

**Minutes of the Third Meeting of  
Traffic and Transport Committee (2024-25)  
Central and Western District Council**

**Date** : 13 June 2024 (Thursday)  
**Time** : 10:00 am  
**Venue** : Conference Room  
14/F, Harbour Building  
38 Pier Road, Central, Hong Kong

**Present:**

Chairman

Mr YOUNG Chit-on, Jeremy

Vice-chairman

Mr YEUNG Hoi-wing

Members

Dr WONG Sin-man, Mandy

Mr NG Yin

Mr LUI Hung-pan

Mr LEE Chi-hang, Sidney, MH

Mr QIU Song-qing, MH

Ms JIN Ling, MH

Mr SHIH Jan Noel

Mr WU Man-hin

Ms CHEUNG Ka-yan

Mr YEUNG Hok-ming, MH

Mr YIP Wing-shing, SBS, BBS, MH, JP

Mr IP Yik-nam, JP

Ms CHIU Wah-kuen, MH

Mr LAU Tin-ching

Mr LAW Kam-fai

## **Guests:**

### **Item 3**

Mr Paul Tirvaudey	Managing Director, Hong Kong Tramways Ltd.
Mr Benjamin LEE	Head of Transport Operations and Services, Hong Kong Tramways Ltd.
Mr FU Ting-hong, Derek	Senior Transport Officer/Central & Western, Transport Department

### **Item 4**

Mr WONG Ka-hei, Daniel	Senior Executive Officer (District Management), Central And Western District Office
Miss SIU Hei-wai, Annie	Executive Officer (District Council) 3, Central And Western District Office
Ms NG Sau-wai, Ida	Principal Estate Officer/HKW&S/Land Control and Lease Enforcement (District Lands Office, Hong Kong West and South), Lands Department
Mr WONG Chun-wai, Andrew	Principal Estate Officer/HKW&S/Land Control 1 (District Lands Offices, Hong Kong West and South), Lands Department
Ms TSANG Yui-yin, Jolly	Senior Estate Surveyor/West (District Lands Office, Hong Kong West and South), Lands Department
Mr KO Kwok-kuen	Officer-in-Charge of Central District Event Management Office, Hong Kong Police Force
Mr LEUNG Wing-yin	Station Sergeant of Central District Traffic Team, Hong Kong Police Force
Ms WONG Wai-ping	Acting Western District Operation Officer, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Mr LO Sai-nam, Anthony	Engineer/Central & Western 1, Transport Department
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department
Mr LO Chun-hong, Eric	Engineer/Peak, Transport Department
Mr HO Hon-tung	District Engineer/West, Highways Department

### **Item 5**

Ms YAP Chun-yu	Deputy District Leisure Manager(Central & Western)1, Leisure and Cultural Services Department
Mr LO Sai-nam, Anthony	Engineer/Central & Western 1, Transport Department
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department
Mr LO Chun-hong, Eric	Engineer/Peak, Transport Department

**Item 6**

Mr FU Ting-hong, Derek	Senior Transport Officer/Central & Western, Transport Department
Mr LO Sai-nam, Anthony	Engineer/Central & Western 1, Transport Department
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department
Mr LO Chun-hong, Eric	Engineer/Peak, Transport Department

**Item 7**

Mr LO Sai-nam, Anthony	Engineer/Central & Western 1, Transport Department
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department
Mr LO Chun-hong, Eric	Engineer/Peak, Transport Department

**Item 8**

Mr FU Ting-hong, Derek	Senior Transport Officer/Central & Western, Transport Department
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**In Attendance:**

Miss LIU Yuen-ting, Katherine	Assistant District Officer (Central and Western), Central and Western District Office
Ms CHEUNG Kwok-ying, Sherry	Senior Executive Officer (District Council), Central and Western District Office

**Secretary:**

Miss CHING Wei-see, Raina	Executive Officer (District Council)2, Central and Western District Office
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## **Opening Remarks**

(10:00 am – 10:02 am)

1. The Chairman of the Traffic and Transport Committee (TTC) under the Central & Western District Council (C&WDC) welcomed Members to the meeting. The Chairman reminded Members to make appropriate declarations of interest where necessary.

## **Item 1: Confirmation of the minutes of the 2nd TTC meeting held on 18 April 2024**

(10:02 am – 10:03 am)

2. As Members did not have any comment, the Chairman announced that the minutes of the meeting were confirmed.

## **Item 2: Chairman's report**

(10:03 am – 10:04 am)

3. The Chairman said that the list and timetable of major traffic improvement works (as at the end of May 2024) had already been circulated among Members for reference before the meeting, and that the Secretariat had not received any comments from Members.

## **Discussion Items**

### **Item 3: Concern over issues related to waiting for trams in the Central and Western District**

**(C&W TTC Paper No. 16/2024)**

(10:05 am – 10:24 am)

4. Members expressed their views on the issues, which are consolidated as follows:
- (i) Taking the tram from Central to Kennedy Town was currently a popular route for tourists. Although it was mentioned in the paper that 17 to 18 tram

departures called at the stops in question within half an hour and the service frequency was deemed sufficient to meet the demand of tourists and residents, Members queried how many of these 18 tram departures were actually heading to Kennedy Town. It was suggested that the Hong Kong Tramways (the Tramways) should take into account the future demand and set Kennedy Town as the last stop for more tram routes when increasing the service frequency of trams in future;

- (ii) in the past, the Tramways used to provide QR codes at tram stops, which allowed passengers to access real-time information on the arrival times and destinations of arriving trams. However, Members noticed that the QR code system seemed to have been removed for updates recently. It was hoped that the Tramways could consider relaunching the system or installing display panels at tram stops to show tram arrival times, making it easier for passengers to plan their journeys;
- (iii) Members noted that many tourists and student tour groups from the Mainland would include tram rides as part of their travel experiences. It was suggested that the Tramways should monitor the passenger flow during the summer holidays. If tram captains observed that there were a lot of passengers waiting at certain stops, they should promptly inform the headquarters, so that the company could strengthen the service and deploy more trams to popular stops such as Kennedy Town in a timely manner. Furthermore, Members pointed out that the queues at tram stops were often chaotic, and suggested the department concerned should re-design the tram stops to ensure the safety of waiting passengers;
- (iv) given that the tram was a unique mode of transport in Hong Kong, Members hoped that the Tramways could make use of information technology, such as mobile applications, to allow passengers to better estimate the waiting time in advance and plan their journeys accordingly. It could help to manage the crowds at tram stops too. The Tramways was also encouraged to continue to help develop tourism, for instance, by promoting lesser-known attractions along the tram routes;

- (v) currently, many trams were fitted with electronic bells. Members suggested that the Tramways should consider following the example of the trams in San Francisco, which retained the traditional “Ding Ding” bells, to attract tourists to include the trams as a “check-in point” during their visits; and
- (vi) there were currently a wide range of payment methods for tram rides, and Members noted that the time taken for passengers to make their payments was longer, compared to that in the past when payments had been made primarily in cash. Members suggested that the Tramways should review the payment methods to expedite the boarding and alighting process.

5. In response to the suggestions of Members, the Tramways replied as follows:

- (i) According to the information provided by Members, the passengers in the photograph were waiting for an eastbound tram, which travelled towards urban areas like Wan Chai, Causeway Bay, and the Eastern District. The company therefore considered that the situation at the tram stop observed by Members in early May had not been directly related to the emergence of Kennedy Town as a new tourist attraction. In addition, the company pointed out that nearly half of the westbound trams currently headed to Kennedy Town. Increasing the number of departures to Kennedy Town would result in a longer turnaround time, which would in effect reduce the service frequency of trams to other districts. The Tramways would strive to balance the headways and schedules between all routes to effectively meet the travelling needs of passengers;
- (ii) the Tramways had also embarked on a project called “Smart Ding Ding” to improve the ways it informed the passengers and managed route adjustments. RFID (Radio Frequency Identification) tags were being installed along the routes and RFID readers were being fitted on tram roofs. This technology allowed for precise real-time tracking of all trams. Currently, 110 of the company’s 165 trams had been equipped with the devices, and the project was expected to be completed by the end of the year. Once all the devices

were installed, the company would launch a new tram mobile application to enhance the provision of information for passengers;

- (iii) the representative of the Tramways agreed that there had been a significant increase in the number of tourists in recent years, particularly from the Mainland. In fact, the company had been actively promoting its services to attract more visitors to ride the trams in Hong Kong. The Tramways had also participated in a delegation organised by the Hong Kong Tourism Board to Beijing to promote the trams in Hong Kong and the attractions along the routes. Taking note of Members' views on tram services, the company would try to keep track of tram patronage rates in real time. The inspectors would also communicate regularly with tram captains to stay informed about passenger flow on trams;
- (iv) the representative of the Tramways agreed that Kennedy Town was an attractive area for tourists. Therefore, if any issues or traffic congestions were spotted there, the company would endeavour to communicate and co-operate with the Police, to respond promptly to various situations that might arise;
- (v) the representative of the Tramways expressed support for the proposal of providing more space for passengers waiting at the tram stops. However, as the use of public spaces along the tram routes involved various departments and stakeholders, an in-depth study would be needed before any improvement in terms of the hardware could be made to the waiting areas and boarding/alighting zones;
- (vi) recently, some tram captains had reported that even if there was room on the trams, tourists were often reluctant to board the trams, since they aimed to secure seats at the front of the upper deck for photograph taking. The Tramways, therefore, was still adapting to the trends and trying its best to cater for the needs of both tourists and local passengers;
- (vii) the Tramways was carrying only 140 000 to 150 000 passengers a day this

year, which was significantly lower than the patronage figures before the pandemic in 2019; and

- (viii) the Tramways had taken note of Members' views on retaining the "Ding Ding" bells. Currently, trams continued to use the "Ding Ding" alert, but a horn sound alert similar to that of other vehicles was also used to warn drivers of nearby vehicles, to minimise the risk of collision with other vehicles and ensure passenger safety.

**Item 4: Concern over the problem of abandoned vehicles in the Central and Western District**

**(C&W TTC Paper No. 20/2024)**

(10:25 am – 10:54 am)

- 6. Members expressed their views on the problem, which are consolidated as follows:
  - (i) It was recommended that the Department should set up a permanent team to conduct quarterly inspections of abandoned motorcycles in the district. As many motorcycle parking spaces were currently free of charge, abandoned motorcycles in the district were mainly disposed of in rear lanes or motorcycle parking spaces. If no licence plate or vehicle registration certificate could be found on the vehicle, it could be considered as an apparently abandoned vehicle, and the Department could follow up on the case actively;
  - (ii) to Members' understanding, Government departments mainly followed up on abandoned vehicles in public rear lanes, but often turned a blind eye to those abandoned on private land. In addition, private buildings were reluctant to take responsibility for handling them, which had exacerbated the problem. Some Members had even received complaints from members of the public that some abandoned motorcycles might have been used as locations for illegal transactions. It was suggested that the Department should re-examine the existing handling procedures in that regard to prevent potential



criminal activities;

- (iii) Members enquired whether there had been attempts to recover fines from vehicle owners for the removal of their abandoned vehicles, in order to enhance the deterrent effect;
- (iv) according to the reply from the Department, the Department had actively conducted inter-departmental joint operations and had cleared a total of 19 abandoned vehicles in 16 locations. However, Members had performed a simple inspection prior to the meeting and still found a significant number of abandoned vehicles. Not only did the abandoned vehicles obstruct the roads, they also gave rise to hygiene problems and might even become a breeding ground for crime;
- (v) the Transport Department (TD) had proposed a legislative amendment two years ago to cancel the licence of a vehicle if it had not been registered for more than two years. Members suggested that the Department should trace the owner of the vehicle according to the details provided in the registration and hold the owner responsible for his/her actions;
- (vi) as there were also abandoned vehicles in large government car parks, Members would like to know how the relevant departments had been handling such vehicles, and asked for the relevant figures for reference purpose.;
- (vii) Members asked why evidence gathering and prosecution would be required in respect of cases involving vehicles on non-public roads, whereas joint operations could be carried out directly to clear abandoned vehicles on public roads;
- (viii) Members asked whether the complaints received regarding abandoned vehicles in the Central and Western District (C&W District) primarily concerned motorcycles, and if there were similar issues with private cars;

- (ix) the Department had advised that a notice would need to be posted to notify vehicle owners of the deadline for the mandatory removal of their vehicles before enforcement actions could be taken. Members enquired about the typical duration of such deadline; and
- (x) as each joint operation required the input of various departments, Members considered that the need to collaborate efforts between departments would reduce the overall efficiency of the operations. Members suggested that the departments should consider streamlining the operations to enhance efficiency.

7. The representative of the Hong Kong Police Force (the Police) responded as follows:

- (i) Based on past experiences, in some drug cases, the trunks of private cars or motorcycles had indeed been used as storage places for drug paraphernalia. If the Police received intelligence that some vehicles might have been used for illegal activities, the cases would be referred to the Special Duties Unit for further investigation. The Police had taken note of Members' opinions and would enhance the monitoring of locations where vehicles had been abandoned;
- (ii) the Police carried out regular patrols and would take proactive measures and notify the relevant departments if any apparently abandoned vehicles were found during the inspections. Currently, the Police offered three main channels for the public to provide information: the e-Report Centre, the 1823 hotline and the Transport Complaints Unit. If a complaint was received from the public, the Central and Western District Office (C&WDO) would normally co-ordinate joint operations with various departments, while the Police would primarily check the condition and location of the abandoned vehicle and investigate whether the vehicle was on the wanted list based on the licence plate or chassis number. If a vehicle was suspected of being used as an instrument of illegal transactions, the case would also be referred to the sections handling criminal cases. The Police strongly encouraged Members and the public to report any suspected cases to the Police; and

- (iii) regarding the illegal occupation of car parking spaces, it would be an offence for any vehicle to occupy a car parking space for more than 24 hours. If the Police performed a patrol 24 hours later and found that the vehicle had been moved, it did not fall within the definition of enforceable offence under the law.

8. The representative of the C&WDO responded as follows:

- (i) According to the records, the C&WDO, in collaboration with the TD, the Lands Department (LandsD), the Highways Department (HyD) and the Police, had conducted a total of three joint operations last year. The relevant arrangements had been strengthened this year, with three joint operations having been conducted as at the end of May. The C&WDO would continue to step up clean-up efforts as required and actively follow up on the problem of abandoned vehicles in the district;
- (ii) all of the complaints regarding abandoned vehicles received by the C&WDO in recent years had been related to abandoned motorcycles. If the site of disposal was located on a private lot, the C&WDO would notify the relevant management office or landowner, and encourage them to actively follow up on the case; and
- (iii) the C&WDO had taken note of Members' proposal of carrying out joint operations on a regular basis, and would examine it with other departments concerned in due course.

9. The representative of the TD responded as follows:

- (i) The TD had been actively collaborating with the LandsD in its evidence gathering and prosecution efforts. This included the provision of details of the Certificates of Particulars of Vehicle of the abandoned vehicles and the information of the registered vehicle owners in respect of individual cases at the request of the LandsD and the confirmation of the chassis numbers of the

abandoned vehicles on the spot, etc., so as to facilitate the LandsD's consideration of the cases and the conduct of prosecution proceedings. In May 2023, the LandsD had successfully prosecuted a vehicle owner for illegally abandoning a vehicle, based on the chassis number and owner information provided by the TD;

- (ii) the TD was working on legislative amendments to tighten vehicle registration and licensing requirements, to ensure that registered owners would take responsibility for properly handling vehicles they no longer wished to own. The aim was to address the issue of abandoned vehicles at source.

Currently, any vehicle used on the road must be registered with the TD and display a valid vehicle licence as required by the law; otherwise, it would be considered an offence under the law. If a registered owner wished to dispose of his/her vehicle, the owner must, in accordance with Section 20 of the Road Traffic (Vehicle Registration and Licensing of Vehicles) Regulations (Cap. 374E), dismantle, destroy, or permanently remove the vehicle from Hong Kong and then apply to the TD for cancellation of registration within 15 days. If a registered vehicle had not renewed its licence for two years, the Department might, in accordance with Section 15 of Cap. 374E, cancel the registration of the vehicle within 15 days after giving written notice to the registered owner. Once the vehicle registration was cancelled, the vehicle must be examined, re-registered and re-licensed before it could be used on the road again, to ensure road safety.

Some irresponsible vehicle owners would abandon their vehicles after the vehicle registrations had been cancelled due to failure to renew the licences for an extended period, so as to avoid paying a vehicle dismantling company for proper disposal and cancellation of registration with the TD. In view of the issue, the Government planned to amend the relevant legislation on vehicle registration and licensing to close the loophole. The new legislation would require registered owners of vehicles that had not been licensed for two years to either renew the licences within a specified period of time, or dismantle/remove their vehicles permanently from Hong Kong and cancel

their registrations with TD, or apply to the TD for exemption from the above requirements due to special reasons. Vehicle owners who failed to do so would commit an offence under the new legislation.

The TD planned to submit the legislative amendment proposal within this year and implement the new arrangements next year after the relevant legislative amendments had been passed and the system had been updated; and

- (iii) relevant figures regarding abandoned vehicles in government car parks would be provided after the meeting.

(Post-meeting note: The Secretariat has sent TD's written reply to Members by email on 15 July 2024.)

10. The representative of the LandsD advised that when the Department received complaints or cases referred by other government departments, it would clear the abandoned vehicles on unleased government land in a timely manner, and consideration would be given to instituting prosecution if there was sufficient evidence. In addition, inter-departmental joint clearance operations and related work for abandoned vehicles on public roads would be coordinated and managed by the C&WDO.

(Post-meeting note: The Secretariat has sent LandsD's written reply to Members by email on 15 July 2024.)

**Item 5: Request for adding parking spaces at the Sun Yat Sen Memorial Park Car Park and setting up smart car parks in the Central and Western District**

**(C&W TTC Paper No. 19/2024)**

(10:55 am – 11:14 am)

11. Members expressed their views on the issue, which are consolidated as follows:

- (i) The Sun Yat Sen Memorial Park was well-equipped, and many residents

often visited the park with their families and pets. As they usually used private cars to facilitate travelling, the supply of car parking spaces in the park fell short of the demand. Although it was understood that there were underground public utilities underneath the existing car park, Members were of the opinion that consideration could be given to the construction of a relatively simple two-level smart parking facility. They believed that the use of lighter materials could reduce energy consumption. Members suggested that the Department should actively evaluate this proposal, to make effective use of the land and implement the principle of “single site, multiple use” by constructing a smart parking facility with two or more levels to accommodate more vehicles in the long run;

- (ii) located at the centre of the C&W District Waterfront Promenade, the Sun Yat Sen Memorial Park was well-connected and highly accessible. As a result, many events, such as the Hong Kong Games to be held next year, would be held at the park. In addition, with the planned redevelopment of the open space along Fung Mat Road into the Sai Ying Pun Waterfront Promenade, the number of families visiting the area in private cars was anticipated to increase. In view of insufficient car parking spaces in the Sun Yat Sen Memorial Park and the lack of alternative paid car parks in the vicinity, Members suggested that the departments concerned should plan in advance and re-plan the existing facilities to provide more car parking spaces, especially for large vehicles, to cope with demand;
- (iii) Members suggested that metered on-street parking spaces could be added outside the sports centre to increase the supply of car parking spaces;
- (iv) although the car park had been charging parking fees according to the time slots, Members believed that the pricing model was too lenient, resulting in many users parking their vehicles for more than two hours. Members suggested adjusting the pricing model to discourage prolonged parking;
- (v) Members noted that the car park at the sports centre would be closed from 1 May to 31 July due to the implementation of works. However, since the

summer holidays were in July, it was expected that the number of car park users would only increase. Members suggested that the Department concerned should consider shortening the duration of the works as far as possible to better accommodate the needs of the public;

- (vi) Members enquired whether the approximately 50 parking spaces in the park included the four minibus parking spaces that were not available for public use;
- (vii) It was hoped that the Department could provide the current utilisation rates of the car park for Members' reference and for making a comparison of the utilisation rates in the mornings and the evenings; and
- (viii) Members enquired about the current progress of the Joint-user Complex Project at Chung Kong Road.

12. The representative of the TD responded as follows:

- (i) The Sun Yat Sen Memorial Park car park was under the management of the Leisure and Cultural Services Department (LCSD), and the TD had been actively communicating with the LCSD on the subject matter;
- (ii) regarding the provision of additional on-street parking spaces, the Government had all along been encouraging the public to make use of public transport. However, it also understood that some members of the public chose to use private cars for various reasons. Therefore, if the overall development framework permitted, the Government aimed to provide an appropriate number of parking spaces through a series of short-term and medium-to-long-term measures, including the designation of parking spaces at suitable on-street locations;
- (iii) as the development of the Joint-user Complex at Chung Kong Road involved various departments and procedures, the Department currently did not have a definite implementation timetable or relevant details of the project.

Regarding the possibility of providing additional car parking spaces under the development project, the Department would actively discuss with the relevant departments on the feasibility of providing car parking spaces for public use in accordance with the principle of “single site, multiple use”; and

- (iv) the Department would actively consider Members’ suggestion of increasing the number of metered on-street parking spaces. After evaluating factors such as road traffic conditions, vehicular access and road capacity, the Department would provide additional parking spaces at suitable on-street locations.

13. The representative of the LCSD responded as follows:

- (i) The LCSD had parking facilities at both the Sun Yat Sen Memorial Park and the Sun Yat Sen Memorial Park Sports Centre under the management of C&W District Leisure Services Office, providing 38 and 15 paid parking spaces, respectively, for public use;
- (ii) The LCSD had no plan to convert the car park at Sun Yat Sen Memorial Park into a smart car park or provide an automated parking system. The Department had taken note of Members’ suggestion and had carried out a preliminary evaluation of the location in question. It was noted that the car park was located above some underground public utilities, including the dedicated drainage area and the pipelines of the Western Harbour Crossing. When considering the modification of existing facilities, the LCSD had to take into account various factors, such as whether there was enough usable land space, the presence of underground public utilities that may affect the load-bearing capacity, and the availability of ancillary facilities and resources. The impact of construction works on the car park needed to be considered. The Department would continue to liaise with relevant departments in a timely manner to assess the feasibility of modifications;
- (iii) The LCSD was committed to providing quality facilities to the public and would carry out facility enhancement works as needed. In this regard, the



LCSD temporarily closed the car park outside the Sun Yat Sen Memorial Park Sports Centre from May to July this year to replace the floor tiles and repaint the external walls of the sports centre. The renovation works primarily involved the replacement of the floor tiles and the repainting of all exterior walls of the sports centre under the renewed contract. The Department noted Members' concern about the above works and would continue to liaise closely with the relevant works departments, including the Architectural Services Department, to ensure that the car park would be reopened for public use as scheduled.

**Item 6: Concern over the three-tonne weight limit on vehicles on roads in the Central and Western District**

**(C&W TTC Paper No. 15/2024)**

(11:15 am – 11:29 am)

14. Members expressed their views on the issue, which are consolidated as follows:
- (i) Residents of the Peak area had repeatedly expressed concerns that even if the weight of a new energy private vehicle itself was only about two tonnes, the vehicle licence issued by the TD would mark it as three tonnes in weight, making it impossible for the owner to use the vehicle on Magazine Gap Road, which had a three-tonne weight limit, to access their residences. It was hoped that the Department could explain the methodology used in calculating vehicle weight limits for Members' reference. In addition, Members suggested the Department should consider relaxing the weight restrictions for new energy private vehicles;
  - (ii) Members enquired about the more common models of vehicles exceeding three tonnes in the market;
  - (iii) Members asked whether the reason for setting the three-tonne weight limit was to restrict the access of heavy vehicles or whether the road itself could not support weights of more than three tonnes; and

- (iv) Currently, more and more new models of vehicles, especially the electric vehicles, weighed more than three tonnes. The Government had been promoting environmental protection policies and green emission reduction, and the use of new energy vehicles was in line with the prevalent trend in development. However, as many roads in the Peak area still had a three-tonne weight limit, it significantly reduced residents' motivation in using electric vehicles. Therefore, the Department should prepare for rainy days by carrying out relevant research as soon as possible and amending the relevant road regulations in a timely manner, to keep pace with the development of society.

15. The representative of the TD responded as follows:

- (i) The design of each vehicle model was unique, as well as the structures of vehicles designed by different manufacturers. The TD had a dedicated team responsible for vehicle examination and the inspection of manufacturers' vehicles. According to the Road Traffic Ordinance, the gross weight limit specified in a vehicle licence included the weight of all passengers and goods loaded on the vehicle;
- (ii) The roads in the C&W District were relatively old and commonly built along the hillside, resulting in some narrow and winding roads which were not suitable for use by large vehicles. It was therefore necessary for the TD to control the use of these roads by large vehicles through traffic control measures such as vehicle weight restrictions. Currently, a total of five road sections in the C&W District were subject to a three-tonne vehicle weight restriction, and these measures had been effective in restricting the access of heavy vehicles in the past 20 years. The Department would continue to keep in view the weight and design of vehicles and review the existing traffic management measures as needed; and
- (iii) The model names of vehicles registered with the TD might not necessarily be the same as those used for vehicle sale in the market, and there were also

different models in the same series. According to the information available, the most common new energy private car model with weight exceeding three tonnes was the MIFA 9 of Maxus (SAIC Datsun), while the Elite version of the Maxus MIFA 9 did not exceed three tonnes. In addition, some special features of Tesla's Model X also made the vehicle weigh more than three tonnes.

**Item 7: Request for launching trials of diagonal crossings at junctions in the Central and Western District by the Transport Department as soon as possible**

**(C&W TTC Paper No. 17/2024)**

(11:30 am – 11:39 am)

16. Members expressed their views on the issue, which are consolidated as follows:

- (i) Members would like to know whether the provision of diagonal pedestrian crossings needed to meet certain prerequisites related to the road itself; and whether the C&W District would have the opportunity to be included in the next pilot scheme;
- (ii) in the C&W District, there were many junctions with heavy vehicular and pedestrian traffic, such as the junction of Pottinger Street and Des Voeux Road Central, the junction of Queen's Road West and Water Street, and the junction of Smithfield and Belcher's Street. Members suggested that more diagonal pedestrian crossings should be provided to allow pedestrians to cross the roads more conveniently, safely and efficiently. They were also more convenient for elderly pedestrians to use;
- (iii) Members enquired whether a safety island would be installed in the middle of the diagonal pedestrian crossings.

17. The representative of the TD responded as follows:

- (i) Most signalised junctions in Hong Kong were relatively busy. The primary

task of traffic light signals was to effectively manage the flows of vehicles and pedestrians from different directions within the limited space and time at the junction. The mechanism allowed all road users to pass through safely and orderly, while also reducing traffic delays and congestion. In this regard, the vehicle throughput capacity at a signalised junction was particularly important. If there was insufficient vehicle throughput at a junction, vehicles waiting to pass would accumulate, leading to traffic queues. Moreover, given the close proximity of road junctions in the C&W District, traffic queues could easily extend to other junctions, triggering regional traffic congestion;

- (ii) the implementation of diagonal pedestrian crossings at junctions required the setting of a “Green Man” time that would stop vehicular traffic in all directions to give way to pedestrians, as well as allow sufficient time for pedestrians to cross the entire diagonal pedestrian crossing; and
- (iii) furthermore, as the distance of crossing the road on a diagonal pedestrian crossing was longer than that of crossing the road on a conventional crossing, and as safety islands for pedestrians to stay for a short period of time could not be installed at the centre of the junction, the duration of the “Green Man” time (steady + flashing light) required for diagonal pedestrian crossings was generally longer than that of conventional crossings. Such an arrangement would inevitably reduce the passage time for vehicles at the junction. Therefore, we needed to carefully assess whether the vehicular throughput capacity of the junction would be affected;
- (iv) at the same time, apart from at-grade pedestrian crossings, crossing facilities such as footbridges were also available for pedestrians in the district;
- (v) in view of the above considerations and the prevailing traffic conditions in the C&W District, the Department believed that maintaining the existing crossing arrangements would be more appropriate in balancing the needs of both the vehicular and pedestrian traffics;

- (vi) However, to improve the environment for pedestrians and facilitate road crossing of pedestrians, the pedestrian crossings at major signalised junctions in the vicinity of Queen's Road Central in Central had now been widened to cover the entire junction; and
- (vii) TD would observe the implementation of the crossings at two trial junctions in Sha Tin and Tsim Sha Tsui for approximately six to nine months, carefully assess the adaptation status of drivers and pedestrians and the related behavioural changes, and review and adjust the design of the diagonal pedestrian crossings accordingly, so as to improve the user experience of road users and gather more trial data; and thereafter the way forward would be considered having regard to the results of the trials.

**Item 8: Proposal for enhancing the traffic arrangement between Central and Lo Fong Shiu Po Eye Centre of Grantham Hospital**

**(C&W TTC Paper No. 18/2024)**

(11:40 am – 11:58 am)

18. Members expressed their views on the issue, which are consolidated as follows:
- (i) Currently, Public Light Bus (PLB) Route 59X only provided the service of an outbound journey from Kennedy Town to Grantham Hospital, but not a return journey. Without a return service, residents of the C&W District had to transfer between PLBs or buses to travel to and from Grantham Hospital, which was a rather cumbersome process. Members hoped that the Department and the PLB operator could be sympathetic to the elderly who needed to go to the hospital for follow-up consultations and consider the route adjustments and service frequency increase proposed by Members in the paper, so as to bring convenience to the elderly;
  - (ii) Members asked about the total number of enquiries and complaints received by the Department regarding PLB Route 59X over the past five years;

- (iii) Some members of the public had suggested that the Department should introduce a new bus route that called at major hospitals, such as Tung Wah Hospital, Queen Mary Hospital, and Grantham Hospital. Currently, residents primarily relied on PLB services to reach these hospitals. However, the limited space on minibuses makes them unsuitable for wheelchair users. Providing a bus route that connected these hospitals would undoubtedly benefit more people who were in need; and
- (iv) although the road outside Grantham Hospital was relatively narrow and might not be suitable for buses to pass through, a trial had been conducted for a single-deck bus to travel to Grantham Hospital and go downhill via Lo Fong Shiu Po Eye Centre, forming a circular route. With the future redevelopment of Grantham Hospital, there was a possibility that the entry and exit points of the road would be widened, which would make it easier for buses to access. Members hoped that this proposal could serve as a reference for the bus company, and that the company would consider adding this route for the benefit of those in need.

19. The representative of the TD responded as follows:

- (i) The TD, in response to the request of Members, was actively discussing with the PLB company regarding the possibility of increasing the service frequency of Route 59X;
- (ii) The Department had been in ongoing discussions with the PLB company regarding the addition of a return service. Since trips for follow-up appointments were usually concentrated in the mornings, while return trips were more spread out, the patronage for the return journey was less consistent. As such, the existing transfer arrangements were generally sufficient to meet the passenger needs. Nevertheless, the Department would continue to explore ways with the minibus company to further improve the service; and
- (iii) The Department had also conducted a preliminary review of the route proposed by Members that would call at several major hospitals. Due to the

design constraints of the roads along the route, it might not be possible for buses to reach all the hospitals in question directly. For example, in the case of Tung Wah Hospital, both Po Yan Street and New Street were relatively narrow, so even if a new bus route was introduced, it could only run along the nearby Hollywood Road, and passengers still had to walk a short distance to the hospital. Nonetheless, the Department had taken note of the proposal.

(Post-meeting note: The Secretariat has sent the written reply of the Citybus Limited to Members by email on 15 July 2024.)

**Item 9: Any other business**

(11:58 am – 11:59 am)

20. The Chairman said that there was no other business.

**Item 10: Date of the Next Meeting**

(11:59 am)

21. The Chairman announced that the next TTC meeting would be held on 1 August 2024. The paper submission deadline would be on 17 July 2024.

22. The meeting was adjourned at 12:00 noon.

The minutes were confirmed on 1 August 2024

Chairman: Mr YOUNG Chit-on, Jeremy

Secretary: Miss CHING Wei-see, Raina