

(Translation)

Minutes of the 7th Meeting of the Traffic and Transport Committee
7th Term of Wan Chai District Council
Hong Kong Special Administrative Region

Date: 25 February 2025 (Tuesday)

Time: 3:00 p.m.

Venue: District Council Conference Room, Wan Chai District Office,
21/F Southorn Centre, 130 Hennessy Road, Hong Kong

<u>Present</u>	<u>Arrival</u>	<u>Departure</u>
<u>Chairman</u>		
Mr LAM Wai-kong, MH	3:00 p.m.	4:03 p.m.
<u>Vice-Chairman</u>		
Mr SUN Tao-hung, Stanley, JP	3:00 p.m.	4:03 p.m.
<u>Members</u>		
Mr NG Chak-sum, Sam	3:00 p.m.	4:03 p.m.
Mr LEE Man-lung, Joey, MH	3:00 p.m.	4:03 p.m.
Ms LEE Pik-ye, Peggy, MH	3:04 p.m.	4:03 p.m.
Dr CHOW Kam-wai, BBS, MH	3:00 p.m.	4:03 p.m.
Ms MOK Ruby	3:00 p.m.	4:03 p.m.
Mr MUK Ka-chun	3:00 p.m.	4:03 p.m.
<u>Co-opted Member(s)</u>		
Mr WONG Chau-hing	3:00 p.m.	4:03 p.m.
<u>Representatives of Core Government Departments</u>		
Mr CHEUNG Ho-yat, Steven	Assistant District Officer (Wan Chai), Home Affairs Department	
Ms YAN Yuet-han, Fion	Senior Liaison Officer (Building Management)1/Wan Chai, Home Affairs Department	

Mr LI Wing-yip, Foreaf	District Operations Officer (Wan Chai), Hong Kong Police Force
Mr AU YEUNG Leung	Officer-in-charge, District Traffic Team (Wan Chai), Hong Kong Police Force
Mr LEUNG Ka-lok	Officer-in-charge, District Traffic Team (Eastern District), Hong Kong Police Force
Ms DENG Shi-nuo, Snow	District Engineer/Wan Chai, Highways Department
Miss TANG Ka-yuet, Annie	Engineer/Wan Chai 1, Transport Department
Mr CHAN Quan-wai, Aaron	Engineer/Wan Chai 2, Transport Department
Mr WONG Chun-man, Edmond	Engineer/Wan Chai 3, Transport Department
Mr WONG Pak-lim	Engineer/Special Duties, Transport Department
Miss LEUNG Hoi-Kei, Christina	Senior Transport Officer/Wan Chai, Transport Department
Ms CHENG Siu-ping, Jessica	Principal Estate Officer/Land Control and Lease Enforcement (District Lands Office, Hong Kong East), Lands Department

Representatives of Other Government Departments

Mr CHAN Kin-fung, Keith	Senior Engineer/Walkability 4, Transport Department	} Agenda Item 5
Miss LAM Wing-ching, Larissa	Engineer 7/Walkability, Transport Department	
Ms NG Ka-wai, Annisa	Senior Engineer 15/Works, Highways Department	

Ms CHEUNG King-sze, Cici

Senior Engineer/Project 3,
Transport Department

Ms CHU Wing-laam

Engineer/Project 3/Planning 2,
Transport Department

} Agenda Item 6

Absent with Apology

Mr LAM Wai-man, Anson

Secretary

Miss YAU Tim-yi, Chloe

Executive Officer (District Council)4/Wan Chai, Home
Affairs Department

Opening Remarks

The Chairman welcomed members and representatives of government departments to the 7th meeting of the Traffic and Transport Committee (TTC) of the 7th term Wan Chai District Council (WCDC).

2. The Chairman said that Mr Anson LAM had informed the Secretariat before the meeting that he was unable to attend the meeting due to sickness and had therefore given consent to his application for absence in accordance with the WCDC Standing Orders.

Item 1: Confirmation of the Minutes of the 6th Meeting of TTC of WCDC

3. The Chairman said that the Secretariat had received no proposed amendments from members before the meeting.

4. With a motion moved by Dr CHOW Kam-wai and seconded by Ms MOK Ruby, the minutes of the 6th meeting were confirmed.

Item 2: Summary of Temporary Traffic and Transport Arrangements in Wan Chai District
(TTC Paper No. 1/2025)

5. The Chairman invited the representative of the Transport Department (TD) to brief members on TTC Paper No. 1/2025.

6. Miss Christina LEUNG, Senior Transport Officer/Wan Chai of TD, introduced the paper.

7. Members raised no questions. The Chairman invited members to note the above paper.

Item 3: Major Small-scale Traffic Improvement Works Completed, Underway or being Planned in Wan Chai District by Transport Department/Highways Department in the Past Two Months and their Schedules
(TTC Paper No. 2/2025)

8. The Chairman invited the representatives of TD and Highways Department (HyD) to brief members on TTC Paper No. 2/2025.

9. Mr Edmond WONG, Engineer/Wan Chai 3 of TD and Ms Snow DENG, District Engineer/Wan Chai of HyD introduced the paper.

10. Members raised no questions. The Chairman invited members to note the above paper.

Item 4: Summary of Traffic and Transport Works in Wan Chai District
(TTC Paper No. 3/2025)

11. The Chairman invited the representative of HyD to brief members on TTC Paper No. 3/2025.

12. Ms Snow DENG, District Engineer/Wan Chai of HyD, introduced the paper.

13. Members raised no questions. The Chairman invited members to note the above paper.

Item 5: Provision of Cover to Walkway (New Round)
(TTC Paper No. 4/2025)

14. The Chairman welcomed the following persons to the meeting:

Transport Department

Mr CHAN Kin-fung, Keith

Senior Engineer/Walkability 4

Miss LAM Wing-ching, Larissa

Engineer 7/Walkability

Highways Department

Ms NG Ka-wai, Annisa

Senior Engineer 15/Works

15. Mr Keith CHAN, Senior Engineer/Walkability 4 and Miss Larissa LAM, Engineer 7/Walkability of TD introduced the new round of the scheme of “Provision of Cover to Walkway” and invited members to comment on the scheme.

16. Members’ questions were consolidated as follows:

- (i) Whether the works schedule set out in the paper had provided sufficient buffer period to address any potential unforeseeable circumstances arising from underground works;
- (ii) Whether the proposed 3 options referred to 3 options for the same location or 3 different proposed locations;
- (iii) Whether TD had conducted preliminary on-site surveys for this scheme;
- (iv) When selecting suitable locations for provision of cover, one of the requirements was to ensure that the covers posed no significant impact on the surrounding trees, public utilities, buildings, shops, etc. Members enquired whether relevant departments had taken into account the fact that pavements in Wan Chai District were largely narrow and there were often private properties or other public facilities in the vicinity, making it uneasy to find appropriate sites in Wan Chai;
- (v) Members enquired whether it was possible to construct covers by extending existing buildings. For instance, the pavement along Tai Wong Street East and Johnston Road leading to the Southorn Playground currently lacked a cover. If covers could be added as extensions from the external walls of existing buildings, it was likely that the cost would be lower than that of erecting columns and covers;
- (vi) Whether members needed to provide TD with substantive statistical results or expert reports in relation to the target pedestrian flow of no less than 3 000 persons per hour for proposed locations as mentioned by TD in the meeting;

- (vii) The width requirement for the proposed pavements;
- (viii) The expenditure ceiling for this project, as well as examples of projects of similar scale whose costs could be met within this expenditure ceiling; and
- (ix) The latest progress of TD's first-round of the scheme of provision of cover in Wan Chai, i.e. the works covering the section of Convention Avenue between the footbridge opposite to Great Eagle Centre and Wan Chai Ferry Pier.

17. Mr Keith CHAN, Senior Engineer/Walkability 4 of TD, gave a consolidated response as follows:

- (i) The works schedule in the paper had included the time required for preliminary technical assessment. TD aimed to complete the collection of options relating to cover provision submitted by WCDC for preliminary technical assessment by the government in the first half of 2025, and report the findings to WCDC in the second half of this year, allowing WCDC to decide on the proposed options to be taken forward. Subsequently, HyD would be invited to conduct preliminary technical feasibility studies on the proposed options for confirmation and implementation;
- (ii) TD and HyD would conduct an initial screening of WCDC's recommendations. If more than 3 suitable options were identified after screening, TD would invite WCDC to select 3 options for preliminary technical assessment by the government;
- (iii) In proposing a site, due consideration should be given to surrounding environmental factors, including existing trees. If the trees involved were of special species, the related proposal might not be feasible. For ordinary trees, assessment on the need and feasibility of relocation would be conducted, and therefore a longer period of time would be required to process the relevant proposal;
- (iv) Constructing covers by extending the external walls of private properties presented certain difficulties. TD considered this option infeasible in view of the fact that future management and maintenance would involve private properties. As for government properties, TD could explore with relevant departments whether it was viable to add covers as extensions from the external

walls of buildings;

- (v) Under this scheme, even if the pedestrian flow did not meet the general threshold set by TD for provision of cover to walkway based on pedestrian flow, i.e. a peak pedestrian flow of 3 000 persons per hour on weekdays, the relevant sections could still be considered. The Department could conduct pedestrian surveys for alignments with higher feasibility. However, since these surveys had to be conducted within a few hours at peak periods, which were similar for each alignment, substantial time were required for such surveys;
- (vi) Upon completion of cover construction, the remaining pavement should be wide enough to ensure sufficient space to accommodate the pedestrian flow and provide access to people with disabilities. TD recommended that the current pavements proposed for provision of covers should be at least 2.5 metres in width;
- (vii) The financial ceiling for Category D works projects was HK\$50 million. Having regard to the experience of the first round of the scheme, it was estimated that the duration of project would be about five to six years after the alignment was fixed, including investigation of alignment of cover, detailed design, consultation, tendering procedures, construction works, etc.;
- (viii) The walkway covers in Category D were generally about 250 to 300 metres in length, with a vertical design typically in an L-shape. Common examples included bus stop covers; and
- (ix) The first round of the scheme of provision of cover to walkway near the Great Eagle Centre was still in the preliminary planning stage, and there was no specific works schedule yet. As the construction of covers needed to tie in with the surrounding development, TD and HyD would continue to communicate with relevant departments to finalise the alignment as soon as possible. Once the alignment was confirmed, HyD would conduct a technical assessment and commence the design work if technically feasible.

18. Following up on TD's response and given that construction of walkway covers were subject to relatively more constraints in Wan Chai, members enquired whether TD could carry out construction works in phases if the length of the cover exceeded 300 metres.

19. Mr Keith CHAN, Senior Engineer/Walkability 4 of TD, responded that alignments of walkway covers should be as uninterrupted as possible to create a comfortable walking environment.

20. The Chairman thanked TD and HyD for briefing members on the new round of the scheme of “Provision of Cover to Walkway”. TTC would subsequently report the relevant scheme in the full council meeting of WCDC and propose walkways suitable for construction of covers in accordance with the conditions laid down by TD.

21. Members raised no other questions. The Chairman declared that there was no further discussion on this agenda item and invited representatives of TD and HyD to leave the meeting first.

Item 6: Real-time Adaptive Traffic Signal System
(TTC Paper No. 5/2025)

22. The Chairman welcomed the following representatives of government department to the meeting:

Transport Department

Ms CHEUNG King-sze, Cici

Senior Engineer/Project 3

Ms CHU Wing-laam

Engineer/Project 3/Planning 2

23. Ms CHU Wing-laam, Engineer/Project 3/Planning 2 of TD briefed TTC members on the details of installation of Real-time Adaptive Traffic Signal System (RTATSS) at 3 junctions in Wan Chai.

24. Members’ comments and questions were summarised below:

- (i) The reasons why RTATSS required a trial period of up to 8 to 9 months;
- (ii) TD mentioned that alternative options for the power supply and data transmission of RTATSS would be tested this time to address the obstacles encountered in laying underground cables in the past. In this regard, members enquired whether mobile telecommunications 5G technology would be used in the alternative options to transmit data to the headquarters;

- (iii) The traffic congestion problem in the area originated mainly from Causeway Road and the roads around Po Leung Kuk, rather than the 3 locations where RTATSS was installed. It would be difficult to collect data of analytical value if the Department only conducted trials at the 3 locations. Members suggested expanding the area for trials to comprehensively assess the traffic conditions in the vicinity;
- (iv) Members requested TD to provide a report on the effectiveness of RTATSS implemented earlier at independent signalised junctions in the district, as well as a timetable for installing RTATSS at other independent signalised junctions;
- (v) The red light emitted by the pedestrian crossing signal facilities installed outside the tram stop at Lee Theatre was too glaring and caused nuisance to the nearby residents, especially at night. Members proposed changing the colour of the light emitted and dimming its brightness to reduce impact on residents;
- (vi) Some members of the public reflected that the volume of the sound emitted from the Electronic Audible Traffic Signals was too high, constituting noise annoyance, and requested TD to lower the volume of the signals;
- (vii) Members asked whether TD had any plan to install RTATSS in all 18 districts for trial purposes apart from the 3 pilot sites in Wan Chai; and
- (viii) Members requested TD to provide the results of trials conducted last year for RTATSS at 2 linked signalised junctions in Wan Chai, i.e. Expo Drive East/Lung Wo Road and Harbour Road/Fleming Road.

25. Ms Cici CHEUNG, Senior Engineer/Project 3 of TD, gave a consolidated response as follows:

- (i) While the previous RTATSS was installed at locations with relatively less pedestrians and vehicles, the current RTATSS would be installed at Causeway Bay with higher pedestrian and vehicular flows as well as densely packed underground pipes. Therefore, more time would be required for conducting detailed design for RTATSS. In addition, since it was the first time to introduce the relevant technology from the Mainland, it took time to adjust the parameters of RTATSS to ensure that they were in line with the traffic conditions in Hong Kong. TD was currently proceeding with detailed design

and equipment procurement for RTATSS, and the Department would carry out adjustments and tests upon delivery of the equipment to ensure that RTATSS was functioning well before it could be officially come into operation;

- (ii) The alternative option mainly included two aspects: Firstly, transmitting the data from sensors to the computing system installed in traffic signal controllers via a wireless network; secondly, as the underground pipes of some traffic lights at that location had been deformed and blocked rendering it impossible to lay cables there, some of the sensors had to be installed on street lamps with an external power box on the pole as an alternative option;
- (iii) The sites for installation of RTATSS were generally located at junctions with sufficient capacity on the whole. As junctions with saturated traffic flow did not have room for flexible allocation of green time by RTATSS, the benefits of RTATSS would not be fully realised. The relatively low traffic flow at the 3 junctions with RTATSS installed this time enabled RTATSS to adjust the traffic signal time based on the prevailing vehicular and pedestrian flows. In addition, TD would like to test whether RTATSS possessed the ability to cope with fluctuations in pedestrian and vehicular flows within a short time through this project;
- (iv) Subject to satisfactory outcome of this trial, TD would consider installing RTATSS at other locations including junctions like Causeway Road if resources were available;
- (v) TD completed the Pilot RTATSS implemented at 5 selected independent signalised junctions in 2021. In June 2024, the Legislative Council subsequently approved the funding for installation of sensors and ancillary equipment at 50 independent signalised junctions, 8 of which were in Wan Chai, for implementing RTATSS. TD commissioned consultancy studies last year and had completed most of the preliminary surveys and design work. Drafting of tender documents was under way and it was expected that tenders would be invited within this year with the first batch of RTATSS put into operation in 2026 at the earliest;

As for the red light emitting device at Lee Theatre, it was another type of auxiliary device installed at road crossings. The device would project a red light onto the waiting area of a road crossing when the “red man” was lit. The

red light reflected from the ground or mobile phone could serve to remind pedestrians that they should not cross the road when the “red man” was lit. In contrast, RTATSS controlled traffic signals by a computer system without emitting red light. TD would relay members’ comments to the relevant sections for follow-up;

- (vi) Regarding the issue of excessively high volume of the Electronic Audible Traffic Signals, members were encouraged to advise the exact locations of the signals concerned and TD would relay member’ comments to the relevant sections for follow-up. Only after the trial was completed and data from the 3 pilot sites in Causeway Bay were obtained could TD comprehensively assess whether the project should be extended to other areas in the future; and
- (vii) The RTATSS at the 2 linked signalised junctions in Wan Chai, i.e. Expo Drive East/Lung Wo Road and Harbour Road/Fleming Road, was still under trial. TD would review the results upon completion of the trial and report to TTC in due course.

26. Members raised no other questions. The Chairman declared that there was no further discussion on this agenda item and invited representatives of TD to leave the meeting first.

Item 7: Any Other Business

27. Members’ comments and questions were summarised below:

- (i) Loud noise was emitted from the drain covers when vehicles were driving along Blue Pool Road, and some members of the public pointed out that there was water gushing out from Blue Pool Road on sunny days. It was suspected that there was a bursting of underground water mains;
- (ii) HyD was asked about the position of following up the matter that saplings were growing in some drainage channels at the junction of Tai Hang Road and Gloucester Road;
- (iii) Currently, the road section opposite to the carriageway at No. 72 and No. 74 Thomson Road was cordoned off by traffic cones and ropes, where pedestrians passing through that road section might easily be stumbled over. In this connection, it was suggested that clear signage should be erected to indicate that

the said road section was a private road; and

- (iv) Members asked whether it was lawful to cordon off No. 72 and No. 74 Thomson Road and block off the passage of vehicles. Moreover, noting that the road section was a private street, members asked whether the Government had any relevant policy in respect of opening up private streets for public use.

28. Miss Annie TANG, Engineer/Wanchai 1 of TD, responded that the issues of loud noise from drain covers and bursting of underground water mains at Blue Pool Road had been referred to HyD and Water Supplies Department (WSD) respectively for follow-up actions.

[Post-meeting note: According to the supplementary information provided by WSD on 10 March 2025, the repair of the underground water mains involving leakage at Blue Pool Road had been completed and there was no more water coming out from the ground now.]

29. Ms Snow DENG, District Engineer/Wan Chai of HyD, responded that she noted the problem of blockage of drainage channels due to growing of saplings and the case would be referred to the Maintenance Section of HyD for follow-up. HyD would continue to closely monitor the road conditions in the district.

[Post-meeting note: HyD provided supplementary information on 27 March 2025 that arrangements had been made for contractors to inspect the relevant road sections and remove the saplings from the drains.]

30. Ms Jessica CHENG, Principal Property Officer/Hong Kong East/Land Control and Lease Enforcement of the Lands Department (LandsD), took note of members' comments on No. 72 and No. 74 Thomson Road. As that road section was a private road, she did not have the relevant information on hand on how to follow up members' comments and questions, and she would check with the relevant sections after the meeting and provide supplementary information to TTC later.

[Post-meeting note:

- LandsD provided the following supplementary information on 10 and 18 March 2025 respectively:
 - (i) No. 72 and No. 74 Thomson Road Outlying Road (“the Site”) was located in the Remaining Portion of Inland Lot No. 2815 and was a private land. The Land was subject to the lease of Inland Lot No. 2815. The said lease did not contain any private street or right of way clause. As such, the LandsD had not been

able to follow up with the owner concerned in accordance with the lease conditions. Notwithstanding this, LandsD had issued advisory letters to the owners' corporation (OC) of No. 72 and No. 74 Thomson Road on 18 March 2025 to facilitate the OC to follow up on Members' comments; and

(ii) LandsD did not have information on the relevant policy of opening up private streets.

● TD provided supplementary information on 11 March 2025 as follows:

(i) The outlying roads at No. 72 and No. 74 Thomson Road were private lots, not public roads, and they were managed by their owners. As that road section was connected to an existing public road, TD would propose to the developer to relocate the lot boundaries or building structures backward when the private property was redeveloped or developed so as to open up its road for public use; and

(ii) TD did not have information on the relevant policy of opening up private streets.

● According to the supplementary information provided by HyD on 11 March 2025, HyD was a works department whose main functions included construction and maintenance of public roads and ancillary road facilities under its purview. As replied by the LandsD, the site was a private land and was not under the purview of HyD; and

● BD provided additional information on 13 March 2025 as follows:

(i) As observed by BD officers on site on 4 March 2025, several traffic cones and railings were placed on one of the road sections of the lot, which were connected by wires and hung with a notice written "Private Road No Parking" and a letter from TD. As movable traffic cones and railings did not belong to the category of buildings, they were not subject to the BD's regulatory control. BD also contacted Mr AU who was a member of the Owners' Corporation (OC) of No. 72 and No. 74 Thomson Road by phone on 13 March 2025. Mr AU advised that the purpose of placing traffic cones and ropes was to reserve space for parking vehicles rather than carrying out maintenance or repair works to the building. Regarding the maintenance works of the site, BD had issued a letter to the OC in June 2023. BD would take appropriate follow-up actions in accordance with the prevailing enforcement policy; and

(ii) BD did not have information on the relevant policy of opening up private streets].

Item 8: Date of Next Meeting

31. The Chairman announced that the next meeting would be held at 3:00 p.m. on 8 April 2025 (Tuesday).

32. There being no further business, the meeting was adjourned at 4:03 p.m.

Wan Chai District Council Secretariat
March 2025