

(Translation)

Minutes of the 9th Meeting of the Traffic and Transport Committee
7th Term of Wan Chai District Council
Hong Kong Special Administrative Region

Date: 10 June 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

Present

Arrival

Departure

Vice-Chairman

Mr SUN Tao-hung, Stanley, JP

3:00 p.m.

4:07 p.m.

Members

Mr NG Chak-sum, Sam

3:00 p.m.

4:07 p.m.

Mr LEE Man-lung, Joey, MH

3:00 p.m.

4:07 p.m.

Ms LEE Pik-yee, Peggy, MH

3:00 p.m.

4:07 p.m.

Mr LAM Wai-man, Anson

3:00 p.m.

4:07 p.m.

Dr CHOW Kam-wai, BBS, MH

3:00 p.m.

4:07 p.m.

Ms MOK Ruby

3:00 p.m.

4:07 p.m.

Mr MUK Ka-chun

3:00 p.m.

4:07 p.m.

Co-opted Member(s)

Mr WONG Chau-hing

3:00 p.m.

4:07 p.m.

Representatives of Core Government Departments

Ms YU Wing-wa, Judith

Assistant District Officer (Wan Chai), Home Affairs
Department

Mr HO Ngai-king

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 Shinuo	District Engineer/Wan Chai, Highways Department
Dr CHAN Hang-chi, Simon	District Engineer/West, 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 CHUI Ka-chun, Wallace	Senior Engineer/Vehicle Regulations & Standards, Transport Department
Mr HO Shun-yin	Chief Motor Vehicle Examiner, Transport Department
Dr ZHANG Yiqi, Jackie	Environmental Protection Officer (Electric Vehicle) 23, Environmental Protection Department
Mr HO Wai-hei, Cato	Environmental Protection Officer (Electric Vehicle) 31, Environmental Protection Department

Absent with Apology

Mr LAM Wai-kong, MH

Secretary

Miss YAU Tim-yi, Chloe

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

Opening Remarks

The Vice-Chairman welcomed members and representatives of government departments to the 9th meeting of the Traffic and Transport Committee (TTC) of the 7th term Wan Chai District Council (WCDC).

2. The Vice-Chairman told the meeting that Mr LAM Wai-kong, the Chairman, was unable to attend the meeting due to his attendance at a meeting organised by an advisory body appointed by the State and had therefore given consent to his application in accordance with the Wan Chai District Council Standing Orders.

Item 1: Confirmation of the Minutes of the 8th Meeting of TTC of WCDC

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

4. With a motion moved by Mr WONG Chau-hing and seconded by Mr Joey LEE, the minutes of the 8th meeting were confirmed.

**Item 2: Summary of Temporary Traffic and Transport Arrangements in Wan Chai District
(TTC Paper No. 10/2025)**

5. Miss Christina LEUNG, Senior Transport Officer/Wan Chai of Transport Department (TD), briefed members on TTC Paper No. 10/2025.

6. Members raised no questions. The Vice-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. 11/2025)

7. Miss Annie TANG, Engineer/Wan Chai 1 of TD and Ms DENG Shinuo, District Engineer/Wan Chai of the Highways Department (HyD), briefed members on TTC Paper No. 11/2025.

8. Members raised the following comments and questions:

- (i) They enquired about the status of two minor traffic improvement projects on Wong Nai Chung Road;
- (ii) They were concerned about the effectiveness of the newly added traffic sign “Beware of Passengers” and road markings “Slow Down” near the tram stop at Amigo Mansion on Wong Nai Chung Road;
- (iii) They proposed installing signal lights at tram stops without platforms in the district, which would illuminate when trams arrived to alert other vehicles that passengers were boarding or alighting, thereby reducing the risk of traffic accidents; and
- (iv) It was proposed that the tram company should install “Stop” signs on trams, similar to the practices for school buses overseas, and extended these signs when passengers were boarding or alighting in order to alert other vehicles to stop.

9. Ms DENG Shinuo, District Engineer/Wan Chai of TD, gave a consolidated response as follows:

- (i) The traffic improvement works near Hong Kong Cemetery on Wong Nai Chung Road had been completed. During the inspection and acceptance

inspection of the above works conducted earlier, TD identified that some of the works did not meet the standards and had requested discussions with HyD to carry out remedial works. As for the traffic improvement works near the tram stop at Amigo Mansion on Wong Nai Chung Road, it was currently underway and HyD expected its completion within June;

- (ii) In addition to the traffic sign “Beware of Passengers”, TD had painted a road marking “Tram Stop Ahead” slightly in front of the tram stop and installed a traffic sign “Caution: Tram Passengers” to particularly remind drivers that they had to stop before the stop line to allow passengers to board and alight from trams; and
- (iii) TD was concerned that installation of traffic lights at tram stops might lead members of the public to misunderstand that tram stops were pedestrian crossings, thereby increasing the risk of traffic accidents. Therefore, the Department had reservation about the proposal.

10. Miss Christina LEUNG, Senior Transport Officer/Wan Chai of TD, gave a consolidated response as follows:

- (i) TD had installed tram stop road markings at suitable positions at seven tram stops that lack platforms or islands across Hong Kong Island, to alert drivers to be aware of the position of the tram stop ahead;
- (ii) Regarding daily operation of trams, tram motormen generally exercised more vigilance when passengers were boarding or alighting at tram stops, and they opened the gates only after ensuring safety conditions were met; and
- (iii) Regarding members’ suggestions to modify the designs of tram car body—such as enlarging rear lights or installing retractable signage to ensure safety before gates were opened—as these involved alterations to vehicle body designs, TD would relay these proposals to the tram company for consideration and follow-up.

11. Members raised no other questions. The Vice-Chairman invited members to note the above paper.

Item 4: Summary of Traffic and Transport Works in Wan Chai District
(TTC Paper No. 12/2025)

12. Ms DENG Shinuo, District Engineer/Wan Chai of HyD briefed members on TTC Paper No. 12/2025.

13. Members raised no questions. The Vice-Chairman invited them to note the above paper.

Item 5: Written Questions from Members of TTC – Concerns Over How the Transport Department and Hong Kong Police Force Tackle with the Problem of Over-Brightness of Headlamps of Electric Vehicles (EV) in Wan Chai District
(TTC Paper No. 13/2025)

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

Environmental Protection Department

Mr CHUI Ka-chun, Wallace Senior Engineer/Vehicle Regulations & Standards

Mr HO Shun-yin Chief Motor Vehicle Examiner

15. Members raised the following questions and comments in response to the written replies from TD:

- (i) It was understood that electric vehicles had brighter headlamps than conventional fuel-powered vehicles, and some electric vehicles were preset to increase brightness of headlamps automatically in suburban and dimly lit areas. Members enquired whether TD regulated the above situation and inspected the brightness of headlamps of vehicles imported into Hong Kong;
- (ii) Most electric vehicles were equipped with an “automatic high-beam function”, whereby the headlamps automatically switched to high beam when an oncoming vehicle was detected, causing glare for the driver of the approaching vehicle and slowing their time for reaction. It was proposed that TD consider requiring manufacturers to remove the “automatic high-beam function” from vehicles imported into Hong Kong to ensure the safety of road users;

- (iii) Noting that some vehicle headlamps emitted green and yellow beams, members enquired whether TD had established clear regulations about the colour of vehicle headlamp beams;
- (iv) As mentioned in the written reply of TD, among the private cars which failed in the Department's annual vehicle inspection between 2024 and May 2025, approximately 8 300 cars involved headlamp issues. These vehicles might pose road safety hazards. Members asked the Government what penalties would be applied to vehicles which failed in the annual inspection; and
- (v) Members proposed that the Police should promote the use of "Project PROVE-Public Reporting Offences with Video Evidence", a mini-programme for online reporting of traffic offences by members of the public to report traffic related offences such as excessive brightness of vehicle headlamps, thereby enhancing reporting efficiency and public involvement.

16. Mr Wallace CHUI, Senior Engineer/Vehicle Regulations & Standards, and Mr HO Shun-yin, Chief Motor Vehicle Examiner of TD, gave the following consolidated responses:

- (i) Before a vehicle was imported into Hong Kong, the owner had to register with TD and submit documentation certifying that the vehicle's headlamps complied with the relevant standards in Hong Kong. TD would then conduct a vehicle inspection to examine both the high and low beams. If the lighting equipment of any vehicle was found to be non-compliant, the Department would require the applicant to follow up and submit the necessary supplementary documents. The vehicle would only be approved for import into Hong Kong once all lighting equipment met all the required standards;
- (ii) Urban areas typically featured more streetlights and tall buildings emitting light, resulting in higher ambient brightness. Suburban areas, in contrast, had relatively fewer streetlights, lower building density and reduced ambient brightness. Therefore, even if the brightness of an electric vehicle's headlamps remained unchanged, when the vehicle travelled from an urban area into a dimmer suburban area, the difference in ambient light made the light emitted by its headlamps appeared to be more prominent; and
- (iii) The law required that the colour of vehicle headlamp beams should be white or

yellow.

[Post-meeting note: TD provided supplementary information on 15 July 2025, stating that regarding the “automatic high-beam function” mentioned by members (see paragraph 15(ii) above), the Department believed this referred to the intelligent high-beam auxiliary systems offered by many vehicle manufacturers. These systems used intelligent driving sensors to detect information such as the headlamps, taillights, and streetlights of vehicles ahead, thereby automatically switching between high and low beams. When no oncoming headlights, preceding vehicle tail lights, or other light sources were detected for an extended period, the system automatically switched to high beams. When oncoming headlights, preceding vehicle tail lights, or other light sources were detected, the system automatically switched to low beams. Additionally, regarding member’s enquiry about vehicles’ failure in annual inspections (see paragraph 15(iv) above), the Department stated it would not renew the licenses of such vehicles.]

17. Mr HO Ngai-king, Operations Officer (Wan Chai) of HKPF, provided the following consolidated response:

- (i) The Police currently did not maintain data on traffic accidents caused by excessively bright vehicle lights or their colours;
- (ii) Currently, both the Wan Chai Police District and the Traffic Division of the Hong Kong Island Regional Command conducted enforcement operations on an irregular basis. These included intercepting vehicles suspected of illegal modifications on the road. If the Police deemed it necessary to arrange for a vehicle to undergo inspection at a vehicle examination centre, they would serve a notice to the driver of that vehicle in accordance with legal requirements to ensure road vehicles comply with relevant standards; and
- (iii) The Police took this opportunity to remind the public that they could report non-emergency traffic offenses to the Police through the “Project PROVE”, a mini-programme on the police electronic reporting platform. These offenses included dangerous driving, careless driving, failing to obey traffic signals and failing to comply with traffic signs or road markings (excluding illegal parking). Video and photographic evidence could enhance police enforcement

effectiveness, increase the deterrent effect against poor driving behavior and improve road safety.

18. With no further questions from members, the Vice-Chairman declared the discussion on this agenda item was closed and invited Mr Wallace CHUI and Mr HO Shun-yin of TD to leave the meeting first.

Item 6: Written Questions from Members of TTC – Enquiries with the Environmental Protection Department on the Operation and Planning of EV Charging Facilities in Wan Chai District
(TTC Paper No. 14/2025)

19. The Vice-Chairman welcomed the following persons to the meeting:

Environmental Protection Department

Dr ZHANG Yiqi, Jackie	Environmental Protection Officer (Electric Vehicle) ²³
Mr HO Wai-hei, Cato	Environmental Protection Officer (Electric Vehicle) ³¹

20. Members raised the following questions and comments on the written response submitted by the Environmental Protection Department (EPD):

- (i) It was mentioned in EPD’s written response that a total of 94 private residential estates in Wan Chai District had participated in the “EV-charging at Home Subsidy Scheme” (EHSS), involving approximately 9 880 parking spaces, of which around 4 460 had been installed with EV charging-enabling infrastructure (EVCEI). Members enquired about the anticipated completion dates of installation of EVCEI for the remaining some 5 000 parking spaces;
- (ii) The charging facilities in residential estates primarily served residents in the district. Members proposed providing charging facilities at shopping malls and government buildings for tourists and residents from other districts. They requested EPD to provide relevant data on shopping malls and government buildings where EV charging facilities had been installed;

- (iii) EPD was requested to provide the total number of EV chargers in Wan Chai District;
- (iv) Members proposed that chargers should be installed at petrol filling stations (PSFs), on-street metered parking spaces (e.g. Hing Fat Street Public Carpark), as well as on the premises of government staff quarters; and
- (v) In response to feedback from residents of Lai Tak Tsuen that power supply by merely two EV chargers in the carpark of the housing estate fell short of the residents' needs, members suggested that EPD should install more chargers in the carpark of Lai Tak Tsuen.

21. Dr Jacky ZHANG, Environmental Protection Officer (Electric Vehicle)²³ and Mr Cata HO, Environmental Protection Officer (Electric Vehicle)³¹ of EPD, gave a consolidated response as follows:

- (i) Regarding some 5 000 parking spaces in Wan Chai District where EVCEI was yet to be installed, the relevant residential estates had engaged engineering consultants to carry out design work and they would submit proposals to EPD such as engineering specifications for confirmation upon completion of the design. Subsequently, the relevant residential estates would gradually invite public tenders to recruit contractors to commence the installation works, which were due for full completion by the end of 2027;
- (ii) The Government had begun commercialising the EV charging services provided at government carparks in a gradual manner since the end of 2023. Currently, the charging services at the two government carparks in Wan Chai District, namely Tin Hau Carpark and the carpark located at the recreational ground on Wong Nai Chung Road, had been handed over to market contractors for operation, involving about 160 chargers in total;
- (iii) In respect of the locations and number of chargers in Wan Chai District, members of the public might refer to the written response or EPD's dedicated website "Promotion of Electric Vehicles" for details;
- (iv) The Government had been gradually encouraging PSF operators to install EV chargers within existing PSFs and was currently collecting programme

proposals. Among the 10 applications received so far, three of them were from PSFs located in Wan Chai, specifically on Kennedy Road, Canal Road West and Wong Nai Chung Gap Road. As the proposals were still under scrutiny pending comments on traffic and fire safety from relevant government departments, the exact number and completion dates of the above chargers had not been finalised;

- (v) As for the proposal about installing chargers at metered parking spaces in the carpark at Hing Fat Street, members of the public might consider going to the nearby Tin Hau Carpark where there were about 160 chargers with relatively low utilisation rate. According to the information provided by the operator, the utilisation rate of chargers at Tin Hau Carpark was as low as around 5% in December 2024;
- (vi) The proposal about installing chargers at civil servant quarters had been noted and it would be referred to the Government Property Agency for follow-up actions; and
- (vii) Installation of chargers at carparks of housing estates was subject to factors such as power supply conditions and location constraints. EPD would refer the matter to the Hong Kong Housing Society for follow-up and provide them with technical advice as required.

22. Members raised the following follow-up questions and comments on EPD's response:

- (i) In response to EPD's suggestion that members of the public might consider charging their EVs at Tin Hau Carpark where the utilisation rate of EV chargers was low, some members considered that the low utilisation rate was due to its high parking and charging fees, as well as frequent occupation of charging spaces by non-EVs;
- (ii) In addition, given the exceptionally high utilisation rate of Tin Hau Carpark, members of the public experienced difficulty locating vacant parking spaces for both parking and charging; and
- (iii) Currently, members of the public could locate vacant parking spaces with roadside parking meters using mobile app HKeMeter to reduce the time spent

circling the roads in search of parking spaces. Moreover, drivers might extend the parking time for a maximum of 4 hours only and the Police would issue tickets against illegal parking to the registered owners of vehicles parked overtime. However, members of the public would have no idea when a parking space would become available if vehicles were parked overtime in Tin Hau Carpark. Therefore, the situation and needs concerning on-street metered parking spaces and government carparks differed, and members recommended that EPD should make assessment based on actual circumstances.

23. Dr Jacky ZHANG, Environmental Protection Officer (Electric Vehicle)²³ of EPD, gave a consolidated response as follows:

- (i) The charging fee for EVs at Tin Hau Carpark was \$3 per kilowatt-hour, which was a moderate level in the market; and
- (ii) Installation of EV chargers at on-street metered parking spaces depended on various factors such as site constraints and power supply conditions. The Government would closely monitor the situation and consider whether there was a need to increase the number of chargers at metered parking spaces in public carparks in the future. EPD would provide technical assistance to the government departments responsible for installing and operating chargers.

24. There being no further questions raised from members, the Vice-Chairman announced that the discussion of this agenda item was closed and invited Dr Jackie ZHANG and Mr Cato HO to leave the meeting first.

Item 7: Any Other Business

25. Members raised comments and questions as summarised below:

- (i) Since traffic accidents still occurred at the junctions of Morrison Hill Road, Canal Road, Leighton Road and Sports Road from time to time, they proposed widening the existing transverse yellow bar markings at the location concerned and increasing vibration when vehicles passed over them, thereby alerting drivers to slow down. Some members also suggested installing additional

traffic facilities such as traffic lights, warning traffic signs and speed bumps to alert drivers to slow down and stop;

- (ii) Some members proposed installing a closed circuit television system at the above junctions to monitor the road traffic in real time. This enabled the Police to take enforcement actions by monitoring the video recordings against irregularities concerning failure to stop as instructed by traffic signs;
- (iii) Some members of the public reported that a large number of vehicles had parked on the section of road without railings near Leighton Road to pick up and drop off students. Since the area was precisely a location for picking up and dropping off school children of the nearby schools, members proposed that TD should consider erecting signage to clearly indicate that only vehicles transporting school children were permitted to park at that location, so as to prevent other drivers from mistakenly believing that they could park there for passengers' pick-up and drop-off; or installing railings at locations where there were none to prohibit vehicles from parking for picking up and dropping off school children causing congestion;
- (iv) They were concerned about obstruction caused by goods vehicles loading and unloading on Haven Street;
- (v) Potholes were found again on the road surface outside the main gate of Queen's College shortly after repairs;
- (vi) Some members of the public might forcibly pull open the railings on Heard Street to cross the road, resulting in repeated damage to the railings. HyD was requested to arrange for repairs as soon as possible; and
- (vii) Some members of the public were concerned about the progress of the elevator project connecting Lau Sin Street and Tin Hau Temple Road. HyD was requested to provide a specific project schedule and regularly report on the progress.

[Post-meeting note: The relevant item had been incorporated in the "Summary of Traffic and Transport Works in Wan Chai District" of TTC Paper.]

26. Miss Annie TANG, Engineer/Wan Chai 1 and Mr WONG Pak-lim, Engineer/Special Duties of TD, gave a consolidated response below:

- (i) TD had implemented in the past various traffic improvement measures at the junctions of Morrison Hill Road, Canal Road, Leighton Road and Sports Road. To convey a clear message about stopping and giving way, the Department proposed re-organising the traffic signs at several junctions at the location concerned and putting in place “Stop and Give Way” warning signs to explicitly inform the drivers that they must stop and give way at that location;
- (ii) TD was studying long-term measures, including the feasibility of modifying the current road alignment or providing additional traffic lights. However, due to the high traffic volume along Leighton Road to Wong Nai Chung Road, congestion frequently occurred during peak hours. In this connection, the Department needed to consider and assess the actual traffic conditions of the junctions, and carefully evaluate the potential traffic impacts brought about by different options. If any option was deemed feasible after assessment, the Department would further consult WCDC Members and proceed with relevant works as soon as possible;
- (iii) TD noted members’ comments on increasing the width of the existing transverse yellow bar markings at the above junctions and would inspect the site and follow up on the suggestion with HyD;
- (iv) According to TD’s recent discussion with St. Paul’s Convent School and the earlier response by the School, pick-up and drop-off points for the school buses should be located on Cotton Path. The Department had also suggested that the School should appeal to parents not to park their private cars on Leighton Road during peak hours for alleviation of congestion caused by the vehicles concerned on Leighton Road. As some parents currently still picked up and dropped off school children on Leighton Road, the Department considered that installing railings could not cater for the actual circumstances; and
- (v) Regarding occupation of pavements and roads by goods vehicles loading and unloading at Haven Street, establishing “No Stopping” zones might not be appropriate having considered the presence of a logistics hub at that location and the associated demand for loading and unloading activities. TD proposed referring the above matter to relevant law enforcement agencies for follow-up.

27. In response to the traffic issues at the junctions of Morrison Hill Road, Canal Road, Leighton Road and Sports Road, Mr HO Ngai-king, District Operations Officer (Wan Chai) of HKPF, stated that the Police had been closely monitoring the traffic conditions at that location in conjunction with the Regional Traffic Headquarters and TD and taking regular enforcement actions against traffic offences by means of surveillance of video recordings in order to enhance road safety.

28. Ms DENG Shinuo, District Engineer/Wan Chai of HyD, gave a consolidated response as follows:

- (i) As mentioned by the Director of Highways during his attendance at the WCDC meeting in June last year, the engineering team was at that time formulating a specific project schedule for the elevator connecting Lau Sin Street and Tin Hau Temple Road. She did not have the latest information at hand and she would invite the engineering team to report to TTC subsequently; and
- (ii) The potholes on the road outside the main gate of Queens's College and the situation of damaged railings on Heard Street had been noted. The matters would be referred to the maintenance team for follow-up.

Item 8: Date of Next Meeting

29. The Vice-Chairman announced that the next meeting would be held at 3:00 p.m. on 29 July 2025 (Tuesday).

30. There being no further business, the meeting was adjourned at 4:07 p.m.

Wan Chai District Council Secretariat
July 2025