons and persons in need;
- (6) a Member requested the TD to provide data that would illustrate whether the

traffic control measures implemented in Ma Wan could meet the residents' demand;

- (7) a Member enquired about the penalties for illegal parking in Ma Wan, and hoped that the HKPF would strengthen law enforcement against the offence;
- (8) a Member pointed out that Ma Wan boasted beautiful natural scenery and believed that more people would visit Ma Wan with the expansion of the Noah's Ark and Ma Wan Park (MWP). Since most of the visitors were not familiar with the transport services on the island, they might choose taxis as their mode of transport. As such, the Member suggested that the departments concerned should consider relaxing the restrictions imposed on taxis operating in Ma Wan; and
- (9) as there were a very limited number of taxi pick-up/drop-off points designated in Ma Wan between 9:00 p.m. and 9:00 a.m. at present, residents returning home late at night often had to walk a long distance to their residence. A Member hoped that the TD would consider shortening the restricted hours in this respect or extending the areas available for picking up/dropping off taxi passengers in Ma Wan at night.

14. SE/TW of the TD responded as follows:

- (1) roads in Ma Wan were mainly used by residents' buses and goods vehicles at present. Regarding Members' proposal of adding road markings at the bus stops, as only franchised buses were permitted to stop within the area of a bus stop designated with road markings, the addition of such road markings would prevent Ma Wan residents' buses, which were operated under non-franchised bus services, from stopping at the bus stops concerned to pick up/drop off passengers lawfully. Goods vehicles would neither be able to carry out loading/unloading activities there by then;
- (2) the TD conducted review of the traffic condition in Ma Wan regularly, and would receive complaints about illegal parking in Ma Wan from time to time. The TD opined that it would be more effective to tackle the problem of illegal parking by referring such cases to the HKPF for enhanced law enforcement; and
- (3) visitors could currently travel to and from MWP between 9:00 a.m. and 9:00 p.m. by taxi. As regards the proposal for extending the areas available for picking up/dropping off taxi passengers in Ma Wan at night, the TD considered that the public could already travel to and from Ma Wan Rural Committee Road by taxi round the clock at present, and that the distance and

time for walking from Ma Wan Rural Committee Road to areas around Pak Lam Road were at acceptable levels.

15. DOO(K&T) of the HKPF responded that the HKPF would expeditiously handle traffic complaints upon receipt.

16. DCS(NTS) of the FSD responded that an emergency crash gate would usually be installed at an EVA. It was not uncommon for emergency vehicles to knock down emergency crash gates for the provision of fire and ambulance services. During a rescue operation and depending on the situation, the driver of the emergency vehicle or the officer-in-charge at scene, who had already received relevant training, would review the overall situation and make a dynamic risk assessment (including the condition of injured persons or patients, emergency level, seriousness of the fire and efficiency of the operation, etc.) to decide whether it was necessary to knock down an emergency crash gate for parking the vehicle directly at the location of the incident or at a relatively safer location without reducing the operational efficiency. Moreover, as the equipment installed on fire appliances and ambulances could cope with various situations (such as transporting the injured on roads or village roads with ambulance stretchers or wheelchairs), the frontline staff were capable of and confident in striking a balance between risk and operational efficiency by adopting an appropriate approach in conducting a rescue operation.

17. CHI(TW)1 of the FEHD responded that the FEHD's large vehicles installed with a water tank were able to wash major streets smoothly in general. For cleansing alleys or access roads inside villages, staff of the contractors would transport water buckets to nearby locations and wash the roads with high pressure water jets. Therefore, the cleansing service would not be affected by whether an emergency crash gate was locked or not.

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

- (1) a Member opined that the parking of goods vehicles at general lay-bys would adversely affect the pick-up/drop-off of passengers by residents' buses and might pose hazards to persons with disabilities. The Member enquired whether the TD had evaluated the adequacy of the existing number of general lay-bys in Ma Wan in the light of the changes in demographic structure;
- (2) a Member reflected the views raised by the residents of Blocks 1, 2, 3, 5, 32, 33 and 35 of Park Island that they had to walk along the ramp on Pak Lai

Road for about 700 metres or take several escalators for reaching the taxi stand at night. It was especially inconvenient for residents on rainy days and was unfavourable to the access of persons with disabilities. The Member suggested that the TD should relax the control measures on taxis on a trial basis, and then fully implement the relaxation if the results were satisfactory;

- (3) with the opening of MWP Phase 2 in late September 2024, a Member believed that the relaxation of control measures on taxis would facilitate the travelling of visitors;
- (4) a Member held that the development and transport demand in Ma Wan these days were different from those many years ago, and that the TD should consider whether the control measures on taxis could be relaxed to facilitate the access by residents, given that the traffic flow had not caused any nuisance to residents at present;
- (5) goods vehicles were permitted to enter Ma Wan from 10:00 a.m. to 4:00 p.m. at present, but there was no restriction on the time for their departure. A Member suggested that the TD should monitor the vehicles' duration of stay in Ma Wan through an electronic system installed at Ma Wan Toll Plaza, with a view to eliminating prolonged parking of vehicles at general lay-bys; and
- (6) a Member pointed out that the number of public toilets open for use at night in Ma Wan was inadequate, and the public toilet at Ma Wan Rural Committee Road had been closed for a long time. Since only the fairly distant public toilet at Park Island Pier was still open at night, some people would urinate and defecate casually at relatively concealed places. The Member therefore requested the department concerned to open more public toilets at night so as to improve environmental hygiene.

19. SE/TW of the TD responded as follows:

- (1) the TD had always been paying attention to whether the existing number of general lay-bys in Ma Wan was adequate, and would continue to review the situation in a timely manner;
- (2) the control measures on taxis in Ma Wan had been relaxed in a gradual manner since 2008. The TD had consulted various stakeholders (including owners' committee of Park Island, Ma Wan Rural Committee (MWRC) and MWP, etc.) on this matter many times. These stakeholders had expressed different opinions on whether the control measures on taxis should be relaxed, while some of them had expressed their concern over the impact of the increased traffic flow on the environment;

- (3) Pak Lam Road was mainly used for picking up/dropping off passengers of residents' buses for the time being. If taxis would be permitted to park on Pak Lam Road throughout the day, the pick-up/drop-off activities of residents' buses might be affected; and
- (4) the TD noted Members' request for relaxing the control measures on taxis, and would continue to closely monitor the relevant arrangements of traffic services so as to make adjustments where appropriate.

20. STO/TW of the TD responded that the opening of MWP Phase 2 was about to take place, which she believed would attract a large number of visitors. The TD expected that route no. 230R, which was newly introduced by the Kowloon Motor Bus Company (1933) Limited (KMB) in 2024, would provide passengers with bus services plying between urban areas and MWP. At present, KMB route no. 230R provided bus services on Saturdays, Sundays and public holidays. The TD would discuss with the management of MWP and conduct an overall review of the service arrangements of various public transport services having regard to the opening date and opening hours of MWP, with a view to meeting the passenger demand.

21. CHI(TW)1 of the FEHD responded that the FEHD had received complaints about suspected excrement being found at hidden places in the past. The FEHD would usually deploy staff for clearance in the morning to maintain environmental hygiene.

22. District Officer (Tsuen Wan) (DO(TW)) of the TWDO said that the TWDO had received a lot of opinions concerning the traffic in Ma Wan from DC Members, the MWRC and local residents in recent months. Members had also put forward many views and suggestions at this meeting, ensuring effective communication between the Government and the people. There were views that the planning policy of transport in Ma Wan (namely the minimisation of environmental pollutants through restriction on the number of vehicles) was inconsistent with the expectations of some residents. However, some residents had expressed their support in such planning policy at the same time. Therefore, it was necessary to strike a balance among various aspects such as the daily lives and transport demand of residents, as well as environmental protection, etc. The TWDO would continue to coordinate with various stakeholders such as the departments concerned, DC Members and the MWRC. It also hoped that the departments concerned would jointly examine whether residents' aspirations for transport and the environment had changed with the development of the community and the present demographic structure. Moreover, the TWDO had discussed with the

departments concerned the installation of an emergency crash gate at an EVA, and would continue to review the relevant measures with the departments concerned, aiming to provide convenience to residents as far as possible under the premise of safeguarding the safety of all.

23. The Chairman thanked the departments for their efforts, and requested the TD to consider the various views raised by Members.

V Item 4: Discussion on the Capabilities in Responding to Traffic Incidents of Roads in Tsuen Wan District

(TWDC T&TC Paper No. 8/24-25)

24. The Chairman stated that Mr NG Chun-yu, Mr CHOW Sum-ming, Mr TSANG Tai, Mr LEUNG Cheong-ming, Mr CHENG Chit-pun, Mr WONG Kai-chun, Mr MOK Yuen-kwan, Ms LAM Yuen-pun and Mr KOO Yeung-pong submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Mr LIO Wai-lon, Senior Inspector, Enforcement and Control Division, Traffic New Territories South (SI/E&CD/TNTS), HKPF;
- (2) Mr WONG Shek-to, District Operations Officer (Tsuen Wan) (DOO(TW)), HKPF;
- (3) Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team (Tsuen Wan) (OiC/DTT(TW)), HKPF;
- (4) Mr CHAN Wing-chow, Edwin, SE/TW, TD; and
- (5) Mr CHAN Yee-hing, Paul, E/TW1, TD.

25. Mr NG Chun-yu, Mr CHOW Sum-ming, Mr TSANG Tai, Mr LEUNG Cheong-ming, Mr CHENG Chit-pun, Mr WONG Kai-chun, Mr MOK Yuen-kwan, Ms LAM Yuen-pun and Mr KOO Yeung-pong introduced the paper.

26. SI/E&CD/TNTS of the HKPF responded that regarding the serious traffic congestion took place in Tsuen Wan on 14 June 2024, the Traffic New Territories South (TNTS) of the HKPF had received a report at 11:14 a.m. on that day that a traffic accident had occurred on Tsuen Wan Road Kowloon bound. It had involved a medium goods vehicle, a private car and a taxi, among which the taxi had overturned during the accident, resulting in the closure of all the three lanes of the carriageway. The officers of the HKPF had arrived at the scene at 11:22 a.m., giving assistance to the injured first and making assessment of the possibility of re-opening one lane to divert traffic.

Subsequently, the Police had instructed the drivers of the medium goods vehicle and the private car to slightly drive their vehicles away from the site of the accident. The left-most lane had been reopened at 11:44 a.m., and a tow truck had been summoned to remove the overturned taxi at 11:58 a.m. The Hong Kong Observatory had issued the red rainstorm warning signal between 10:00 a.m. and 11:30 a.m. on that day, and the subsequent amber rainstorm warning signal had been remained in force for some time. Coupled with the severe traffic congestion at Lung Cheung Road, the tow truck could not arrive at the scene until 12:55 pm. Due to the inexperience of the two operators of the tow truck, the overturned taxi could only be removed at 2:17 p.m. and normal traffic on all the three lanes had been resumed by then. During the incident, a few traffic accidents had also occurred on roads in the vicinity, resulting in an extension of the traffic queue to Tsuen Tsing Interchange and a large-scale traffic congestion in Tsuen Wan district.

27. DOO(TW) of the HKPF responded that once traffic congestion occurred on Tsuen Wan Road, roads in the vicinity would also be affected. The ability of drivers and the performance of vehicles were put under test especially under adverse weather conditions. Since there were many industrial areas in Tsuen Wan, goods vehicles would be parked at the roadside to carry out loading/unloading activities for a long duration. When there was congestion at nearby road sections, it would be difficult for the Police to instantly divert the traffic flow through its traffic control measures. The HKPF opined that the most effective way to cope with traffic congestion was to enhance the co-ordination with the TD, increase the frequency of disseminating information to the public after the occurrence of incidents and remind drivers of not travelling to the congested road sections as far as possible, thereby reducing the convergence of vehicular flows at source.

28. OiC/DTT(TW) of the HKPF responded that upon receiving the report of the traffic accident on 14 June 2024, the Tsuen Wan Police District had immediately deployed officers to inspect the traffic conditions at critical locations of the roads in the district (including Texaco Road, Wang Lung Street, Yeung Uk Road, Tsuen Tsing Interchange and the roundabout at Tai Chung Road). Having detected signs of traffic congestion on the roads, the frontline officers had immediately informed the TD to make adjustment to the traffic signals concerned for easing the traffic flow. Despite the fact that the time for going off work had passed, the frontline staff at work had kept on performing their duties under heavy rain. They had been assisting in diverting the traffic flow from receiving the report of the traffic accident at 11:15 a.m. to the

resumption of smooth traffic flow at 5:30 p.m. The Tsuen Wan Police District would continue to review the mode of operation in coping with serious traffic congestion with the TNTS and maintain close liaison with the Emergency Transport Co-ordination Centre (ETCC) of the TD.

29. SE/TW of the TD responded as follows:

- (1) the ETCC of the TD monitored the traffic condition round the clock on a daily basis. It was mainly responsible for liaison and co-ordination with various government departments, operators of public transport services and related organisations in handling traffic or public transport incidents, and for dissemination of emergency traffic news and arrangements of public transport services to the public in a timely manner through the mass media (including radio and television) and other channels (such as the TD's official website, the mobile application "HKeMobility" and variable message signs on highways), so as to reduce the impact of the incidents on the journeys of the public;
- (2) according to the records of the ETCC of the TD, the traffic in Tsuen Wan was very busy on 14 June 2024 due to the traffic accident occurred on Tsuen Wan Road that day. The ETCC of the TD had all along been monitoring the traffic condition of the road section concerned, and had disseminated the relevant traffic news to the public through the media, the TD's website and the mobile application "HKeMobility". Simultaneously, the Area Traffic Control Centre of the TD had also arranged for the adjustment of traffic light signals at the affected road sections to divert traffic as far as possible. In addition, the operator of Tai Lam Tunnel had made the relevant announcements on the variable message signs on Cheung Tsing Highway and informed drivers inside Tai Lam Tunnel of the traffic condition through broadcasting. The TD would conduct review with the HKPF for increasing the frequency of making the relevant announcements to the public in the event of similar traffic incidents in the future, with a view to aiding drivers to make use of other roads more effectively or to call on members of the public to avoid unnecessary travelling; and
- (3) the works consultant engaged by the HyD was carrying out the remaining work of the investigations for the proposed project "Widening of Tsuen Wan Road and the Associated Junction Improvement Works", which included the working out of various details of the preliminary design. The timetable for the implementation of the project could only be confirmed after the details

of the design had been finalised. The proposed project included the widening of a section (about 500 metres in length) of the flyover on Tsuen Wan Road between Tai Ho Road and Wing Shun Street and the conversion of a three-lane carriageway to a four-lane carriageway on the said flyover Kowloon bound.

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

- (1) a Member thanked the HKPF and the departments concerned for their efforts in coping with the traffic accident occurred on Tsuen Wan Road on 14 June 2024. The Member enquired how traffic accidents could be handled more expeditiously in case of similar occurrences in the future;
- (2) a Member agreed that the dissemination of emergency traffic news and arrangements of public transport services to the public was very important. The Member hoped that the TD and operators of public transport services would examine whether there were other channels (such as through short message service (commonly known as SMS) or other communication means without the need to download any mobile applications) that could disseminate such information to a broader audience;
- (3) a Member suggested that the TD should give notifications to DC Members and the Care Teams about major traffic incidents in the district in future, thus enabling them to assist in forwarding the messages to the public in a more effective manner; and
- (4) a Member mentioned that the traffic accident occurred on Tsuen Wan Road on 14 June 2024 had caused traffic congestion at Tsuen Tsing Interchange and consequently affected the vehicular flow travelling to and from Tsing Yi. The Member therefore enquired whether the TD could enhance the road design of Tsuen Tsing Interchange.

31. SE/TW of the TD responded as follows:

- (1) members of the public would receive real-time emergency traffic news as well as the latest arrangements of public transport services disseminated by the ETCC through the mobile application “HKeMobility”;
- (2) the Improvement Works at Tsuen Tsing Interchange had commenced in 2024 and was anticipated to be completed in 2027. Upon completion of the project, traffic congestion at Tsuen Tsing Interchange would be improved significantly; and
- (3) the TD would actively consider informing DC Members and the Care Teams

of major traffic accidents in the district in future.

32. SI/E&CD/TNTS of the HKPF responded that there was also traffic congestion on both Lung Cheung Road and Ching Cheung Road on the day of the incident, thereby affecting the arrival time of the tow truck to the scene. Officers of the HKPF had repeatedly urged the tow truck to arrive as quickly as possible and tried their best to remove other vehicles concerned first. Nevertheless, the remaining taxi could only be towed away by a tow truck because it had been overturned. It had eventually taken almost three hours to remove all the vehicles involved and to reopen the lanes for vehicular traffic.

33. DO(TW) of the TWDO stated that the TWDO had convened a meeting of the co-ordination and liaison team in coping with emergencies with government departments, major providers of public utility services and the Care Teams earlier. The TWDO would, together with the departments concerned, explore ways to adopt an efficient approach of disseminating information to DC Members and the Care Teams when there were traffic accidents or obstructions of a larger scale that would affect the road traffic in Tsuen Wan district in the future.

34. District Engineer/Tsuen Wan (DE/TW) of the HyD responded that the Improvement Works at Tsuen Tsing Interchange had commenced in April 2024 and were anticipated to be completed in 2027.

35. The Chairman thanked various departments for their efforts, and hoped that the departments concerned would explore ways to strengthen the capabilities in responding to traffic incidents occurred on roads in Tsuen Wan district.

VI Item 5: Information Paper

Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 27 June 2024)
(TWDC T&TC Paper No. 9/24-25)

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

VII Item 6: Any Other Business

37. A Member observed that flooding had occurred at many locations (including Hoi Pa Street Government Primary School, Tsuen Wan Chiu Chow Public School and Moon

Lok Dai Ha) after heavy rain recently, and requested the HyD to follow up.

38. DE/TW of the HyD responded that the situation would be followed up.

VIII Adjournment of Meeting

39. The Chairman reminded Members that the next meeting was scheduled for 29 August 2024 (Thursday) and the deadline for submission of papers was 14 August 2024 (Wednesday).

Tsuen Wan District Council Secretariat

12 July 2024