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**CONTROLLING OFFICER'S REPLY**

**THB(T)141**

**(Question Serial No. 0105)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for Programme (1) in 2017-18 is 13% higher than the revised estimate for this year. In this connection, please inform this Committee of :

- 1) the breakdown of the expenditure involved; and
- 2) the 15 posts to be increased under this Programme in this financial year and their job natures.

Asked by: Hon CHAN Chun-ying (Member Question No. 7)

Reply:

- 1) The breakdown of the expenditure for Programme (1) is tabulated as follows:

	2017-18 Estimate (\$ million)
Personal emoluments	231.2
Operating expenses	143.2
Non-recurrent expenditure	71.9
<b>Total</b>	<b>446.3</b>

- 2) There will be a net increase of 15 non-directorate posts in 2017-18 as a result of the creation of 24 posts (including permanent and time-limited posts) to be offset by the deletion of 9 time-limited posts. The posts to be created and their job natures are as follows:

<b>Job nature</b>	<b>Grade</b>	<b>Number of post</b>
<b>To take forward specific initiatives</b>		
To carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange and a ferry pier	Architect	1
	Works Supervisor	1
	Transport Officer	1
To take forward recommendations for alleviating road traffic congestion, including the planning of the Electronic Road Pricing pilot scheme	Engineer	3
To improve existing cycle tracks and associated facilities	Engineer	2
	Technical Officer (Traffic)	1
To provide traffic and intelligent transport input for the planning and implementation of new railways and road infrastructures	Engineer	2
To assist in studying the long-term operational mode of the outlying island ferry routes	Transport Officer	1
To enhance walkability in Hong Kong, including conducting a consultancy study on various walkability initiatives	Engineer	6
To implement the recommendations of the Public Transport Strategy Study	Transport Officer	2
<b>To replace non-civil service contract positions</b>		
To provide support to the day-to-day monitoring of taxi financial and operational situations	Technical Officer (Traffic)	1
To provide support to training related matters	Executive Officer	1
	Training Officer	1
To provide support to finance, accounting and audit related matters	Treasury Accountant	1
<b>Total :</b>		<b>24</b>

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**CONTROLLING OFFICER'S REPLY**

**THB(T)142**

**(Question Serial No. 0108)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for Programme (4) in 2017-18 is 50.2% higher than the revised estimate for this year. Will the Government inform this Committee of:

- 1) the breakdown of and the reasons for the expenditure involved; and
- 2) the value of the newly granted management contract of the Central-Wan Chai Bypass and Island Eastern Corridor Link.

Asked by: Hon CHAN Chun-ying (Member Question No. 8)

Reply:

- 1) The estimated expenditure for Programme (4) in 2017-18 is \$467.1 million. The breakdown of expenditure is listed below:

	2017-18 Estimate (\$ million)
Personal emoluments	69.7
Operating expenses	287.6
Capital expenditure	109.8
<b>Total</b>	<b>467.1</b>

The increase in provision for 2017-18 as compared to the revised estimate for 2016-17 is due to increase of about \$3.9 million in personal emoluments (including the full-year effect in 2017-18 of filling of vacancies arising at different times in 2016-17 and the expenses for a net increase of 5 posts in 2017-18), increase of about \$69.9 million in capital expenditure for replacing or procuring specialised vehicles and equipment for tunnels and control areas, as well as increased requirement in operating expenses (including contract fee of the new management contract to be awarded for the Scenic Hill Tunnel and the Airport Tunnel and the Electrical and Mechanical Services Trading Fund's workshop service charges relating to the contract).

- 2) In 2017-18, the Transport Department will prepare and conduct tendering exercise for the management contract of the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB). The value of the management contract of the CWB will only be available upon completion of the tendering exercise in 2018-19. Provision has not been reserved for the new management contract of the CWB in the Estimates of Expenditure for 2017-18.

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**CONTROLLING OFFICER'S REPLY**

**THB(T)143**

**(Question Serial No. 0797)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the number of parking spaces in each of the districts in Hong Kong? What are the utilisation rates of the car parks under the "Park-and-Ride (PnR) Scheme"?

Asked by: Hon CHAN Hak-kan (Member Question No. 33)

Reply:

As at end-February 2017, there are about 745 000 parking spaces in Hong Kong (including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces exclusively for individual private use). The number of parking spaces in each of the districts is tabulated as follows:

<b>District</b>	<b>Number of parking spaces</b>
Central and Western	41 490
Eastern	53 832
Southern	42 132
Wan Chai	36 185
Kowloon City	52 921
Kwun Tong	53 883
Sham Shui Po	34 034
Wong Tai Sin	24 733
Yau Tsim Mong	37 658

<b>District</b>	<b>Number of parking spaces</b>
North	24 187
Sai Kung	43 575
Sha Tin	76 069
Tai Po	30 794
Islands	18 056
Kwai Tsing	48 977
Tsuen Wan	38 549
Tuen Mun	44 202
Yuen Long	43 513
<b>Total for all districts</b>	<b>744 790</b>

Currently, there are 12 car parks providing PnR service, with a total of 3 942 parking spaces for PnR. These car parks are located at or near MTR stations, including Sheung Shui Station, Hong Kong Station, Kowloon Station, Tsing Yi Station, Choi Hung Station, Kam Sheung Road Station, Hung Hom Station, Olympic Station, Hang Hau Station, Wu Kai Sha Station, Tuen Mun Station and Ocean Park Station, to facilitate motorists' interchanging to MTR. Vehicle owners using PnR service (i.e. those who park their cars and interchange to MTR to travel to their destinations) can enjoy a parking fee discount of about 30%. In order to better utilise car park resources, other motorists (i.e. those who park their cars but do not interchange to MTR) can also use these parking spaces, but will not enjoy such PnR concessions.

Currently, 8 of the aforementioned car parks are managed by the TD and the MTR Corporation Limited (i.e. those located at or near Sheung Shui Station, Hong Kong Station, Kowloon Station, Tsing Yi Station, Choi Hung Station, Kam Sheung Road Station, Hung Hom Station and Ocean Park Station), providing a total of 2 957 parking spaces for PnR. The average daily utilisation of the PnR service in the fourth quarter of 2016 was over 1 500. As for the remaining 4 car parks, since they are managed by private companies, the Government does not have any data about their usage.

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**CONTROLLING OFFICER'S REPLY**

**THB(T)144**

**(Question Serial No. 0811)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Apart from Fanling Highway, will the Transport Department (TD) consider widening Sha Tau Kok Road? What were the changes in the traffic flow of Sha Tau Kok Road over the past 3 years? What are the assessment criteria for widening a road?

Asked by: Hon CHAN Hak-kan (Member Question No. 47)

Reply:

The TD generally takes into account a number of factors when assessing the need for widening a road. The factors include the prevailing traffic condition of the road, the anticipated changes in traffic flow (as a result of future developments in the area and expected additional traffic demand generated by such developments), and the planned traffic improvement works.

The annual average daily traffic flows at the section of Sha Tau Kok Road between On Kui Street and Wu Shek Kok in the past 3 calendar years<sup>Note 1</sup> were 27 280, 26 990 and 30 380 vehicles respectively. In spite of the marked increase in traffic flow, the maximum capacity (both bound) of Sha Tau Kok Road, which is 70 000 vehicles a day, is still higher than the traffic flow. That said, in light of the fact that traffic congestion occurs at several signalised junctions near Fanling town centre during peak hours, the TD has adjusted the traffic signal timings to cope with the additional traffic as a short-term improvement measure. In addition, with the commencement of the road works associated with the Queen's Hill development, a southbound lane will be added along the section of Sha Tau Kok Road between Ma Sik Road and Sui Wan Road while the aforesaid busier junctions along Sha Tau Kok Road near Fanling town centre will be widened and improved as well. On the other hand, the new access road of the Liantang/Heung Yuen Wai Boundary Control Point project, which will be commissioned at end 2018, will help divert and reduce the traffic flow on Sha Tau Kok Road (in particular the section near Fanling town centre), thereby improving the road condition of Sha Tau Kok Road in the long run. Taking into account the above factors, the TD has no plan to widen Sha Tau Kok Road at this stage.

Note 1: These are traffic data for 2013, 2014 and 2015. The traffic data for 2016 are still being compiled and are not yet available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)145****(Question Serial No. 0830)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the shortage of parking spaces in Hong Kong, please advise on the following:

1. What are the numbers and utilisation rates of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) in each of the 18 districts of Hong Kong? Please provide the information in the table below.

District	Public car parks	On-street metered parking spaces	Public car parks	On-street metered parking spaces
	Number (No.) and utilisation rate of private car parking spaces	No. and utilisation rate of private car parking spaces	No. and utilisation rate of commercial vehicle parking spaces	No. and utilisation rate of commercial vehicle parking spaces
(e.g. Wong Tai Sin)				

2. The Government has indicated that a New Parking Meter System Trial Scheme will be launched in 2017. What are the details of the scheme and the expenditure incurred?
3. Will the Government conduct a study on parking policy or a review on the existing policy? If yes, what are the estimated expenditure and timetable?

Asked by: Hon CHAN Han-pan (Member Question No. 9)Reply:

1. The numbers of on-street metered parking spaces and parking spaces provided in

government and privately operated car parks available for use by the public in each of the 18 districts as at end-February 2017 are tabulated as follows:

District	Public car parks <sup>1</sup>	On-street metered parking spaces	Public car parks <sup>1</sup>	On-street metered parking spaces
	No. of private car parking spaces	No. of private car parking spaces	No. of commercial vehicle <sup>2</sup> parking spaces	No. of commercial vehicle <sup>2</sup> parking spaces
Central and Western	10 586	403	774	103
Wan Chai	9 061	840	69	29
Eastern	12 962	537	792	113
Southern	7 506	596	676	87
Yau Tsim Mong	13 904	1 444	1 835	423
Sham Shui Po	9 259	1 173	2 414	159
Kowloon City	8 354	2 289	1 677	251
Wong Tai Sin	6 353	273	302	115
Kwun Tong	13 825	370	1 097	93
Tsuen Wan	10 119	450	1 145	60
Tuen Mun	8 793	994	1 278	171
Yuen Long	8 688	769	455	203
North	5 412	914	646	240
Tai Po	5 896	1 356	434	175
Sai Kung	10 723	1 020	454	217
Sha Tin	16 129	1 377	1 153	219
Kwai Tsing	10 746	377	7 240	132
Islands	7 151	149	399	45
<b>Total</b>	<b>175 467</b>	<b>15 331</b>	<b>22 840</b>	<b>2 835</b>
	<b>190 798</b>		<b>25 675</b>	

<sup>1</sup> Including government and privately operated car parks available for use by the public

<sup>2</sup> Including goods vehicle and non-franchised bus

As most of the public parking spaces are operated by private entities, we do not have a full breakdown of the utilisation rates of such parking spaces.

2. The Government is currently conducting a field trial of the New Parking Meter System Trial Scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions, including the testing of multi-payment methods, the wireless connection of the new parking meters to the backend computer system for automatic uploading of transaction data, the remote configuration of meter settings, etc. The field trial will be rolled out in 2 phases. The first phase, which will last for about 9 months, has already commenced in Yuen Long and Mong Kok in October 2016. The second phase is expected to be introduced in Sai Kung and Wan Chai in the second quarter of 2017. The expenditure of the Trial Scheme is about \$3.8 million.
3. The Transport Department (TD) is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee. The preparatory work of the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)146**

**(Question Serial No. 0831)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- 1 Please provide the numbers of different types of public buses providing student service in the current year and in the past three years by completing the following table:

Year	Non-franchised public buses (NFBs) with student service endorsement (SSE)	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	School buses operated under other licences (please specify)

2. How many operators solely provide student service at present and the number of buses involved? How many public bus operators also possess other service endorsements and the number of buses involved?
3. How many operators provide cross-boundary student service at present and the number of buses involved?

Asked by: Hon CHAN Han-pan (Member Question No. 10)

Reply:

1. At present, there are three types of student service vehicles (SSVs): (i) NFBs with SSE; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). A breakdown of the numbers of SSVs this year and in the past three years by type is set out as follows:

	NFBs with SSE <sup>Note 1</sup>	Private school buses operated by schools or school sponsoring bodies <sup>Note 2</sup>	School private light buses
2016-17 (as at end February 2017)	3 196	106	1 970

	NFBs with SSE <sup>Note 1</sup>	Private school buses operated by schools or school sponsoring bodies <sup>Note 2</sup>	School private light buses
2015-16	3 176	87	1 959
2014-15	3 261	75	1 924
2013-13	3 445	71	1 775

Note 1: NFBs with SSE can also apply to the TD for other service endorsements to serve other groups of passengers.

Note 2: Some of the private school buses operated by schools or school sponsoring bodies may also be granted other service endorsements to serve their staff or people with disabilities.

2. As at 28 February 2017, a total of 29 NFB operators (operating a total of 64 NFBs), 37 schools or school sponsoring bodies (operating a total of 59 private buses) and 706 school private light bus operators (operating a total of 1 970 school private light buses) have been solely granted SSEs. Also, a total of 639 NFB operators (operating a total of 3 132 NFBs) and 20 schools or school sponsoring bodies (operating a total of 47 private buses) possess both SSE and other service endorsement(s).
3. In the 2016/2017 school year, a total of 25 cross-boundary school bus operators, operating a total of about 220 vehicles, provided cross-boundary coach service for cross-boundary students.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)147**

**(Question Serial No. 0834)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Since the implementation of the Area Approach rationalisation plans, how many bus routes have frequency reduced or been cancelled; and how many new routes have been introduced in each district? How have such adjustments affected the overall patronage of each district? Please provide the information in the following table:

District	Number of routes with frequency reduction or cancelled	Number of new routes introduced	Percentage change in overall patronage after rationalisation (+%/-%)
North			

- (2) What are the positive or negative financial implications of Area Approach rationalisation on the bus companies involved?

Asked by: Hon CHAN Han-pan (Member Question No. 13)

Reply:

- (1) Bus route rationalisation is an ongoing task of the Transport Department (TD). Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans using the Area Approach to facilitate co-ordination between railway and other public transport services. Area Approach rationalisation proposals have been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western district and Southern district over the past several years. Details of the rationalisation proposals are as follows:

District	Number of routes cancelled, truncated, or with frequency reduced	Number of new routes introduced, or routes with service improved	Percentage change in overall patronage after rationalisation* (+%/-%)
North	8	15	+6%
Tuen Mun	10	9	+6%
Yuen Long	5	17	+8.8%
Sha Tin	9	10	+2.7%
Tsing Yi	7	3	+3.5%
Tai Po	5	12	+3.6%
Kowloon	2	6	+7.2% <sup>@</sup>
Central and Western	15	0	-35.8% <sup>@#</sup>
Southern	8	2	-23.8% <sup>@#</sup>

\* Including interchanging passenger trips

@ Given the extensive coverage of the bus service network in the districts concerned, the figures on the percentage change in patronage only take account of bus routes affected by the rationalisation proposals.

# There was a drop in the patronage of buses serving the districts concerned upon the commissioning of the West Island Line (WIL) and thus a negative figure on the patronage was recorded after the implementation of bus route rationalisation.

- (2) Generally speaking, the Area Approach rationalisation enables the use of bus resources in a more cost-effective manner and enhances the efficiency of the bus network. Moreover, rationalising overly circuitous routes and deploying resources from low-utilisation routes to high-demand ones can optimise the use of road resources. The increases in the overall patronage of the routes serving North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon indicate that the bus network are more popular. The bus route rationalisation implemented after the commissioning of the WIL also made the bus network more efficient.

The bus route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting both the expenditure and revenue of bus companies. Yet, it should be noted that the patronage of franchised bus routes may also be affected by other external factors such as demographic changes in the districts, commissioning of infrastructural development projects, adjustments on services and fares of other public transport modes, etc, other than the rationalisation proposals themselves. It is thus difficult for us to assess the financial implications of the bus route rationalisation on the franchised bus companies.

**CONTROLLING OFFICER'S REPLY**

**THB(T)148**

**(Question Serial No. 0836)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please provide the average car journey speeds at the morning and evening peak hours on the following roads and tunnels:

<b>Road</b>	<b>2015 (up to now)</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
<b>Hong Kong Island</b>					
Canal Road Flyover					
Gloucester Road (east bound)					
Island Eastern Corridor (section near Victoria Park)					
Connaught Road West					
Connaught Road East					
Connaught Road Central					
Pedder Street					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
<b>Kowloon</b>					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (near Lei Yue Mun Road)					

<b>Tunnel</b>	<b>2015 (up to now)</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Cross Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (section between Cheung Sha Wan and Sha Tin)					

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? Please tabulate the expenditure involved and the anticipated completion date for each of these measures.

Asked by: Hon CHAN Han-pan (Member Question No. 15)

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2011 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

<b>Road</b>	<b>Average speed at the morning and evening peak hours<sup>@</sup> [kilometres(km) / hour(hr)]<sup>Ω□</sup></b>											
	<b>2016</b>		<b>2015</b>		<b>2014<sup>α</sup></b>		<b>2013</b>		<b>2012</b>		<b>2011</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
<b>Hong Kong Island</b>												
Canal Road Flyover (south bound) <sup>#</sup>	38	-	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) <sup>#</sup>	7	-	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) <sup>+</sup>	19	25	19	17	15	14	28	-	17	-	22	-
Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	46	-	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	22	-	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28	23	25

Road	Average speed at the morning and evening peak hours <sup>@</sup> [kilometres(km) / hour(hr)] <sup>Ω□</sup>											
	2016		2015		2014 <sup>α</sup>		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-	-	-
Connaught Road East <sup>^</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Connaught Road Central (east bound) <sup>+</sup>	19	23	22	19	21	14	16	-	10	-	10	-
Connaught Road Central (west bound) <sup>+</sup>	26	25	25	24	28	20	19	-	17	-	16	-
Pedder Street <sup>§</sup>	7	9	-	-	-	-	5	8	5	6	4	4
Harcourt Road (Central bound) <sup>+</sup>	46	33	45	40	48	39	46	-	39	-	45	-
Hennessy Road (Central bound)	15	11	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (Central bound)	18	12	19	9	19	10	19	10	19	11	15	9
<b>Kowloon</b>												
Chatham Road North (south bound) <sup>#</sup>	5	-	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) <sup>#</sup>	39	-	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	8	59	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) <sup>#</sup>	20	-	12	-	10	-	14	-	14	-	11	-
Gascoigne Road (west bound) <sup>#</sup>	24	-	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>#</sup>	55	-	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>#</sup>	64	-	68	-	59	-	66	-	67	-	66	-

<sup>@</sup> They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>#</sup> The CJTS does not cover the evening peak hours.

<sup>+</sup> The CJTS only covered the morning peak hours before 2014.

<sup>\*</sup> The CJTS did not cover Connaught Road West (west bound) before 2014.

<sup>^</sup> There is no road named Connaught Road East.

<sup>§</sup> The CJTS only covered Pedder Street in 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours (km/hr) <sup>Ω</sup>											
	2016		2015		2014 <sup>α</sup>		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	34	32	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	32	48	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing <sup>@</sup>	56	60	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	35	39	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	34	51	34	49	32	54	43	58	35	58	37	53
Route 8 (section between Cheung Sha Wan and Sha Tin)**	61	-	55	-	54	-	58	-	64	-	62	-

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>@</sup> The CJTS only covered the morning peak hours before 2013.

<sup>\*\*</sup> The CJTS only covers the morning peak hours. The figures shown are for the tunnel sections.

- (2) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong.

For example, the Transport Department (TD) is making preparations for a feasibility study on the Central District Electronic Road Pricing (ERP) Pilot Scheme (the Pilot Scheme), including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. The preparatory work of the feasibility study is currently undertaken by the existing staff of the TD. In 2017-18, the TD is planning to create one Senior Engineer post and two Engineer/Assistant Engineer posts for handling the work of the feasibility study. Since the preparatory work is underway, the TD has not yet confirmed the consultancy fee and duration of the feasibility study. Through the feasibility study, the TD will formulate one or several concrete options for the Pilot Scheme for further discussion by the public. We will draw up the timetable for the implementation of the Pilot Scheme having regard to factors such as the results of public discussion at that time, funding application to the Legislative Council for construction of related facilities and the progress of enactment of relevant legislation, etc.

Apart from preparing for the feasibility study of the Pilot Scheme, we moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD is making preparations for engaging consultants, including formulating the scope of study and drafting tender documents, and will later conduct the consultant selection exercise. It is expected that the study will take 2 years to complete. The TD has also updated the

HKeTransport smartphone application by providing real-time information on parking space vacancy of certain car parks (including government car parks).

Moreover, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

In 2017-18, apart from the expected creation of posts in the TD for handling the work in relation to the feasibility study of the Pilot Scheme, and a sum of \$1.8 million earmarked for the consultancy fee of the study on parking for commercial vehicles, other work will be absorbed by the Transport and Housing Bureau, the TD and the Hong Kong Police Force with existing resources. There is no separate breakdown of expenditure involved. We will keep a close watch on the effectiveness of these measures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)149**

**(Question Serial No. 0984)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Using the following table, please list out the increase in the number of parking spaces provided by public car parks (including on-street parking spaces), the expenditure involved and the growth rate (%) as compared with the previous year in each of the 18 districts for the past 3 years.

Growth in parking spaces in 2014

District	Private cars			Commercial vehicles		
	Number of added parking spaces and expenditure involved	Number of cancelled parking spaces	Growth rate (%) as compared with previous year	Number of added parking spaces and expenditure involved	Number of cancelled parking spaces	Growth rate (%) as compared with previous year
Wong Tai Sin						

Asked by: Hon CHAN Han-pan (Member Question No. 90)

Reply:

The changes in the numbers of parking spaces provided by public car parks (including on-street parking spaces) and the corresponding percentage changes in each of the 18 districts for the past 3 years are listed in the following tables. The planning of public parking spaces is an ongoing task of the Transport Department. Therefore, there is no breakdown of expenditure for such work.

Comparison of the financial years 2016-17 with 2015-16

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	257	2%	-9	-1%
Wan Chai	159	2%	1	1%
Eastern	-38	-0.3%	-4	-0.4%
Southern	189	2%	175	30%
Yau Tsim Mong	438	3%	-51	-2%
Sham Shui Po	-32	-0.3%	342	15%
Kowloon City	220	2%	-208	-10%
Wong Tai Sin	223	3%	-61	-13%
Kwun Tong	-262	-2%	-421	-26%
Tsuen Wan	-138	-1%	-93	-7%
Tuen Mun	289	3%	-39	-3%
Yuen Long	331	4%	-30	-4%
North	-164	-3%	51	6%
Tai Po	84	1%	-11	-2%
Sai Kung	1 221	12%	-123	-15%
Sha Tin	-493	-3%	-34	-2%
Kwai Tsing	-48	-0.4%	400	6%
Islands	226	3%	141	47%
<b>Total</b>	<b>2 462</b>	<b>1.3%</b>	<b>26</b>	<b>0.1%</b>

Note 1: A positive figure indicates an increase and a negative figure a decrease.

Comparison of the financial years 2015-16 with 2014-15

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	-58	-1%	16	2%
Wan Chai	92	1%	7	8%
Eastern	-103	-1%	79	10%
Southern	-77	-1%	68	13%
Yau Tsim Mong	-1 180	-7%	-71	-3%
Sham Shui Po	64	1%	-569	-20%
Kowloon City	-597	-5%	-244	-10%
Wong Tai Sin	-417	-6%	-72	-13%
Kwun Tong	-833	-5%	-239	-13%
Tsuen Wan	597	6%	28	2%
Tuen Mun	78	1%	28	2%
Yuen Long	26	0.3%	-32	-4%
North	130	2%	-35	-4%
Tai Po	48	1%	-150	-19%
Sai Kung	472	5%	44	6%
Sha Tin	-201	-1%	-114	-8%
Kwai Tsing	-149	-1%	-258	-4%
Islands	84	1%	-17	-5%
<b>Total</b>	<b>-2 024</b>	<b>-1.1%</b>	<b>-1 531</b>	<b>-5.6%</b>

Note 1: A positive figure indicates an increase and a negative figure a decrease.

Comparison of the financial years 2014-15 with 2013-14

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	-60	-1%	0	0%
Wan Chai	-140	-1%	0	0%
Eastern	-130	-1%	0	0%
Southern	110	1%	10	2%
Yau Tsim Mong	-610	-4%	40	2%
Sham Shui Po	110	1%	10	0.4%
Kowloon City	530	5%	260	12%
Wong Tai Sin	-340	-5%	-30	-5%
Kwun Tong	-100	-1%	140	8%
Tsuen Wan	-240	-2%	-160	-11%
Tuen Mun	40	0.4%	0	0%
Yuen Long	100	1%	0	0%
North	10	0.2%	20	2%
Tai Po	20	0.3%	0	0%
Sai Kung	-450	-4%	50	7%
Sha Tin	120	1%	-50	-3%
Kwai Tsing	220	2%	160	2%
Islands	-60	-1%	-100	-24%
<b>Total</b>	<b>-870</b>	<b>-0.5%</b>	<b>350</b>	<b>1.3%</b>

Note 1: A positive figure indicates an increase and a negative figure a decrease.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)150****(Question Serial No. 0655)**Head: (186) Transport DepartmentSubhead (No. & title): (603) Plant, vehicles and equipment  
(700) General non-recurrentProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the following new items funding for which is sought in the context of the Appropriation Bill 2017, please advise on the estimates for 2017-18:

Head	Account	Sub-head (Code)	Sub-head	Item (Code)	Ambit
186	Operating Account	700	General non-recurrent	854	Replacement of the existing tram tracks with the use of new rail jacket technology
186	Operating Account	700	General non-recurrent	855	Consultancy study on enhancing the walkability in Hong Kong
186	Capital Account	603	Plant, vehicles and equipment	856	Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnel
186	Capital Account	603	Plant, vehicles and equipment	857	Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnel
186	Capital Account	603	Plant, vehicles and equipment	858	Replacement of automatic fire alarm system in Cheung Tsing Tunnel
186	Capital Account	603	Plant, vehicles and equipment	859	Replacement of automatic fire alarm system in the Kai Tak Tunnel
186	Capital Account	603	Plant, vehicles and equipment	860	Replacement of low voltage power supply system in the Kai Tak Tunnel

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 4003)

Reply:

The estimated expenditures for the above items in 2017-18 are as follows:

Head	Account	Sub-head (Code)	Sub-head	Item (Code)	Ambit	Estimated expenditure in 2017-18 (\$ million)
186	Operating Account	700	General non-recurrent	854	Replacement of the existing tram tracks with the use of new rail jacket technology	3.9
186	Operating Account	700	General non-recurrent	855	Consultancy study on enhancing the walkability in Hong Kong	1.3
186	Capital Account	603	Plant, vehicles and equipment	856	Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnel	1.0
186	Capital Account	603	Plant, vehicles and equipment	857	Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnel	1.0
186	Capital Account	603	Plant, vehicles and equipment	858	Replacement of automatic fire alarm system in Cheung Tsing Tunnel	0.5
186	Capital Account	603	Plant, vehicles and equipment	859	Replacement of automatic fire alarm system in the Kai Tak Tunnel	0.5
186	Capital Account	603	Plant, vehicles and equipment	860	Replacement of low voltage power supply system in the Kai Tak Tunnel	0.9

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)151**

**(Question Serial No. 1226)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. The Government took over the Eastern Harbour Crossing (EHC) on 7 August last year. Is there any increase or decrease in the traffic flow of the EHC after the takeover? During the same period, are there any changes in the traffic flow of the Cross-Harbour Tunnel (CHT)?
2. What were the numbers of first-registered private cars over the past 5 years? Does the Government have any strategies to contain the continuous growth of private car fleet size?

Asked by: Hon CHEUNG Kwok-kwan (Member Question No. 7)

Reply:

1. The EHC was taken over by the Government on 7 August 2016 upon the expiry of its franchise. The average daily traffic flows of the CHT and EHC between August and December 2016 and the changes in the average daily traffic flows as compared with that during the same period in 2015 are tabulated below:

	<b>Average daily<sup>Note</sup> traffic flow from August to December 2015 (number of vehicles)</b>	<b>Average daily<sup>Note</sup> traffic flow from August to December 2016 (number of vehicles)</b>	<b>Change in traffic flows between the 2 years (number of vehicles)</b>
CHT	116 008	113 965	a decrease of 2 043 (-2%)
EHC	76 578	77 177	an increase of 599 (+1%)

Note: Including Mondays to Saturdays and public holidays.

2. The numbers of first-registered private cars and licensed private cars over the past 5 years are tabulated below:

<b>Year (calendar year)</b>	<b>The number of first-registered private cars in the year</b>	<b>The number of licensed private cars</b>
2012	44 983	454 697
2013	45 382	475 752
2014	46 636	495 038
2015	50 322	521 852
2016	41 182	536 025

The continuous increase in private car fleet size is a major factor contributing to road traffic congestion. The Government attaches great importance to tackling road traffic congestion problems. The Transport Advisory Committee (TAC) has earlier recommended a host of short-, medium- and long-term measures in the Report on Study of Road Traffic Congestion in Hong Kong, including recommendations for containing the growth of private car fleet size, such as increasing the first registration tax and annual licence fee for private cars and raising the “fuel levy” for diesel private cars. The Government has indicated that it will take forward in phases the recommendations put forward by the TAC.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)152**

**(Question Serial No. 1122)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme ("Trial Scheme"), will the Government inform this Committee of:

1. the expenditure for the Trial Scheme in 2017-18;
2. whether any complaints have been received or technical problems surfaced now that the first phase has commenced, and the numbers and natures of such cases;
3. the commencement date of the second phase and details about the locations and the number of new parking meters to be installed;
4. the completion date of the whole Trial Scheme; and the preliminary estimated time for replacement of all the parking meters in Hong Kong?

Asked by: Hon CHEUNG Wah-fung, Christopher (Member Question No. 8)

Reply:

1. The estimated expenditure for the whole Trial Scheme is about \$3.8 million, with about \$800,000 being earmarked for 2017-18.
2. The first phase of the field trial of the new parking meters has been rolled out in Yuen Long and Mong Kok since October 2016. As at February this year, the Transport Department has received 8 complaints and 12 defect reports in relation to the new parking meters. The number and nature of such cases are tabulated as follows:

<b>Complaints</b>	<b>Number</b>
The new parking meters failing to improve the situation of abuse or prolonged occupation of parking spaces	<b>3</b>
Related to the payment and operation procedures of the new parking meters or the new parking meters failing to support mobile phone payment	<b>4</b>
Arrangements for suspension of parking spaces installed with new parking meters	<b>1</b>
<b>Defect report</b>	<b>Number</b>
Screen display problem	<b>5</b>
Button problem	<b>1</b>
Card readers fault	<b>6</b>

3. The second phase of the field trial of the new parking meters is expected to be introduced in Sai Kung and Wan Chai in the second quarter of 2017. The supplier will provide a total of 20 new parking meters for use at about 60 on-street metered parking spaces for testing purpose.
  
4. The Trial Scheme is scheduled for completion in the fourth quarter of 2017. The Government will finalise the functions and specifications of the new generation parking meters after reviewing and evaluating the technical feasibility of and public views on various functions of the new parking meters. The current target is to conduct tender exercise in 2018 to select a supplier to design and produce the new parking meters. If everything progresses smoothly, the new generation parking meters are expected to come into operation in phases from 2020 onwards.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)153**

**(Question Serial No. 1937)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2017-18 that the Transport Department (TD) will “continue to consult stakeholders on public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and South Island Line (East) (SIL(E)) and implement the final re-organisation plans”. In this connection, will the Government inform this Committee of:

- (a) the bus routes involved in the public transport service re-organisation plans (PT Plan) before and after their implementation, with breakdown by franchised bus companies;
- (b) the staff establishment and expenditure involved; and
- (c) the local organisations and individuals referred to when stating it will “consult stakeholders on re-organisation proposals” and what are the details?

Asked by: Hon HO Kai-ming (Member Question No. 30)

Reply:

- (a) The KTE and SIL(E) were commissioned in October 2016 and December 2016 respectively. In March 2017, the PT Plans in connection with the commissioning of the KTE and SIL(E) involve 34 and 35 bus routes respectively, the details of which are set out in the Annex. The PT Plans will be implemented within about 6 months in phases from the commissioning of the new railway lines. Since the PT Plans have yet to be fully implemented, the finalised bus routes after rationalisation and the total number involved may still be subject to changes.
- (b) The TD has created 2 posts on a time-limited basis for about 4 years, namely 1 Senior Transport Officer and 1 Transport Officer I. They are mainly responsible for handling the PT Plan in connection with the commissioning of the new railway lines. The annual staff cost of the two posts is about \$1.68 million.

- (c) The TD has been maintaining close contact with and seeking the views of the Traffic and Transport Committees of 12 affected District Councils on the PT Plans in connection with the commissioning of the KTE and SIL(E). The 12 District Councils are Central and Western, Wan Chai, Eastern, Southern, Kowloon City, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong, Kwun Tong, Sai Kung, Sha Tin and Islands districts. Meanwhile, at the regular meetings of different transport trades, the TD has listened to the views of green minibus (GMB) operators, representatives of public light bus and urban taxi trades on the provision of facilities in the vicinity of the new railway stations. The TD also collects public views through the established channels.

**Bus routes involved in the PT Plan for the KTE and SIL(E)****(I) The PT Plan in connection with the commissioning of the KTE**Bus company: KMB (27 routes involved)

<b>Number</b>	<b>Route</b>	<b>Origin – Destination</b>
1.	2E	Pak Tin – Kowloon City Ferry Pier
2.	5	Fu Shan – Star Ferry Pier
3.	5C	Tsz Wan Shan (Central) – Star Ferry Pier
4.	6C	Mei Foo – Kowloon City Ferry Pier
5.	6F	Lai Kok – Kowloon City Ferry Pier
6.	7B	Hung Hom Ferry Pier – Lok Fu
7.	8	Kowloon Station – Star Ferry Pier
8.	8A	Whampoa Garden – Tsim Sha Tsui (Circular)
9.	8P	Laguna Verde – Tsim Sha Tsui (Circular)
10.	11	Diamond Hill Station – Kowloon Station
11.	11K	Chuk Yuen Estate – Hung Hom Station
12.	12A	Cheung Sha Wan (Sham Mong Road) – Whampoa Garden
13.	14	Lei Yue Mun Estate Public Transport Interchange – China Ferry Terminal
14.	15	Ping Tin – Hung Hom Ferry Pier
15.	17	Oi Man – Kwun Tong (Yue Man Square)
16.	18	Cheung Sha Wan (Sham Mong Road) – Oi Man (Circular)
17.	21	Choi Wan – Hung Hom Station
18.	26	Shun Tin – Tsim Sha Tsui East
19.	30X	Allway Gardens – Whampoa Garden
20.	45	Lai Yiu – Kowloon City Ferry Pier
21.	85	Fo Tan (Shan Mei Street) – Kowloon City Ferry Pier
22.	85A	Kwong Yuen – Kowloon City Ferry Pier
23.	85X	Ma On Shan Town Centre – Hung Hom Ferry Pier
24.	93K	Po Lam – Mong Kok East Station
25.	212	Whampoa Garden – Cheung Sha Wan (Sham Mong Road)
26.	230X	Allway Gardens to Whampoa Garden
27.	297	Hang Hau (North) – Hung Hom Ferry Pier

Bus company: NWFB (1 route involved)

<b>Number</b>	<b>Route</b>	<b>Origin – Destination</b>
1.	796X	LOHAS Park Station Public Transport Interchange – Tsim Sha Tsui East (Concordia Plaza)

Bus company: NWFB and KMB (6 jointly operated routes involved)

Number	Route	Origin – Destination
1.	101	Kwun Tong (Yue Man Square) – Kennedy Town
2.	106	Wong Tai Sin – Siu Sai Wan (Island Resort)
3.	109	Ho Man Tin – Central (HK-Macau Ferry Terminal)
4.	111	Ping Shek – Central (HK-Macau Ferry Terminal)
5.	115	Kowloon City Ferry Pier – Central (HK-Macau Ferry Terminal)
6.	116	Tsz Wan Shan (Central) – Quarry Bay

**(II) The PT Plan in connection with the commissioning of the SIL(E)**

Bus company: CTB (19 routes involved)

Number	Route	Origin – Destination
1.	37A	Chi Fu Fa Yuen – Central (Circular)
2.	43M	Tin Wan – Shek Tong Tsui (Circular)
3.	48	Shum Wan – Wah Fu (North) (Circular)
4.	71	Wong Chuk Hang – Central (Wing Wo Street) (Circular)
5.	72A	Shum Wan – Causeway Bay (Moreton Terrace)
6.	75	Shum Wan – Central (Exchange Square)
7.	90	Ap Lei Chau Estate – Central (Exchange Square)
8.	90B	South Horizons – Admiralty (East)
9.	90C	Main Street, Ap Lei Chau to Central (Jardine House)
10.	96	Lei Tung Estate – Causeway Bay (Moreton Terrace)
11.	97	Lei Tung Estate – Central (Exchange Square)
12.	97A	Main Street, Ap Lei Chau/Lei Tung Estate – Shum Wan
13.	99	South Horizons – Shau Kei Wan
14.	592	South Horizons – Causeway Bay (Moreton Terrace)
15.	629	Admiralty (West) – Ocean Park and Ocean Park to Central (Exchange Square)
16.	629A	Ocean Park to Central (Exchange Square)
17.	629S	Admiralty (West) to Ocean Park (Tai Shue Wan)
18.	973	Stanley Market – Tsim Sha Tsui (Mody Road)
19.	973P	Shum Wan to Tsim Sha Tsui (Mody Road)

Bus company: NWFB (11 routes involved)

Number	Route	Origin – Destination
1.	38	Chi Fu Fa Yuen – North Point Ferry Pier
2.	66	Stanley (Ma Hang Estate) – Central (Exchange Square)
3.	78	Wong Chuk Hang – Wah Kwai Estate (Circular)
4.	91	Ap Lei Chau Estate – Central (Central Ferry Piers)
5.	93A	Lei Tung Estate to Robinson Road
6.	94X	Lei Tung Estate to Central (Exchange Square)

7.	95	Ap Lei Chau (Lee Nam Road Industrial Area) – Shek Pai Wan (Circular)
8.	95B	South Horizons – Wong Chuk Hang
9.	590	South Horizons – Central (Exchange Square)
10.	590A	South Horizons – Admiralty (East)
11.	595	South Horizons – Aberdeen (Circular)

Bus company: NWFB and KMB (5 jointly operated routes involved)

<b>Number</b>	<b>Route</b>	<b>Origin – Destination</b>
1.	170	Wah Fu (Central) – Sha Tin Station
2.	171	South Horizons – Lai Chi Kok
3.	171A	Lei Tung Estate to Lai Chi Kok
4.	171P	South Horizons to Lai Chi Kok
5.	671	Ap Lei Chau (Lee Lok Street) – Diamond Hill Station

Legend:

KMB – The Kowloon Motors Bus Company (1933) Limited

CTB – Citybus Limited

NWFB – New World First Bus Services Limited

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)154**

**(Question Serial No. 1942)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2017-18 of the Programme that the Transport Department (TD) will “carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange (PTI) and a ferry pier for providing passengers with a more comfortable waiting environment”. In this connection, will the Government inform this Committee of:

- a. the facilities to be renovated in the pilot projects for each district;
- b. the criteria adopted by the Government in selecting the above facilities;
- c. whether the Government has any plans to extend the renovation projects to cover other covered PTIs and ferry piers;
- d. the facilities to be included in the renovation projects and whether arrival information display panels for disseminating service schedule information will be included; and
- e. the staff deployment and estimated expenditure to be incurred in the coming year?

Asked by: Hon HO Kai-ming (Member Question No. 31)

Reply:

The Government will carry out renovation projects for enhancing existing covered public transport interchanges (“PTIs”) and ferry piers for providing the public with a better waiting environment. The renovation projects seek to keep up the exterior design and facilities of the PTIs and ferry piers with the times so as to cater for the practical needs of the public. The preliminary approach is to renovate one PTI and one ferry pier on a pilot basis, through which we will explore a variety of enhancements including add-ons for passengers’ convenience (such as Wi-Fi services, toilets, passenger information panels, vending machines, convenience stores and seats etc.), exterior refurbishment and brighter lighting. The preparation work of the pilot project is underway and the project locations and scope of

renovation will be worked out after further study. In the course of the study, the Government will consider factors like the conditions and utilisation rates of the facilities, as well as the design and technical feasibility. Upon completion of the pilot projects, we will consider renovating more covered PTIs and ferry piers in the light of the project outcome and passengers' feedback. We will also examine applying such new standards when the Government builds the same type of facilities in future.

As for arrival information display panels, the Government announced last year a new initiative through which franchised bus companies will receive subsidies for expediting their installation of real-time bus arrival information display panels and seats at bus stops (including bus termini located at public transport interchanges). This seeks to provide more comprehensive ancillary facilities that can keep up with the times for the convenience of passengers, especially the elderly and those in need. For the real-time arrival information display panels, the Government will provide subsidy, on a matching basis, to franchised bus companies for their installation of the display panels at covered bus stops with electrical installation. It is expected that franchised bus companies will complete installation of display panels at about 1 300 covered bus stops with electrical installation in Hong Kong in 2019-20. Regarding ferry piers, the existing major ferry piers have already been installed with display panels for disseminating service schedule information. Even so, the Government will also examine the need for further enhancement when formulating the details of the pilot project.

As for staff deployment and estimated expenditure to be incurred, the TD will create 3 posts in the 2017-18 financial year on a time-limited basis for 3 years, including 1 Architect/Assistant Architect, 1 Works Supervisor I and 1 Transport Officer I, for taking forward the above pilot project. The total estimated expenditure for the creation of the 3 posts in 2017-18, in terms of the notional annual mid-point salary, is about \$1.8 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)155**

**(Question Serial No. 1943)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the services provided in the “Hong Kong eTransport”, please advise on:

- a. the total number of downloads of the “Hong Kong eTransport” smartphone application each year since its implementation in 2011;
- b. the staff establishment and expenditure involved in the development and maintenance of the smartphone application in the past 5 years;
- c. whether the degree of convenience and popularity have been reviewed; if no, whether a review will be conducted and improvements made; and
- d. whether there are any plans to request various public transport operators to open up the information on their service schedule and relevant information for centralised dissemination by the Government or other organisations; and whether the Government will allocate funding for developing such smartphone applications for the centralised dissemination of service schedule information and relevant information; if yes, what are the plans; if no, what are the reasons?

Asked by: Hon HO Kai-ming (Member Question No. 32)

Reply:

- a. The number of downloads of the “Hong Kong eTransport” smartphone application each year since its implementation in 2011 are provided below:

Year	Cumulated number of downloads	Average daily number of users
2011	280 000	1 900
2012	870 000	3 400
2013	1 090 000	5 500
2014	1 250 000	12 000

Year	Cumulated number of downloads	Average daily number of users
2015	1 430 000	18 200
2016	1 610 000	20 000

- b. The development of the “Hong Kong eTransport” smartphone application was outsourced at a cost of \$1.1 million. The operation and maintenance of the application and its website were covered by another contract at an annual cost of about \$200,000 in the past 5 years. There is no separate breakdown of staff establishment in the TD for supervising the ongoing operation and maintenance of the “Hong Kong eTransport” as such work is part of the regular duties of the staff involved.
- c. The TD has been monitoring the effectiveness of “Hong Kong eTransport”. A customer satisfaction survey was conducted earlier to assess whether the expected effectiveness was met, understand users’ experience and identify areas for improvement, with a view to enhancing service and responding to the comments received. Regarding the elderly mode of “Hong Kong eTransport” which was introduced recently, the TD has invited elderly volunteers to provide their views and share their habits in using the application so that the design can better meet the needs of the elderly. The TD will continue to review and improve the “Hong Kong eTransport” service.
- d. At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)156**

**(Question Serial No. 2421)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In light of the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2017 and the proposed alignment of Tuen Mun Western Bypass (TMWB), it is anticipated that the usage of Wong Chu Road in Tuen Mun as the major link between Tuen Mun Road and the HZMB and TMWB will increase substantially. In this connection, will the Government consider allocating funding for studies on the feasibility of widening Wong Chu Road? What is the timetable?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 47)

Reply:

In the past few years, the Highways Department (HyD) has completed a series of road improvement works in Tuen Mun, including Traffic Improvements to Tuen Mun Road (Town Centre Section) and Reconstruction and Improvement of Tuen Mun Road. These works projects helped improve the traffic conditions of Tuen Mun Road and avoid the impact on the traffic of Wong Chu Road due to traffic congestion at Tuen Mun Road during peak hours.

According to the latest traffic study conducted by the Transport Department (TD), the traffic conditions of the related busy major road sections in Tuen Mun (including Tuen Mun Road (Town Centre Section) and Wong Chu Road) would remain at an acceptable level until 2026.

The HyD is making preparations for the site investigation and preliminary design for the TMWB which is expected to commence in the third quarter of this year. Upon completion, the TMWB can divert the traffic of Wong Chu Road that is to/from Tuen Mun Road.

The TD will continue to closely monitor the traffic demand of the road network in Tuen Mun as well as any changes in traffic conditions that may arise. Corresponding traffic management measures (such as carrying out road widening works, adjusting traffic signals

and implementing traffic diversions at road sections prone to congestion) will also be formulated in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)157**

**(Question Serial No. 2356)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as Central Kowloon Route (CKR). Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during peak hour in the past 5 years; and
2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past 5 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 76)

Reply:

1. Between 2011 and 2015<sup>Note 1</sup>, the v/c ratios of major sections of each of the strategic routes in Hong Kong during morning peak hour<sup>Note 2</sup> are listed in the table below. The traffic volume data used in the calculation of v/c ratios shown in the table are based on the actual traffic volume data compiled in the Annual Traffic Census published by the TD while the capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion conditions at its downstream roads and other slip roads<sup>Note 3</sup> or other traffic factors<sup>Note 4</sup>. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of a road. Very often, additional and more complicated traffic data need to be collected for more in-depth professional analysis.

In deciding on the need for the construction of new trunk roads, apart from the prevailing v/c ratios and other data for reflecting the actual traffic conditions, the anticipated traffic demand should also be taken into account in predicting future traffic conditions of related trunk roads or alternative routes. To take the CKR mentioned in the question as an example, CKR is designed to alleviate traffic congestion along

various major east-west roads in Central Kowloon (including non-trunk roads such as Boundary Street, Prince Edward Road, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North) during peak hour and to meet future traffic demand arising from the planned developments (including the Kai Tak Development project) in the nearby area.

	<b>Strategic Route</b>	<b>Direction</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Hong Kong</b>							
Harcourt Road <sup>Note 5</sup> (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.7	0.7	0.5	0.6
<b>Kowloon</b>							
Princess Margaret Road <sup>Note 6</sup> (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.8	0.8	0.7	0.8	0.8
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.8	0.9	0.9	0.9	0.9
<b>New Territories East</b>							
Lion Rock Tunnel	1	Southbound	1.1	1.1	1.1	1.1	1.1
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.5	0.5	0.4	0.4
<b>New Territories West</b>							
Ting Kau Bridge	3	Southbound	0.9	0.9	0.8	1.0	1.1

	<b>Strategic Route</b>	<b>Direction</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway)	9	Eastbound	1.1	1.0	0.9	0.9	1.0

#### Notes

- 1: The traffic statistics for the year 2016 are still being processed.
- 2: The traffic volume during morning peak hour refers to the traffic volume of the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).
- 3: Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road or frequent lane changing activities of vehicles coming from a number of connecting roads nearby. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
- 4: Other traffic factors affecting actual traffic capacity include the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is comparatively higher, the actual capacity of that road section will be comparatively lower), geometry of the road section (e.g. the gradients and curvatures) as well as whether there are extensive lane changing activities in the road section, etc.
- 5: The actual traffic capacity of Harcourt Road (westbound) during morning peak hour is affected by the traffic congestion at the downstream roads in Central.
- 6: The actual traffic capacity of Princess Margaret Road (southbound) during morning peak hour is affected by the traffic congestion at the downstream Cross Harbour Tunnel.
2. As the Annual Traffic Census published by the TD does not take into account the actual traffic volume during non-peak hours, the related v/c ratios cannot be provided in this reply. In general, the v/c ratio of a section of a strategic route during peak hour will be higher than its v/c ratio during non-peak hours.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 1678)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on the average traffic flows of various tunnels in Hong Kong during peak hours and off-peak hours in 2016. Was there any study conducted on the correlation between the toll levels and traffic flows of the tunnels last year? If yes, what was the conclusion? If no, what were the reasons? Are there any plans to evaluate the correlation between the toll levels and traffic flows of the tunnels in 2017-18?

Asked by: Hon LAM Cheuk-ting (Member Question No. 47)

Reply:

The average hourly traffic flows of various tunnels in Hong Kong in 2016 are tabulated as follows:

(I) Tolled tunnels		
	Peak hours <sup>Note 1</sup> (vehicles per hour, two-way)	Off-peak hours <sup>Note 1</sup> (vehicles per hour, two-way)
1) Cross-Harbour Tunnel	5 500	4 400
2) Eastern Harbour Crossing	5 300	2 700
3) Western Harbour Crossing	5 000	2 400
4) Tai Lam Tunnel	4 100	2 200
5) Aberdeen Tunnel	3 500	2 400
6) Tseung Kwan O Tunnel	5 400	3 300
7) Lion Rock Tunnel	5 100	3 400
8) Shing Mun Tunnel	3 600	1 800
9) Tate's Cairn	4 400	1 900

Tunnel		
10) Eagle's Nest and Sha Tin Heights Tunnels <sup>Note 2</sup>	4 200	1 800
(II) Non-tolled tunnels		
	Average traffic flows <sup>Note 3</sup> (vehicles per hour, two-way)	
1) Kai Tak Tunnel	2 200	
2) Cheung Tsing Tunnel	3 200	
3) Tai Wai Tunnel	1 800	
4) Nam Wan Tunnel	2 000	

Moreover, as the Discovery Bay Tunnel was built and is being managed by a private company, the tunnel is for the exclusive use of authorised vehicles. The government does not have the required figures.

Note 1: Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays). Off-peak hours refer to all the hours other than the 6 peak hours during a 24-hour period on weekdays.

Note 2: Eagle's Nest and Sha Tin Heights Tunnels are connected by a toll plaza and there is no other road exit in between, so the traffic figures of the two tunnels are the same.

Note 3: No toll collection records are available for non-tolled tunnels, therefore it is not possible to provide a breakdown of the figures by peak hours and off-peak hours. The figures of the non-tolled tunnels in the table are the average hourly traffic flows in 2016.

The Transport Department commenced in January 2017 a study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings (i.e. the Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and 3 land tunnels between Kowloon and Sha Tin (i.e. the Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest and Sha Tin Heights Tunnels). The study will examine the relationship between the toll levels of these 6 tunnels and their traffic flows. The TD plans to submit a proposed toll adjustment plan to the Legislative Council Panel on Transport within the 2017-18 legislative year for discussion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 1681)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the locations of bus stops at which construction works of shelters and seats have been completed in the past year. Please inform this Committee of the planned locations of bus stops for the construction of shelters and seats in 2017-18.

Asked by: Hon LAM Cheuk-ting (Member Question No. 45)

Reply:

On bus stop shelters, franchised bus companies have provided shelters at 37 bus stops in 2016 and plan to construct shelters at 18 bus stops in 2017, the locations of which are set out at Annex 1 and Annex 2 respectively. Franchised bus companies have not yet submitted their proposals for the construction of bus stop shelters in 2018.

As for seats, franchised bus companies installed seats at 47 covered bus stops in 2016, the locations of which are set out at Annex 3. Meanwhile, the Government announced earlier that it would subsidise franchised bus companies to install seats at covered bus stops, and the installation works will commence progressively in the second quarter of this year. Franchised bus companies will install seats at about 870 and about 1 000 bus stops in 2017 and 2018 respectively. The details of the locations and the years when construction works are expected to commence have been set out in the paper submitted early by the Transport Department (TD) to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link:

[http://www.td.gov.hk/en/publications\\_and\\_press\\_releases/consultation\\_papers/transport\\_department/index.html](http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

**The locations of bus stops for construction of shelters  
by franchised bus companies in 2016**

Hiram's Highway near Fisherman Village  
Wan Po Road near the Beaumont II  
Hiu Kwong Street Playground  
Ngau Tau Kok Road outside Hay Cheuk Lau  
Sau Ming Road near Sau Mau Ping Shopping Centre  
Ngau Tau Kok Road outside Kwai Fai House  
Choi Wing Road outside Choi Yin House  
Choi Wing Road outside Choi Yan House  
Hip Wo Street near Wo Lok Estate  
Choi Wing Road outside Choi Lok House  
Kwai Chung Road (south bound) near Kwai Fong Estate  
Kwai Chung Road (north bound) near Kwai Fong Estate  
Kwai Shing Circuit outside S.K.H. Lam Woo Memorial Secondary School  
Ping Ha Road near Sheung Cheung Wai  
Long Yat Road near Sun Yuen Long Centre  
Castle Peak Road near Hung Mo Kiu  
Tin Wah Road outside QESOSA Tong Kwok Wah Secondary School  
Jockey Club Road near Tong Hang  
Wo Yi Hop Road near Lei Muk Shue Estate  
Chui Chuk Street near Pang Ching Court  
Hoi Chu Road near Goodview Garden  
Yan King Road near Metro City Phase II  
outside (Hong Kong-Macau Ferry Terminal) Shun Tak Centre, Central  
Po Lam Road North outside King Lam Estate  
Wan Tsui Road outside Fung Hing House, Hing Wah Estate  
Tai Wo Hau Road outside Kwai Chung Shopping Centre  
Chai Wan Road outside Wan Tsui Market  
Pok Fu Lam Road outside Jockey Club Student Village I, the University of Hong Kong  
MTR Wong Chuk Hang Station Public Transport Interchange#  
Nam Long Shan Road near Nam Long Shan Road 32Cooked Food Market\*  
Rodney Street opposite to United Centre\*  
Airport (Ground Transportation Centre)  
MTR Wong Chuk Hang Station Public Transport Interchange  
Man Kwong Street outside Pier 8, Central  
Man Kwong Street outside Pier 6, Central  
Wai Man Road outside Wai Man Road Playground

\* A bus stop shelter was re-constructed.

# Shelters were constructed at the 2 bus stops there.

**The planned locations of bus stops for the construction of shelters  
by franchised bus companies in 2017**

Tin Ha Road (south bound) near Sun Lee Uk Tsuen  
Tin Ha Road (north bound) near Sun Lee Uk Tsuen  
Tai Ho Road outside Princess Alexandra Community Centre  
Po Kin Road near North District Hospital  
Pok Chuen Street outside Long Chuen House  
Pok Chuen Street outside Yan Chuen House  
Wah Ming Bus Terminus  
Sha Tau Kok Road near Tai Tong Wu  
Lai Chi Kok Road near S.K.H. Kei Wing Primary School  
Ma Tau Wai Road near Kiang Hsi Street  
Po Fung Road near Shun Tak Fraternal Association Leung Kit Wah Primary School  
Castle Peak Road near Cheung Wah Street  
Tuen Mun Heung Sze Wui Road near Siu Lun Court  
Nam Fung Road outside Aberdeen Fire Station  
Lung Mun Road outside Sun Tuen Mun Centre  
Chung Wa Road opposite to East Point City  
Jordan Road outside Kowloon Union Church  
Kornhill Road outside Kornhill Plaza

**The locations of bus stops for installation of seats by franchised bus companies in 2016**

House No. 4, Knight Street  
House No. 115, Ma Tau Chung Road  
House No. 77, Ma Tau Chung Road  
House No. 90-98, Ma Tau Chung Road  
Ma Tau Wai Road near Farm Road Sports Ground  
Hip Wo Street opposite to United Christian Hospital  
Hip Wo Street outside United Christian Hospital  
Kwun Tong Road outside Meyer Industrial Building\*  
On Sau Road near On Tat Estate  
King Cho Road outside the Boys' and Girls' Clubs Association of Hong Kong  
Lai King Hill Road near Princess Margaret Hospital School of General Nursing and Quarters (Lai King bound)  
Lai King Hill Road opposite to MTR Lai King Station  
Lai King Hill Road near Asbury Methodist Primary School  
Lai King Hill Road, Kwai Chung near Princess Margaret Hospital (Mei Foo bound)  
Sheung Shui Bus Terminus, Landmark North  
Hong Sing Gardens Bus Terminus  
Ling Hong Road opposite to Haven of Hope Hospital  
Po Lam Road outside Po Tat Estate  
Po Lam Road North opposite to Lam Shing Road (opposite to Hong Sing Gardens)  
Po Hong Road opposite to Well On Garden  
Pung Lui Road near Oscar by the Sea  
Cheung Sha Wan Road outside CLP Sham Shui Po Centre, north of Kiu Kiang Street  
Nam Cheong Street outside Chak On Estate near the footbridge  
Woh Chai Street outside Mei Sang House, Shek Kip Mei Estate  
Mei Tin Road outside Mei Chung Court  
Yuen Chau Kok outside Prince of Wales Hospital Main Clinical Block and Trauma Centre#  
Castle Peak Road outside Tai Wo Hau Sports Centre  
Castle Peak Road outside MTR Tai Wo Hau Station  
Shing Mun Tunnels Bus Interchange (Sha Tin bound)  
Lung Cheung Road outside Lung Cheung Mall  
New Clear Water Bay Road outside Pak Hung House, Choi Wan Estate  
Lamp Post BD1121, Pat Heung Police Station, Fan Kam Road  
opposite to Lamp Post FB5790, Pat Heung Police Station, Kam Tin Road  
opposite to Lamp Post FB 5739, Kam Tin Clinic, Kam Tin Road  
Ma Tin Pok, Shap Pat Heung Road  
Shap Pat Heung Road opposite to Sereno Verde  
Tin Tsz Bus Terminus  
Glamour Garden, Pak Wo Road  
Tai Chung Road outside Regal Riverside Hotel  
Hoi Chu Road opposite to Goodview Garden  
Tsun Wen Road outside Blossom Garden  
Tuen Mun Heung Sze Wui Road outside Siu Lun Court  
Tin Lung Road near Kenswood Court

\* Seats were installed at the 2 covered bus stops there.

# Seats were installed at the 4 covered bus stops there.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)160**

**(Question Serial No. 1693)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention of Programme (1) Planning and Development, it is only mentioned that the Transport Department (TD) will handle matters relating to the new franchise of the Kowloon Motor Bus Company (1933) Limited (KMB). However, there is no mention that the TD may conduct a mid-term review on the franchise of the New World First Bus Services Limited (NWFB) starting from July 2017 in accordance with item 34 of G.N. 3180 of 2012 as issued by the Chief Executive in Council. Please inform this Committee of the following:

- (a) Does the TD have sufficient resources in its estimates to conduct the mid-term review on the franchise of NWFB upon requests from the public?
- (b) The Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)) has substantially increased the number of interchange concessions since the extension of its franchise in 2016. With these interchange concessions together with those offered for the bus routes on Hong Kong Island under the NWFB franchise, what were the average numbers of beneficiaries per day in each of the years between 2014 and 2016?
- (c) Further to (b) above, will the mid-term review to be conducted by the TD cover the effectiveness of the interchange concessions in terms of the number of beneficiaries?

Asked by: Hon LAM Cheuk-ting (Member Question No. 37)

Reply:

Under the current franchise of NWFB, clause 34 stipulates that the franchise shall be subject to review at any time and from time to time by the Commissioner for Transport (the Commissioner) starting from the 5th year after the commencement of the franchise period (i.e. from 1 July 2017) and that NWFB shall comply with all reasonable requests by the Commissioner and afford such assistance and cooperation in all respects to facilitate the conduct of the review, including providing the financial and operating information. The

Commissioner may also request NWFB to appoint a suitable person to examine the bus service of the franchised company. This arrangement ensures that sufficient power is conferred on the Government to conduct a review as and when necessary and that the review can be conducted effectively. Similar arrangements have been included in all the franchises granted in the past 20 years.

Franchised bus companies provide daily public transport services for nearly 4 million passenger trips every day. The monitoring work needs to be undertaken on an ongoing basis. In this connection, the TD has been monitoring the service performance of various franchised bus companies (including NWFB) with its existing resources and manpower through its daily monitoring work, including site visits, vehicle examinations, passenger satisfaction surveys, reviews of data regularly submitted by bus companies, the public feedback, etc. If irregularities are found during its daily monitoring work, the TD will take follow-up actions immediately. This arrangement has proved effective over the years, and the TD will continue to ensure that NWFB and other franchised bus companies provide proper and efficient services through its daily monitoring work. If actual needs do arise in the future, the Commissioner may still, starting from July this year, conduct a review on the franchise of NWFB at any time in accordance with the terms of the franchise.

As regards the interchange concessions offered under CTB(F1), CTB committed to introducing 31 additional bus-bus interchange concession schemes (BBI schemes) when its franchise commenced on 1 June 2016. These BBI schemes have been implemented as scheduled since the effective date of the new franchise. CTB(F1) currently provides a total of 134 BBI schemes, of which 52 are jointly provided with NWFB. Between 2014 and 2016, the numbers of passenger trips benefitted under these BBI schemes are as follows:

Year	Average daily number of passenger trips benefitted (including the BBI schemes jointly provided with NWFB)
2014	4 900
2015	5 100
2016	6 200

The Government will continue to monitor the utilisation and passengers' travelling patterns of various interchange concession schemes, seek views from passengers on interchange concession schemes through various means and encourage franchised bus companies through regular channels to provide more interchange concession schemes to benefit more passengers where conditions permit.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)161**

**(Question Serial No. 1694)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention of Programme (1) Planning and Development that the Transport Department (TD) will continue to plan and formulate bus route rationalisation proposals using the "Area Approach" where appropriate. However, until now, no Area Approach rationalisation could be seen on Hong Kong Island. Every year, the franchised bus operators, the New World First Bus Services Limited (NWFB) and Citybus Limited (CTB), repeatedly re-submitted proposals that had been previously rejected. Please inform this Committee of the following:

- a. Between 2014 and 2016, what were the numbers of bus route rationalisation proposals for Hong Kong Island re-submitted by NWFB and CTB under their franchise licences that had been previously rejected during the same period?
- b. Starting from 2017-18, can the TD take measures to stop franchised bus operators from re-submitting bus route rationalisation proposals without significant amendments so that there is greater chance of implementing the proposals and the effectiveness of the planning work can be enhanced?
- c. What are the reasons for not pursuing Area Approach rationalisation on Hong Kong Island? Since the extension of MTR Island Line and the commissioning of the South Island Line (East) (SIL(E)), the change in the travelling patterns of the public has generally stabilised. Will the TD take this opportunity to pursue Area Approach rationalisation on Hong Kong Island and provide much more bus-bus interchange concessions so as to improve operational efficiency and provide convenience to passengers?

Asked by: Hon LAM Cheuk-ting (Member Question No. 38)

Reply:

- a & b. Between 2014 and 2016, there were 5 service adjustment proposals involving NWFB and CTB that were not implemented in the Route Planning Programmes

(RPPs) in the first year and were subsequently revised and re-submitted in the RPPs in the following year. The 5 cases are summarised as follows:

<u>Route</u>	<u>Original proposal</u>	<u>Revised proposal put to the Traffic and Transport Committee (TTC) for consultation again</u>
Cross Harbour route (XHT) no. 621 (Laguna City – Central (Hong Kong Station)) and XHT route no. 641 (Kai Tak (Kai Ching Estate) – Central (HK-Macau Ferry Terminal))	<u>2014-15</u> Cancellation of the afternoon peak hour services of XHT route no. 621 and diversion of XHT route no. 641 via the Cross-Harbour Tunnel during afternoon peak hours and re-numbering the route as XHT route no. 141 with Laguna City as its destination.	<u>2015-16</u> The number of departures of return service of XHT route no. 621 during afternoon peak hours were adjusted from 6 to 4.  [Note: The proposal was implemented on 25 February 2016.]
CTB route no. 40 (Wan Chai North – Wah Fu (North)) and CTB route no. 40M (Admiralty (Government Headquarters) – Wah Fu (North))	<u>2016-17</u> - Conversion of route no. 40 to unidirectional service operating from Wah Fu (North) to Wan Chai (Hong Kong Convention and Exhibition Centre) omitting Chi Fu Road, with the last departure time being advanced to 7 p.m. - Relocation of the terminating point of route no. 40M to Wan Chai North Temporary Public Transport Interchange, with both bound trips being diverted via Chi Fu Road omitting Queen’s Road Central, D’Aguilar Street and Lyndhurst Terrace.	<u>2017-18</u> The last departure time of route no. 40 to be advanced to 9 p.m.  [Note: The concerned TTCs are being consulted on this item.]
CTB route no. 41A (North Point Ferry Pier – Wah Fu (Central))	<u>2016-17</u> The 4 departures operating during the hours before/after school to omit Braemar Hill Road and Tin Hau Temple Road.	<u>2017-18</u> The departures omitting only the section of Braemar Hill Road via Braemar Hill Public Transport Interchange.  [Note: The concerned TTCs are being consulted on this item.]

<u>Route</u>	<u>Original proposal</u>	<u>Revised proposal put to the Traffic and Transport Committee (TTC) for consultation again</u>
NWFB route no. 3A (Central Ferry Piers (Pier 7) – Mount Davis)	<u>2016-17</u> Cancellation of 4 departures and conversion to school-days only service.	<u>2017-18</u> Cancellation of only 2 departures with the lowest patronage.  [Note: The concerned TTCs are being consulted on this item.]
XHT route no. 692P (Choi Ming to Central (Exchange Square))	<u>2016-17</u> Cancellation of 4 departures from Mondays to Fridays and all services on Saturdays.	<u>2017-18</u> Extension of the route to Hang Hau (North) on a trial basis for 3 months and subsequent review to be conducted on whether to cancel the route.  [Note: The concerned TTCs are being consulted on this item.]

For the annual RPPs, there are always individual proposals that cannot be implemented for different reasons. If franchised bus companies re-submit the individual proposals in the RPPs in the following year, franchised bus companies will normally make appropriate amendments to meet passenger need as far as possible, taking into account the reasons for not implementing the proposals in the previous year, the views received during consultations and the actual situations. During this process, the TD will also examine these proposals carefully. As shown in the above table, the franchised bus companies have made amendments to the 5 original service adjustment proposals when re-submitting them. In fact, demand for services of individual bus routes in various districts keeps changing all the time. The principle is that the TD follows the existing mechanism when considering service adjustment proposals, and has regard to the latest survey data on passenger demand and makes reference to the Guidelines on Service Improvement and Reduction in RPPs. It will also consult the TTCs of the District Councils before implementing the proposal items (including re-submitted proposal items).

- c. The MTR West Island Line (WIL) was fully commissioned in March 2015 and the SIL(E) was commissioned in December 2016. The TD adopted the Area Approach to review and assess changes in passengers' travelling pattern and passenger demand in the Central and Western District and Southern District on Hong Kong Island as well as the impact on buses and other road-based public transport modes in the affected districts after the commissioning of the railway

services. It then formulated the relevant public transport re-organisation plans (PT Plans) to enhance the overall efficiency of public transport services in the districts so that different road-based transport modes and railway systems can coordinate and complement one another. The PT Plan in connection with the commissioning of the WIL has been implemented. To complement service adjustments, franchised bus companies have introduced a total of 5 additional interchange concession schemes, involving 13 bus routes. The TD is currently consulting the TTCs concerned on the PT Plan in connection with the commissioning of the SIL(E). Franchised bus companies have also proposed 3 additional interchange concession schemes to complement service adjustments, involving 6 bus routes. The TD plans to implement the bus route rationalisation proposals in phases within 6 months after the commissioning of the new railway.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)162**

**(Question Serial No. 1695)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention of Programme (3) District Traffic and Transport Services that the Transport Department (TD) will monitor franchised bus operators' provision of real-time bus arrival information and disburse government subsidies for the installation of display panels for such information. Nevertheless, there are quite a number of bus stops across the territory which are shared by the solely operated routes of the 5 franchised bus operators. The related estimated expenditure under Item 890 of the Operating Account amounts to \$88.27 million. In this connection, please advise this Committee of the following:

- (a) Will consideration be given to requiring the 5 franchised bus operators to accept shared use of display panels by their respective solely operated routes at such shared bus stops in order to achieve savings in expenditure?
- (b) Will the Government integrate into systems like HKeTransport the real-time bus arrival information obtained from various operators through the subsidy scheme for display panels for use by passengers?
- (c) The New World First Bus Services Limited (NWFB) and Citybus Limited (CTB) is making slow progress in introducing real-time bus arrival information system, lagging behind other franchised bus operators. If CTB (Franchise 1) fails to honour its commitments to roll out the system by mid-2018 as scheduled, i.e. within 2 years after the extension of its franchise in 2016, will the TD take punitive actions, such as refusal to reimburse the expenditure on display panels, to force CTB to expedite its progress?

Asked by: Hon LAM Cheuk-ting (Member Question No. 39)

Reply:

- (a) In the commitments made by CTB under the current franchise for Hong Kong Island and Cross-Harbour Bus Network granted in 2015, a mechanism is in place to facilitate

other franchised bus companies to make use of CTB's display panels for the dissemination of real-time bus arrival information of bus routes not operated by CTB.

The Kowloon Motor Bus Company (1933) Limited (KMB), in its new franchise to commence in July this year, has also made a commitment that a similar mechanism would be put in place. The 2 companies have committed to fully co-operating with other operators on this front. The Government will also promote co-operation among different parties on this basis with a view to making good use of bus resources and bringing convenience to passengers.

- (b) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes for free through the websites or smartphone applications provided by the operators concerned and display panels installed at respective bus stops/bus termini. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the "Hong Kong eTransport" smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by KMB will firstly be introduced in the first half of this year.
- (c) CTB has committed to introducing in phases the real-time bus arrival information system within 2 years (i.e. not later than mid-2018) when it was granted the franchise for the Hong Kong Island and Cross-Harbour Bus Network. CTB commenced the first phase of a trial scheme on 1 June 2016 (i.e. the effective date of the current franchise). Passengers can make enquiries about estimated bus arrival time of 8 CTB's routes through its smartphone applications and website. CTB is introducing the real-time bus arrival information system according to its plan and has made satisfactory progress in procuring the new system. As there is still some time before mid-2018, the TD will continue to closely monitor the progress of CTB in implementing this project.

- End -



Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 17)

Reply:

Information on the numbers of registered vehicles in Hong Kong is provided at Annex.

**Annex**

Year of first registration	Number of registered vehicles as at 3 March 2017																					
	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others*
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	LPG	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1991	158	0	715	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	1	0	0	571
1992	106	0	813	0	0	0	6	0	1	6	0	0	0	0	0	0	0	0	0	0	0	656
1993	173	0	1 225	0	0	0	7	0	7	3	0	0	1	0	0	1	0	0	0	0	0	815
1994	181	0	1 831	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	2	0	0	1 113
1995	199	0	1 844	0	0	0	9	0	10	5	0	0	1	0	0	0	0	0	9	0	0	1 217
1996	156	0	2 484	0	0	0	13	0	3	2	0	0	0	0	0	3	0	0	4	0	0	1 425
1997	254	0	7 847	0	1	0	330	0	3	299	0	0	82	0	0	69	0	0	13	0	3	1 794
1998	119	0	8 641	0	0	0	325	0	6	278	0	0	65	0	0	94	0	0	12	0	26	1 651
1999	1	0	10 372	0	17	0	701	0	9	356	0	0	45	0	0	421	0	0	68	0	115	1 880
2000	0	0	15 519	0	827	0	1 217	0	54	590	0	0	60	0	0	417	0	0	93	0	103	1 917
2001	0	0	19 101	0	4 174	0	980	219	41	355	174	0	57	15	0	331	78	0	85	0	153	2 477
2002	1	0	19 960	0	1 831	0	0	1 849	0	0	914	0	0	119	0	0	562	0	35	0	320	2 842
2003	1	0	17 192	0	1 215	0	0	1 704	0	0	1 058	0	0	81	0	0	363	0	4	25	455	3 164
2004	1	0	23 021	0	523	0	0	2 405	0	0	1 630	0	0	79	0	0	372	0	0	51	840	3 490
2005	0	0	24 006	0	403	0	0	3 493	0	0	1 742	0	0	33	0	0	300	0	0	51	1 148	3 390
2006	0	0	25 417	0	362	0	0	3 954	0	0	1 878	0	0	62	0	0	451	0	0	70	75	3 316
2007	0	0	31 363	0	319	0	0	4 392	0	0	2 002	0	0	78	0	0	548	0	0	128	105	3 547
2008	0	0	33 179	0	549	0	0	5 076	0	0	2 423	0	0	117	0	0	697	0	0	251	188	3 455
2009	83	0	27 047	0	338	0	0	2 282	0	0	889	0	0	134	0	0	519	0	0	123	88	2 413
2010	148	53	38 457	0	392	0	0	3 677	0	0	2 404	0	0	378	0	0	782	0	0	143	162	2 634
2011	104	118	40 643	0	268	4	0	4 338	1	0	2 440	1	0	531	0	0	860	0	0	175	60	3 150
2012	22	106	42 448	0	289	0	0	3 914	572	0	909	1 214	0	254	450	0	381	619	0	67	211	3 588
2013	0	67	43 957	0	672	4	0	0	5 771	0	0	2 775	0	0	676	0	0	1 005	0	0	340	4 458
2014	0	858	45 304	0	1 664	0	0	0	8 269	0	0	4 258	0	0	713	0	0	1 205	0	0	523	5 198
2015	0	2 606	47 355	0	2 280	0	0	0	8 668	0	0	4 728	0	0	1 021	0	0	1 668	0	0	568	6 137
2016	0	3 020	37 275	0	1 752	3	0	0	6 710	0	0	3 270	0	0	791	0	0	1 732	0	0	537	5 711
2017	0	1 050	5 692	0	276	0	0	0	864	0	0	373	0	0	115	0	0	204	0	0	39	737

\* Trailers are not included as they are not motor vehicles.

**CONTROLLING OFFICER'S REPLY**

**THB(T)164**

**(Question Serial No. 3043)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The external traffic of North District relies heavily on Fanling Highway and Sha Tau Kok Road, with Kai Leng Roundabout and Sheung Shui Roundabout being the major traffic interchanges of the district. In the past year, there were frequent accidents at Kai Leng Roundabout and Sheung Shui Roundabout, almost paralysing the external traffic of North District. Will the Government inform this Committee of the total traffic flows of (1) Fanling Highway; (2) Sha Tau Kok Road; (3) Kai Leng Roundabout and (4) Sheung Shui Roundabout for each of the years between 2012 and 2016 and the annual design capacities of the above roads and roundabouts? Please also tabulate the numbers of accidents that happened at these roads and roundabouts for each of the years between 2012 and 2016.

Asked by: Hon LAU Kwok-fan (Member Question No. 23)

Reply:

The annual average daily traffic flows (total numbers of vehicles for both bounds) on Fanling Highway and Sha Tau Kok Road in each of the calendar years between 2012 and 2015 are tabulated as follows:

<b>Road</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Fanling Highway	77 280	83 410	73 030	76 410
Sha Tau Kok Road	27 060	27 280	26 990	30 380

\* The traffic data for the calendar year of 2016 are still being compiled and are not yet available.

The maximum capacity (both bounds) of Fanling Highway and Sha Tau Kok Road, calculated on the basis of the numbers of traffic lanes of these two roads, are about 140 000 and 70 000 vehicles per day respectively. For Sha Tau Kok Road, although its maximum capacity is higher than the traffic flow, its actual capacity is constrained by the operation of

several signalised junctions along the road, resulting in occasional traffic congestion at these junctions during peak hours. As for Fanling Highway, there is no traffic congestion along the road, except at Kai Leng Roundabout and Sheung Shui Roundabout.

The Transport Department (TD) does not have statistics on the traffic flows of roundabouts, including Kai Leng Roundabout and Sheung Shui Roundabout. The current design flow to capacity (DFC) ratio of Kai Leng Roundabout is about 1.0 during morning peak hours and about 0.9 during evening peak hours. The DFC ratio of Sheung Shui Roundabout is about 0.9 during morning peak hours and about 1.0 during evening peak hours. Traffic congestion occurs at these two roundabouts during peak hours on weekdays, while normal traffic can generally be maintained during other periods.

To improve the traffic condition of North District, the TD has adjusted the timings of traffic signals on Sha Tau Kok Road to cope with the additional traffic as a short-term improvement measure. In addition, with the commencement of the road works associated with the Queen's Hill development, a southbound lane will be added along the section of Sha Tau Kok Road between Ma Sik Road and Sui Wan Road, while the busier junctions along Sha Tau Kok Road near Fanling town centre will be widened and improved as well. On the other hand, in order to alleviate the traffic congestion at Kai Leng Roundabout and Sheung Shui Roundabout, a lane will be added on So Kwun Po Road on its approach to Kai Leng Roundabout while a lane will be added on Po Shek Wu Road on its approach to Sheung Shui Roundabout. In the long run, the new access road of the Liantang/Heung Yuen Wai Boundary Control Point project, which will be commissioned at end 2018, will help divert and reduce the traffic flows on Sha Tau Kok Road (in particular the section near Fanling town centre) and Kai Leng Roundabout, thereby improving the traffic condition of North District.

The numbers of traffic accidents that happened on Fanling Highway, Sha Tau Kok Road, Kai Leng Roundabout and Sheung Shui Roundabout in each of the calendar years between 2012 and 2016 are tabulated as follows. Most of the accidents were minor ones.

<b>Road</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Fanling Highway	83	87	94	119	146
Sha Tau Kok Road	56	46	50	46	52
Kai Leng Roundabout	2	1	3	4	3
Sheung Shui Roundabout	4	2	2	5	2

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)165**

**(Question Serial No. 3044)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

To tie in with the Government's policy of fostering a "bicycle-friendly" environment in new towns, the Transport Department (TD) has mentioned that it will continue to develop schemes to improve existing cycle tracks and associated facilities in 9 new towns in the New Territories in 2017-18. Will the Government disclose which cycle tracks will undergo improvement works and how much resources will be allocated in 2017-18 to improve the cycle tracks concerned? Please also advise on the amount of funding to be allocated in 2017-18 to provide additional associated facilities of cycle tracks.

Asked by: Hon LAU Kwok-fan (Member Question No. 25)

Reply:

The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)166**

**(Question Serial No. 1262)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please provide information on the closed roads or closed areas to which access is limited to holders of permits issued by the Transport Department (TD), including the locations, details of the closed areas and fees for the issue of the permits.
- (2) Please provide the numbers of applications for closed road permits or closed area permits, the numbers of approved applications and the relevant revenue in the past 3 years with breakdown by closed road or closed area.
- (3) Some other government departments also issue permits for access to closed roads or closed areas but such permits are free of charge. What are the charging criteria of the TD?

Asked by: Hon LEUNG Che-cheung (Member Question No. 15)

Reply:

- (1) Pursuant to regulation 49 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (the Regulations) (Cap 374E), any person who wishes to drive a motor vehicle on a closed road to a place outside Hong Kong, or on a closed road in Lantau, may apply to the Commissioner for Transport for a closed road permit. The Commissioner may charge fees for the issue of closed road permits for cross-boundary vehicles and Lantau closed road permits.

Currently, the access roads leading to Frontier Closed Areas (including Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port) are closed roads. Tung Chung Road (the section to the south of Shek Mun Kap Road) and all roads in South Lantau are also closed roads. According to the Regulations, the fees charged by the TD for the issue of closed road permits are as follows:

Type of closed road permits	Annual Fee (\$) <sup>Note 1</sup>
<b>Closed road permit for cross-boundary vehicle</b>	
Private car	540
Goods vehicle	456
Bus	456
<b>Lantau closed road permit</b>	
First issue	900
Renewal	660

Note 1: In the case of an application for a closed road permit valid for less than 12 months, a fee equal to one-twelfth of the annual fee multiplied by the number of months for which the permit is sought, any part of a month counting as 1 month.

- (2) Regarding closed road permits for cross-boundary vehicles, the numbers of applications, the numbers of permits issued and the total amounts of fees collected in the past 3 years are tabulated below:

Calendar year	2014	2015	2016
Number of applications	52 100	51 800	52 600
Number of permits issued <sup>Note 2</sup>	53 600	54 000	54 700
Total amount of fees collected (\$ 10 million)	2.6289	2.6474	2.6746

Note 2: The number of permits issued is greater than the number of applications received mainly because cross-boundary vehicles are required to apply for multiple permits if they need to make use of a number of control points. The TD does not maintain any record on the number of approved applications.

Regarding Lantau closed road permits, the numbers of applications, the numbers of permits issued and the total amounts of fees collected in the past 3 years are tabulated below:

Calendar year	2014	2015	2016 <sup>Note 4</sup>
Number of applications	9 000	9 800	15 800
Number of permits issued <sup>Note 3</sup>	12 700	14 600	20 100
Total amount of fees collected (\$ million)	5.312	5.928	6.762

Note 3: The number of permits issued is greater than the number of applications received mainly because some applications involve more than 1 vehicle.

Note 4: The number of applications for Lantau closed road permit increased significantly in 2016 as a result of the introduction of the "Driving on Lantau Island" Scheme on 26 February 2016 whereby members of the public can apply for Lantau closed road permit for driving on the closed roads on Lantau Island on Mondays to Fridays (except public holidays) for recreational and leisure purposes. A quota of 25 private cars is allocated per day.

- (3) Currently, the Hong Kong Police Force issues closed road permits for non cross-boundary vehicles (including franchised buses, green minibuses and local school buses serving public transport interchanges at control points), which enter Frontier Closed Area in accordance with the Regulations. Under the Regulations, the

Government will not charge these non cross-boundary vehicles for the issue of the relevant closed road permits.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)167**

**(Question Serial No. 1263)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2017–18 that the department will “continue to closely monitor the traffic condition as well as provision of parking spaces in South Lantau and review the timetable for implementing the second phase of the “Driving on Lantau Island” Scheme (the Scheme)”. In this connection, please inform this Committee of:

- (1) the traffic and environmental impact of the Scheme since its implementation; and
- (2) the plans and strategies in place to cope with the impact on traffic condition and parking facilities in South Lantau as a result of intake of thousands of residents in the public housing development currently under construction in Mui Wo.

Asked by: Hon LEUNG Che-cheung (Member Question No. 16)

Reply:

- (1) The first phase of the Scheme, which has been introduced since 26 February 2016, allows 25 private cars to enter the closed roads in South Lantau each day for leisure and recreational purposes from Mondays to Fridays (except public holidays) when traffic is low. As the number of vehicles allowed to enter South Lantau is strictly restricted and such vehicles can only drive on roads in South Lantau between 8 a.m. and 7 p.m., the traffic and environmental impact should be slight.
- (2) The Home Ownership Scheme development currently under construction in Mui Wo will provide about 700 housing units accommodating a population of about 2 200. The Housing Department (HD) has conducted traffic impact assessment when planning the development and estimated that the traffic impact of the development would be acceptable. The HD has provided suitable number of parking spaces and loading/unloading facilities in the development in accordance with the relevant planning standards. As the housing development is located within a walking distance of 10 minutes from the Mui Wo Ferry Pier and bus terminus, it will be quite

convenient for the residents to make use of ferry and bus services. Currently, Mui Wo Ferry Pier is served by ferry routes to Central, Cheung Chau, Peng Chau and Discovery Bay, whereas the adjacent bus terminus is served by bus routes to Tung Chung Town Centre and other places in South Lantau. The population intake of the housing development is expected to start in 2018. The TD will closely monitor the transport demand of the residents and the utilisation of related public transport services and will request the operators concerned to enhance their services as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)168**

**(Question Serial No. 1264)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2017-18, the Transport Department (TD) has indicated that it will “continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points”. In this connection, will the Government advise on the measures to be taken by the TD to address the traffic problems of the following two control points?

The Lok Ma Chau Spur Line Control Point

- (i) the traffic congestion at the public transport interchange;
- (ii) the traffic congestion in the nearby areas; and
- (iii) disorderly situation at the stopping points of public transport serving the control point in nearby areas (in Tuen Mun and Yuen Long District)

The Shenzhen Bay Control Point

- (i) disorderly situation at the stopping points of public transport serving the control point in nearby areas (in Tuen Mun and Yuen Long District)

Asked by: Hon LEUNG Che-cheung (Member Question No. 17)

Reply:

The Lok Ma Chau Spur Line Control Point (Spur Line Control Point) was originally designed to serve only railway passengers. Due to geographical and size constraints, the public transport interchange adjacent to the Spur Line Control Point (Spur Line PTI) can only accommodate limited public transport services and local school buses carrying the cross-boundary students. Passenger and vehicular flows at the Spur Line PTI have been very heavy. Furthermore, in recent years, large number of taxi passengers, who carry outsize items, gain access to Futian in Shenzhen via the Spur Line Control Point. This has lengthened the pick-up/set-down time of taxis at the Spur Line PTI and increased the vehicular flow along Lok Ma Chau Road, thereby causing traffic congestion in the vicinity of Lok Ma Chau Road in late afternoon.

The TD has adopted a number of measures to improve the above situation. The measures include:

- (1) establishing a mechanism to require empty taxis to obtain chits before entering the Spur Line PTI to prevent excessive number of empty taxis waiting for passengers within the PTI, which may lead to traffic congestion;
- (2) allowing several taxis to pick up passengers at the same time at the taxi stands of the Spur Line PTI to expedite the dispersal of waiting passengers;
- (3) further increasing the number of taxi alighting spaces in end 2016 to allow more taxis to alight passengers at the same time, and providing an egress at the front of the taxi alighting area to enable taxis to leave the Spur Line PTI direct;
- (4) making flexible use of the designated pick up/set down spaces for school buses at the Spur Line PTI. During the period when such spaces are not required by school buses, the franchised buses and green minibuses are permitted to suitably use the spaces for boarding/alighting passengers and stacking of reserve vehicles. The taxis are also permitted to make use of the spaces for alighting passengers under the direction of Police if necessary to relieve traffic congestion;
- (5) erecting iron poles at the approach to up-escalator leading to the departure hall; erecting railings in the middle of the staircase to segregate students from other passengers to ensure safe and fast clearance of students;
- (6) designating busy sections of Lok Ma Chau Road as 24-hour restricted zones to prohibit stopping and loading/unloading activities of vehicles, thereby avoiding traffic congestion; and
- (7) actively studying the feasibility of adding a bus bay at an appropriate location of Lok Ma Chau Road to avoid obstruction to traffic caused by the boarding/alighting activities of buses.

Separately, to further improve passenger flow at the Spur Line PTI, starting from January 2017, frontline enforcement departments have put in place new crowd control measures at the Spur Line PTI whereby outbound and inbound passengers are segregated. The measures aim at improving the management of passenger flows in the PTI, and facilitating passengers to gain access for clearance procedures or take public transport vehicles.

With the implementation of the above measures, the public transport services and passenger waiting condition at the Spur Line PTI have improved.

Regarding the operating condition of the stopping points (of the public transport serving Lok Man Chau Spur Line Control Point and the Shenzhen Bay Port) in Tuen Mun and Yuen Long districts, the TD has observed that on holidays (in particular before and after long holidays), there may be a large number of passengers waiting at individual bus stops for Route B1 (Tin Tsz - Lok Ma Chau Railway Station) and Route B3X (Tuen Mun Town Centre - Shenzhen Bay Port). The TD has urged the bus companies to implement appropriate measures at bus stops with high patronage to improve bus services and

passenger boarding arrangements with a view to maintaining the order. Such measures include:

- (1) enhancing service and operating additional departures in response to passenger demand to expedite the dispersal of waiting passengers;
- (2) providing passenger waiting facilities (such as railings, road marking for passenger queuing, etc.);
- (3) deploying additional field staff to assist boarding passengers and maintain queuing order to address the problem that many cross-boundary passengers carry outsize baggage; and
- (4) making onboard announcements to advise passengers to go to the upper deck or the inner part of the bus.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)169**

**(Question Serial No. 1156)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. With the commissioning of the Kwun Tong Line Extension (KTE) and the completion of the waterfront promenade, hotels, office towers and new housing estates near the Hung Hom Ferry Pier, together with the successive commissioning of the Kai Tak Cruise Terminal, the Runway Park and the various projects of the West Kowloon Cultural District in the adjacent areas, will the Government inform this Committee of whether the Government will consider allocating additional manpower and resources to establish an inter-departmental group to examine the revitalisation of Hung Hom Ferry Pier by introducing new ferry services for different groups of passengers during peak and off-peak hours with a view to matching up with the development of the adjacent areas? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 22)

Reply:

Hung Hom Ferry Pier currently provides a ferry service between North Point and Hung Hom. The average daily patronage of each sailing last year was 69, with occupancy rate at only 21%. In terms of external road-based transport, Hung Hom (Whampoa district) is served by multi-modal public transport services comprising 28 franchised bus routes, 11 green minibus routes and 7 non-franchised bus routes. With the commissioning of the KTE in October last year, the external connectivity of Hung Hom has been enhanced and residents travelling to and from Hong Kong Island can have more convenient choices. Two ferry services plying between Hung Hom and Central and between Hung Hom and Wan Chai were once operated at the pier, but ceased operation due to low patronage. The TD conducted 2 tender exercises between September and December 2010 with a view to selecting suitable ferry operators to operate the "Hung Hom – Central" and "Hung Hom – Wan Chai" licensed ferry services. However, no tender submission was received even after the TD had relaxed the requirements in the second tender exercise in December 2010.

The TD considered that the results of the 2 tender exercises had reflected that the market considered the operation of the 2 ferry services was not financially viable under the then operating environment, with persistently low patronage and high operating cost. Since then, the Government has received no application from any operator expressing interest in providing new ferry service at Hung Hom Ferry Pier. Any ferry operator who is interested in providing ferry service to or from Hung Hom can contact the TD. The TD can assess any service proposal having regard to factors such as passenger demand, and financial and operational viability of the proposed ferry service without the need to establish an inter-departmental group. The above work is undertaken by existing staff of the TD as part of their regular duties.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)170**

**(Question Serial No. 1157)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, an initiative of the Department involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. Many Kai Tak residents and the operator of the Cruise Terminal have conveyed to me that the Environmentally Friendly Linkage System (EFLS) for Kowloon East in the Kai Tak Development (KTD) is making slow progress. Members of the public therefore need to pass through other districts before they can make use of the facilities in the KTD, such as the Cruise Terminal, the Runway Park and the Children's Hospital which is under construction. As the Government is putting on sale many sites in the KTD, the traffic flow in the KTD is expected to increase significantly. In this connection, will the Government inform this Committee of whether other transport modes such as environment-friendly buses or minibuses will be introduced as a temporary traffic measure pending the commissioning of the EFLS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 23)

Reply:

To tie in with the development progress and population growth of the KTD, the Transport Department (TD) has been providing facilities such as taxi stands, minibus and bus stops and planning for the timely provision of road-based public transport services for the KTD, such as introducing new franchised bus/green minibus (GMB) routes and adjusting existing services, to meet local demand for public transport services. The TD also regularly reviews the actual utilisation of franchised bus services and discusses with franchised bus companies in drawing up rationalisation proposals for franchised bus services under the annual Bus Route Planning Programmes, with reference to the Guidelines on Service Improvement and Reduction. It then consults the Traffic and Transport Committees of the District Councils concerned on the proposals.

There are currently 8 franchised bus routes and 2 GMB routes serving the completed developments such as Tak Long Estate and Kai Tak Cruise Terminal in the KTD. Such

routes mainly provide access to Hong Kong Island, Kowloon East and Yau Tsim Mong. To tie in with the development of Kai Tak, including the phased commissioning of the Hong Kong Children's Hospital starting from 2018, the TD has proposed in the Bus Route Planning Programmes 2017-2018 the introduction of 3 franchised bus routes to strengthen the transport link of Kai Tak with Island East and Kowloon. The 3 proposed bus routes are:

- (i) Kowloon City (Shing Tak Street) to Sai Wan Ho (Grand Promenade) via the KTD (morning peak only service);
- (ii) Between Kai Tak (Muk Ning Street) and Tai Kok Tsui (Island Harbourview); and
- (iii) Between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) via the Hong Kong Children's Hospital.

The TD is currently consulting the District Councils concerned on the proposals with a view to finalising details of the proposed routes as soon as possible. The TD will continue to closely monitor the development progress of the KTD and adjust and strengthen different public transport services at appropriate junctures to meet public demand for transport services in the area.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)171**

**(Question Serial No. 1159)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. The operator of the Cruise Terminal has conveyed to me that road development in the Kai Tak Development (KTD) is making slow progress. Commuters therefore need to pass through other districts before they can make use of the facilities in the KTD, such as the Cruise Terminal and the Runway Park. With the commissioning of the Kwun Tong Line Extension (KTE), will the Government inform this Committee of whether it will consider leveraging on the advantages of the mass transportation system of the KTE and examine the revitalisation of Hung Hom Ferry Pier by introducing a new ferry service plying between Kai Tak and Whampoa on top of the kaito service between Kai Tak and Kwun Tong? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 24)

Reply:

There is a licensed ferry service providing daily service between North Point and Kwun Tong via Kai Tak Runway Park. However, according to records, there are not many passengers using this service to go to Kai Tak. There was once a kaito service plying between Kai Tak and Kwun Tong but it ceased operation in 2016 due to low patronage. Apart from ferry services, the Kai Tak Cruise Terminal is currently served by 1 franchised bus route and 1 green minibus route plying to and from Ngau Tau Kok MTR Station and Kowloon Bay MTR Station respectively. The TD also proposed in the 2017-18 Bus Route Planning Programmes to introduce 1 new franchised bus route in 2018 plying between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) to further enhance the road transport of the Kai Tak Cruise Terminal. The TD is currently consulting the District Councils concerned on this proposal.

Any ferry operator who is interested in operating ferry services plying to and from Hung Hom or between Kai Tak and Whampoa can approach the TD. When processing such

applications, the TD will take into account factors such as the demand for the proposed ferry service and its financial and operational viability. In the past year, the TD did not receive any application for operating ferry/kaito service plying between Kai Tak and Whampoa. The TD will continue to keep in view the actual situation and take appropriate follow-up actions upon receipt of applications from ferry/kaito service operators.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)172**

**(Question Serial No. 0555)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in paragraph 155 of the Policy Address that a Trial Scheme for Low-floor Light Buses (Trial Scheme) will be launched and "to improve accessibility for wheelchair users, it is expected that green minibus (GMB) operators will introduce low-floor light buses for trials on some hospital routes in the second half of this year". In this connection, please advise on:

- (a) the amount of subsidy to be disbursed;
- (b) the operators of the low-floor light bus services;
- (c) the details of the hospital routes and dates of introducing the services; and
- (d) whether there are any eligibility criteria or application procedures for using such services; if yes, please provide the details.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 57)

Reply:

To facilitate the use of public light buses by wheelchair users, the Government and green minibus (GMB) operators have identified new low-floor wheelchair-accessible light bus models and will introduce them for trials on 3 hospital routes. The details are as follows:

- (a) At present, the operators participating in the Trial Scheme will purchase and operate the light buses at their own cost without government subsidies. After the implementation of the Trial Scheme, we shall review with the operators on the operational effectiveness of the light buses, including the technical and operational feasibility, repair and maintenance, passengers' views, etc. If the review results confirm the feasibility and desirability of the Trial Scheme, we shall discuss with the trade on the further promotion of low-floor light buses.
- (b) & (c) The GMB operators are AMS Public Transport Holdings Limited, Crown Score Industries Limited and Chit Fai Motors Company Limited. They each will introduce 1 low-floor light bus for trials on one of the 3 routes serving Queen

Mary Hospital <sup>1</sup>, Prince of Wales Hospital (N.T. GMB route no. 808, plying between Kam Ying Court and Prince of Wales Hospital) and St. Teresa's Hospital <sup>1</sup> respectively.

The TD and the operators are examining the detailed specifications of various vehicle models, including the vehicle dimension and size, the location for wheelchair entrance/ exit, etc. The Trial Scheme is scheduled to be rolled out in the second half of this year.

- (d) The TD welcomes any interested GMB operators to participate in the Trial Scheme. Interested operators may submit their proposals on the scheme to the TD, and the department will provide any assistance required.

<sup>1</sup> Since the operator operates more than one route serving the hospital concerned, the trial route is yet to be confirmed.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)173**

**(Question Serial No. 0953)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

To further promote walkability, the Government is fostering the concept of “Walk in HK”. In this connection, will the Government inform this Committee of the following:

- (1) What is the implementation timetable of the “Walk in HK” initiative and the manpower, expenditure and resources involved?
- (2) The Government will select two areas for pilot study. Have local organisations and stakeholders been consulted on this? If yes, what are the details? If no, what are the reasons?
- (3) To complement the initiative, the Government will explore the relaxation of the requirements for adding covers to public walkways. When will the study commence and what is the timetable?

Asked by: Hon LO Wai-kwok (Member Question No. 24)

Reply:

1. - 3. Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select two areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the

two areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)174**

**(Question Serial No. 0972)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the "Driving on Lantau Island" Scheme (the Scheme):

1. What is the number of applications per month since the implementation of the first phase of the Scheme? Will the quota for electric private cars be adjusted? Will priority be given to disabled drivers? If yes, what are the details?
2. When will the Scheme be reviewed? When will the second phase be implemented and what are the details?
3. Have the works on road widening and road bend improvement been carried out? Have additional parking spaces been provided? If yes, what are the details and the expenditure involved?

Asked by: Hon LO Wai-kwok (Member Question No. 31)

Reply:

The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, 5 are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with all the places (in particular the places for non-electric private cars) available for application each day snapped up within very short time. In the past 12 months, the average number of successful applications under the Scheme was about 470 each month.

The TD will decide on the implementation schedule for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) having regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau. There is no plan at this stage to adjust the quota of electric private cars or give priority to disabled drivers.

The TD has been actively working with relevant works departments on a number of road widening and road bend improvement works along South Lantau Road and Keung Shan Road. The total cost of these works is about \$26 million. 16 of these works have been completed and the remaining 5 are in full swing and were scheduled for completion in 2017. The TD will continue to closely monitor the traffic condition of the roads in South Lantau and take appropriate measures as and when necessary to ensure safe and smooth driving.

Separately, the Government has been making efforts to provide additional public parking spaces for private cars in South Lantau. In the past 2 years, a total of 15 and 10 additional private car parking spaces were provided in Pui O and Shek Pik respectively. 8 additional on-street private car parking spaces in Mui Wo are now under planning. We will continue to make use of vacant government land to provide short-term tenancy car parks at suitable locations, including provision of a short-term tenancy car park in Yim Tin Pok, Tai O to provide 60 additional private car parking spaces.

On the other hand, improvement works in Tai O and Mui Wo have commenced in phases. According to the programmes concerned, an additional 51 private car parking spaces will be provided at the car park at the western end of Tai O Road, with estimated completion date in end 2018. Also, 90 additional private car parking spaces will be provided at the car park near former New Territories Heung Yee Kuk Southern District Secondary School, with estimated completion date in early 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)175**

**(Question Serial No. 2818)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the 6 major outlying island ferry routes (provided with special helping measures (SHM)), will the Government inform this Committee of:

- a. the average daily patronage of the 6 outlying island ferry routes in the past year (2016); and
- b. whether the Government has given consideration to letting the public sector operate ferry services?

Asked by: Hon LUK Chung-hung (Member Question No. 34)

Reply:

- a. The average daily patronage of the 6 major outlying island ferry routes (including the "Central - Cheung Chau", "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, "Central - Mui Wo", "Central - Peng Chau", "Central - Yung Shue Wan" and "Central - Sok Kwu Wan") in 2016 is tabulated as follows:

<b>Ferry Route</b>	<b>Average daily patronage in 2016</b>
Central - Cheung Chau	25 350
Inter-islands	1 004
Central – Mui Wo	5 858
Central – Peng Chau	7 035
Central – Yung Shue Wan	8 981
Central – Sok Kwu Wan	1 190

- b. The Government will continue to provide the SHM for the 6 major outlying island ferry routes in the new licence period from 2017 to 2020. Separately, it will, in the first half of 2019, examine in the mid-term review of the next 3-year licence period (2017-2020) whether the SHM are the most desirable long-term operation model to maintain the financial viability of ferry services. The review will cover, inter alia, extension of the licence duration and a study of the pros and cons of possible options e.g. letting the Government own the ferry fleet and outsourcing its operation. The objective is to ensure enhanced service quality, financial viability and reasonable fare level of ferry services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)176**

**(Question Serial No. 1829)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the programmes of the Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

- a. What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past 3 years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2014-15						
2015-16						
2016-17						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past 3 years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2014-15						
2015-16						

2016-17						
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- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past 3 years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2014-15			
2015-16			
2016-17			

- d. What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past 3 years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2014-15				
2015-16				
2016-17				

- e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past 5 years? What were the numbers of prosecutions and convictions?
- f. What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Would the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?
- g. What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2017-18?
- h. Will the second phase of the Scheme be implemented in 2017-18? Please advise on details of the plan and the estimated expenditure for 2017-18.

Asked by: Hon MO Claudia (Member Question No. 7)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2014-15 to 2016-17 (up to end February 2017) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end <sup>Note</sup>
2014-15	37 646	121	167 338
2015-16	37 312	134	204 650
2016-17 (up to end February 2017)	31 640	24	236 290

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

The staff members handling direct issue of Hong Kong full driving licences are also responsible for handling other driving licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications from Mainland drivers for direct issue of driving licences.

- b. The information in respect of the LHD vehicles from the Mainland from 2014-15 to 2016-17 (up to February 2017) is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2014-15	18	0	250
2015-16	82	0	254
2016-17 (up to end February 2017)	26	0	233

The staff members handling registration and licensing of the LHD vehicles from the Mainland are also responsible for handling other vehicle licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications pertaining to the Mainland LHD vehicles.

- c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2014-15 to 2016-17 (up to February 2017) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2014-15	10	18	0
2015-16	13	17	0
2016-17 (up to end February 2017)	6	7	0

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Police by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles. As such, the Police does not have the information required.
- e. The Police does not maintain any records on the number of prosecution and conviction cases concerned.
- f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing. Moreover, the LHD vehicles should also apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged 6 years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.
- g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 28 February 2017, the TD has received a total of 10 537 applications for the Scheme with 9 875 applications approved. In 2014-15 and 2015-16, the annual expenditure for the Scheme was \$3.13 million and \$3.26 million respectively. The estimated expenditure in 2016-17 is \$3.3 million. The estimated expenditure in 2017-18 is \$3.12 million, which mainly covers staff cost and system maintenance charges.
- h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)177**

**(Question Serial No. 3096)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it will continue to consult stakeholders on public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and South Island Line (East) (SIL(E)) and implement the final re-organisation plans. In this connection, please advise on the following:

- (a) What were the numbers of consultations conducted by the TD for local communities on public transport service re-organisation proposals in connection with the commissioning of the KTE and SIL(E) over the past 3 years? What were the contents of the consultations? Please provide the information in the table below:

Consultation date	Venue of conducting consultation	Name of stakeholders consulted and number of participants	Content of consultation	Government officials present	Expenditure of consultation

- (b) Have public consultation exercises been conducted by the TD on the public transport service re-organisation proposals in connection with the commissioning of the KTE and SIL(E) over the past 3 years? What were the contents of the consultations? Please provide the information in the table below;

Consultation date	Venue of conducting consultation	Name of stakeholders consulted and number of participants	Content of consultation	Government officials present	Expenditure of consultation

- (c) What adjustments have been made to the public transport service re-organisation proposals? Please provide the details.
- (d) Does the TD have any timetable for implementing the final re-organisation plans? Please provide the details.

Asked by: Hon MO Claudia (Member Question No. 72)

Reply:

- (a) & (b) The KTE and SIL(E) were commissioned in October and December last year respectively. According to the established practice, the TD will formulate public transport re-organisation plans (PT Plans) before the commissioning of new railways and collect local views through the Traffic and Transport Committees (TTCs) of the District Councils (DCs) concerned. The main papers on the PT Plans will also be uploaded to the TD's website to facilitate the public to express their views to the TTCs.

The TD attended a total of 22 meetings of the TTCs of 12 affected DCs to seek views on the PT Plans in connection with the commissioning of the KTE and SIL(E) during the periods from March 2016 to March 2017 and from May 2016 to March 2017 respectively. The dates of the meetings of TTCs attended by the TD are set out in the Annex. As for the meeting venues, names and numbers of the attendees and consultation details, they are set out in the minutes of meetings concerned and relevant papers. Such information has been uploaded to the website of the District Councils ([www.districtcouncils.gov.hk](http://www.districtcouncils.gov.hk)) for public inspection. Apart from the above meetings, the TD also collected public views on the PT Plans through established channels.

To cope with the work relating to the PT Plans in connection with the commissioning of the new railways, the TD created 2 posts on a time-limited basis for 4 years, including 1 Senior Transport Officer and 1 Transport Officer I. The annual staff cost of the two posts is about \$1.68 million.

- (c) & (d) To ensure that the re-organisation arrangements can better cater for the needs of the majority of passengers, the TD will conduct surveys on the affected bus routes before and after the commissioning of new railways in order to analyse changes in passenger demand patterns. The TD will review and revise the proposals of the PT Plans having regard to the actual passenger demand and public views and with reference to the TD's Guidelines on Service Improvement and Reduction in Bus Route Development Programmes. It will then consult the TTCs concerned again on the revised plans before implementing them. The TD plans to implement the proposals of the PT Plans of the above 2 railways in phases within 6 months after their commissioning.

As mentioned above, the PT Plans will be revised having regard to the views collected in the consultations and actual passenger demand patterns established based on survey data. Regarding the major revised re-organisation arrangements that have already been implemented, the TD originally proposed truncating the routing of Kowloon Motor Bus route no. 7B (Lok Fu - Hung

Hom Ferry Pier) in the PT Plan for the KTE. However, as the changes in patronage were smaller than expected after the commissioning of the KTE, the TD altered the arrangement by adjusting the frequency of that route in February this year. As for the PT Plan for the SIL(E), the TD originally proposed cancelling New World First Bus Services Limited route no. 78 (Wong Chuk Hang - Wah Kwai) and replacing it with two additional green minibus routes. However, taking into account the results of discussions with the DCs concerned, the TD subsequently altered the arrangement by retaining the bus route and relocating its terminating point in Wong Chuk Hang to the public transport facility outside Wong Chuk Hang Station on the commencement date of the SIL(E) to cater for the passenger demand in the area. As for the remaining revised proposals of the PT Plan for the SIL(E), the TD will submit to the TTCs concerned in March 2017 for consultation.

**PT Plan for the KTE and SIL(E)**  
**Dates of the meetings of the TTCs of the DCs attended by the TD**

**(I) KTE**

<b>Number</b>	<b>TTC of DC</b>	<b>Meeting date</b>
1.	Kowloon City	7 April 2016 29 September 2016 19 December 2016 2 March 2017
2.	Sham Shui Po	10 March 2016 16 February 2017
3.	Wong Tai Sin	19 April 2016 7 February 2017
4.	Yau Tsim Mong	10 March 2016 5 January 2017
5.	Sai Kung	19 January 2017
6	Sha Tin	10 January 2017

**(II) SIL(E)**

<b>Number</b>	<b>TTC of District Council</b>	<b>Consultation date</b>
1.	Southern	23 May 2016 21 November 2016
2.	Central and Western	16 June 2016
3.	Wan Chai	14 June 2016
4.	Eastern	7 June 2016
5.	Kwun Tong	26 May 2016
6.	Wong Tai Sin	31 May 2016
7.	Yau Tsim Mong	7 July 2016
8.	Sha Tin	5 July 2016
9.	Islands	18 July 2016

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 1963)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the vetting and approval of hire car permits (HCPs), please provide information using the tables below:

(1) The issue of HCPs in 2016-17

5 types of HCPs issued under the Regulations	Statutory maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2017)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

(2) The issue of Private Service (Limousine) HCPs

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2015						
2016						
2017 (as at 28 February 2017)						

(3) The age of vehicles with Private Service (Limousine) HCPs issued in the past 3 years

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2014				
2015				

2016				
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(4) The issue of Private Service HCPs

Year	Number of enquiries about Private Service HCPs	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2015					
2016					
2017 (as at 28 February 2017)					

- (5) Given that there is an actual demand from the public for using information technology (IT) (including the Internet or mobile applications) to call hire cars for point-to-point personalised transport service, will the Government consider updating the HCP regime where appropriate and provide regulatory guidelines for operators of those IT platforms in 2017-18, so as to strike a balance among IT application, demand from the public and passenger safety?

Asked by: Hon MOK Charles Peter (Member Question No. 32)

Reply:

The information on HCPs is provided as follows:

- (1) The issue of HCPs as at 28 February 2017:

5 types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued	Number of HCPs issued by the TD (as at 28 February 2017)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service <sup>Note 1</sup>	1 500	651	43.4%
Hotel Hire Car Service	400	163	40.75%
Tour Hire Car Service	400	112	28%
Airport Hire Car service	60	0 <sup>Note 2</sup>	Not applicable
School Hire Car service	1 500	0 <sup>Note 2</sup>	Not applicable

Note 1: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 2: According to the information of the TD, airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the same time

school hire cars were also replaced by school private light buses. The TD thus no longer receives applications for these two types of HCPs.

(2) The issue of Private Service (Limousine) HCPs between 2015 and 2017 (as at 28 February 2017):

Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs <sup>Note 3</sup>	Number of requests for “pre-application assessment” <sup>Note 4</sup>	Number of applications received	Number of applications approved in the year <sup>Note 5</sup>	Number of applications rejected in the year <sup>Note 5</sup>	Number of applications approved on grounds of special considerations in the year <sup>Note 6</sup>
2015	64	Not applicable	25	9	10	1
2016	65	Not applicable	46	4	5	1
2017 (as at 28 February)	4	4	4	4	10	0

Note 3: Figures include written enquiries or those received via 1823 call centre, whereas there are no statistics on enquiries made in person or by phone to TD.

Note 4: “Pre-application assessment” was introduced on 1 February 2017.

Note 5: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 6: The figures have been included in the “number of applications approved in the year”.

(3) The age of vehicles with Private Service (Limousine) HCPs issued <sup>Note 7</sup> in the past 3 years:

Year (Calendar year)	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles <sup>Note 8</sup>	Number of vehicles replaced
2014	\$558,579	6.3	0	40
2015	\$557,041	6.5	9	62
2016	\$521,920	4.8	0	106

Note 7: Based on the vehicles with valid Private Service (Limousine) HCPs as at 31 December of the year.

Note 8: A vehicle should be less than 1 year old from the date of first registration as a “brand new vehicle” in Hong Kong at the time of the application. For a vehicle not first registered in Hong Kong as a “brand new vehicle”, it should be within 1 year from the “Year of Manufacture” at the time of the application.

(4) Between 2015 and 2017 (as at 28 February), the TD has not received any enquiry or application regarding Private Service HCPs.

- (5) There are clear provisions in the existing laws stipulating the use of private cars for the carriage of passengers for hire or reward. Under section 52(3) of the Road Traffic Ordinance (Cap 374), a person who drives or uses a motor vehicle without a HCP for the carriage of passengers for hire or reward commits an offence.

The Government is open-minded in respect of the application of different types of technologies, including the use of Internet or mobile applications, for calling hire cars. However, existing laws and regulations must be followed in using new technology or new platform to protect the interests and safety of passengers. When a person or an organisation (including the operator of a car hailing platform based on smartphone applications) arranges private cars for the carriage of passengers for hire or reward by whatever means (including the Internet and mobile applications), the hire car service concerned must be authorised with valid HCPs, and conform to the relevant statutory requirements and HCP conditions.

In response to the views of the community on hire cars and the market demand for hire car service, the TD introduced new measures on 1 February 2017 to facilitate new entrants to the hire car market and ensure the quality of vehicles. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, giving special consideration on individual merits for applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts, and introducing new requirements for vehicle age of Private Service (Limousine) hire cars.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)179**

**(Question Serial No. 1966)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) introduced the “Hong Kong eTransport” smartphone application in 2011 and set up “Hong Kong eTransport Kiosks” at 8 locations. In future, the TD will discuss with bus companies on the provision of more real-time information such as bus arrival time. In this connection, please advise on the following:

- (1) What were the average weekly numbers of active users and the numbers of searches of “Hong Kong eTransport” in 2016?
- (2) What were the expenses incurred in setting up “Hong Kong eTransport Kiosks” and the number of usage of each kiosk? Will additional kiosks be provided in 2017-18 to encourage their utilisation by the public and tourists? If yes, what are the details and expenditure involved?
- (3) Will the Government encourage the MTR Corporation limited (MTRCL) and bus companies open up the application program interface (API) of real-time arrival information to facilitate developers to develop more applications for the convenience of commuters?

Asked by: Hon MOK Charles Peter (Member Question No. 34)

Reply:

- (1) The average weekly number of active users of the “Hong Kong eTransport” smartphone application in 2016 was about 142 000 and the weekly number of route searches was about 78 000.
- (2) As at end September 2016, the TD has set up a total of 18 “Hong Kong eTransport Kiosks” at 15 locations with higher pedestrian flow, such as Arrival Hall of the Hong Kong International Airport, Peak Galleria and Ocean Park, at a total cost of about \$6 million. The monthly total number of users of these kiosks was about 30 000 on average. The TD has no plan to set up additional kiosks at this stage.

- (3) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)180**

**(Question Serial No. 1970)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

The governments of a number of countries are carrying out studies on driving assistance technology and examining the regulation and technological development of driverless vehicles, including formulating autonomous driving roadmap, relaxing statutory regulations on driverless vehicles and drones, exploring amending relevant laws and engaging in discussions on compensation mechanisms relating to incidents involving autonomous vehicles. Other initiatives include designation of autonomous driving testing zone to allow test runs and operation of driverless vehicles, formulation of relevant testing standards, development of dedicated insurance products and issuance of permits to allow autonomous vehicles to run on the road. However, no such development has been seen in Hong Kong.

Regarding initiatives on this front, please advise on the following:

- (a) How many applications were received in 2016-17 on adding driving assistance features in operating systems of production vehicles? What were the details of these applications and the number of approved applications?
- (b) Are there any plans to carry out studies on the technical standards, relevant legislation and testing of driving assistance and driverless vehicle technologies? If yes, what are the specific work, expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (Member Question No. 38)

Reply:

- (a) A new vehicle model needs to be examined and approved by the Transport Department (TD) to ensure its roadworthiness before vehicles of the same model can be registered in Hong Kong. This approval process is commonly known as "type approval". Driving assistance technology used in a new vehicle model, like any new automotive technology, is also required to go through the type approval process. The TD received 1 application in November 2016 from an electric vehicle manufacturer for the inclusion of steering assistance feature in its latest vehicle model. This new

vehicle model passed the type approval in January 2017. The TD received enquiries from other manufacturers afterwards regarding the addition of new driving assistance features in their new vehicle models, but no formal application has yet been received.

- (b) For driverless vehicles, as automobile technology is ever evolving, the TD is closely monitoring the latest development of technology employed by overseas vehicle manufacturers on this front. If application is received for testing driverless vehicles in Hong Kong, the TD will assess the operational safety of such vehicles and ascertain their roadworthiness. The TD will then provide necessary assistance to facilitate testing of related technologies in the context of Hong Kong. Moreover, the TD has commenced initial studies on issues relating to the use of driverless vehicles, such as the formulation of relevant technology standards, regulatory regime and legislative amendments, etc. Also, the TD has gathered overseas experience for reference. In 2016, officers from the TD paid a visit to Singapore for exchange of experience and one of the topics discussed was the development of driverless vehicles and related matters.

At present, the work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 1971)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of more real-time traffic information for the convenience of the public and the promotion of innovative technology development, will the Government inform the Committee of the following:

- (1) As regards the Government's plan to install traffic detectors along some strategic routes, what are the details, expenditure and progress of the work on selecting consultants to engage in relevant studies and design work?
- (2) Regarding the project mentioned in (1) above, what are the installation and implementation timetable and estimated expenditure?
- (3) The Government indicated last year that the estimated expenditure of the implementation services for the upgrading of the Transport Information System (TIS) in the coming 3 years would be \$3.8 million. What are the specific work, work programme, timetable and manpower involved?
- (4) What are the numbers of downloads and monthly active users of Hong Kong eTransport and Hong Kong eRouting websites and smartphone applications? Is there any review on the cost-effectiveness and usage of the aforementioned applications?
- (5) In the previous and coming year, did the Government or will the Government consider enhancing the communication with the public and application developers to understand their needs in the use and acquisition of real-time traffic information? If yes, what are the details and plans?
- (6) Are there any plans to request franchised bus companies and other public transport operators to open up standardised real-time vehicle locations and estimated arrival time data to the public and third party developers and provide real-time traffic and transport data to "data.gov.hk" in machine-readable format for free to promote development of more innovative applications by the public for the use of the

community? If yes, what are the data formats, volume of the data and the relevant details?

- (7) The Government indicated that “the Transport Department (TD) will establish a Project Steering Committee composing senior officials of the TD and the Office of the Government Chief Information Officer to guide the implementation and oversee the progress of the upgrading of the TIS. The TD will also set up a dedicated project team to manage the project, including monitoring the progress and administering the implementation contracts to ensure a smooth system implementation”. What kind of steering work has been undertaken and will be undertaken in 2016-17 and 2017-18 respectively?
- (8) Will the charging level of the relevant intelligent road network database be reviewed to attract its use by start-ups? If yes, what are the details and plans?

Asked by: Hon MOK Charles Peter (Member Question No. 39)

Reply:

- (1) The consultancy agreement for investigation, design and construction relating to the installation of traffic detectors along some strategic routes commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. The total value of the consultancy agreement is about \$5 million. Major investigation and design work by the consultant include review of different vehicle detection technologies, design of civil works and electrical and mechanical works relating to the installation of traffic detectors as well as design of the central computer system and data communication system, etc.
- (2) Site installation of traffic detectors is expected to commence in phases starting from 2018, with the first phase of detectors scheduled for commissioning by end-2019 and remaining detectors by end-2020. The expenditure of site installation is estimated at about \$165 million.
- (3) The TD invited tenders for the upgrading of the TIS in December 2016. Vetting of tenders is underway and the contract is expected to be awarded in mid-2017. Upon completion of the upgrading work scheduled by end-2018, the TIS will be able to provide the public with enriched and personalised traffic and transport information. The TD will deploy the staff responsible for managing the existing system and hire 1 contract System Analyst and 1 contract Analyst/Programmer to assist in implementing this project.
- (4) As at December 2016, the total number of downloads for “Hong Kong eTransport” and “Hong Kong eRouting” smartphone applications are 1 610 000 and 152 000 respectively. The monthly active website and smartphone application users of “Hong Kong eTransport” and “Hong Kong eRouting” are 570 000 and 60 000 respectively. The TD has reviewed utilisation of the two applications and considers that they are cost-effective.
- (5) The TD has been collecting feedbacks from the public and application developers on the arrangements for provision of real-time traffic data through the Government public

information portal “data.gov.hk”. At present, various traffic data are being provided at this portal to facilitate development of more innovative applications by private companies and value-added service providers for the use of the public. The project team responsible for the upgrading of the TIS will consider conducting user surveys at an appropriate time to collect feedbacks on the data format and standard to meet the needs of the public.

- (6) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

Moreover, upon the installation of traffic detectors and upgrading of the TIS, the TD will be able to provide for free more real-time information, such as traffic speed and traffic flow, in standardised open data format through the “data.gov.hk” website to facilitate development of more innovative applications at the community level for the use of the public.

- (7) For the purpose of upgrading the TIS, the TD set up a Project Steering Committee and a dedicated project team (the team) in 2016 to oversee, monitor and administer the project. The work of the team undertaken in 2016-17 included overseeing the drafting of tender documents and conducting the tender exercise. In 2017-18, the work of the team will mainly include overseeing the tender vetting process, awarding contract, formulating system design and engaging in development and testing.
- (8) The TD has been making available the Intelligent Road Network to the public at a fee since 2010 to enable private sectors and value-added service providers to make use of the data available in the Intelligent Road Network to develop other intelligent transport application systems. Generally speaking, we will review the charging level on a regular basis in accordance with the principles of “cost recovery” and “user pays”. That said, we stand ready to discuss with other government departments the scope of adjustments to the principles in future.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 1975)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the parking policy and parking meter system, will the Government advise on the following:

- (1) What is the concrete work plan in 2017-18 to provide incentives to commercial public carpark operators to upload parking vacancy data and real-time information on vacant parking spaces in their car parks onto the "data.gov.hk" website?
- (2) Regarding the first phase of the New Parking Meter System Trial Scheme (Trial Scheme), what is the current utilisation rate? How do they compare with conventional parking meters in terms of utilisation rate?
- (3) What are the details and timetable of the second phase of the Trial Scheme? Will the system support mobile phone payment systems? If yes, what are the details?
- (4) The Government has indicated that it would commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. What are the results of the review?

Asked by: Hon MOK Charles Peter (Member Question No. 41)

Reply:

- (1) The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to upload their parking vacancy data to the Government's public sector information portal at the "data.gov.hk" website. Positive initial feedback has been received from some car park operators. The TD will continue to contact the related operators to upload their car park data. In addition, the TD updated the HKeTransport smartphone application last year to disseminate real-time parking data of about 50 car parks (including government car parks) in order to help motorists search for parking spaces. The TD will continue to encourage car

park operators to provide and disseminate information and real-time parking vacancy data of their car parks.

- (2) The first phase of the field trial of the new parking meters has been rolled out in Yuen Long and Mong Kok since October 2016. The average daily utilisation rate of the metered parking spaces concerned is about 70%, which is similar to conventional metered parking spaces.
- (3) The second phase of the field trial of the new parking meters is expected to be conducted in Sai Kung and Wan Chai in the second quarter of 2017. Similar to the trial in the first phase, the new parking meters will accept payment of parking fees by Octopus and 3 kinds of contactless credit cards (including Visa payWave, MasterCard Contactless and UnionPay QuickPass). As for payment by mobile phone payment systems, since engaging the public in the field trial requires amendments to the Road Traffic Ordinance (Cap 374), the trial of such payment systems cannot be opened for public. We will request suppliers participating in the Trial Scheme to conduct internal field tests on mobile phone payment systems and submit test reports to the TD. Upon the completion of the tests, we will conduct evaluation with a view to finalising the specifications of the new parking meters, including whether mobile phone payment systems and functions should be supported.
- (4) The TD will soon commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. The TD has earmarked \$1.8 million in the 2017-18 financial year for the consultancy study fee.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)183**

**(Question Serial No. 3235)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiative to “commence a parking policy review”, please advise on the numbers of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past 3 years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next 3 years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 48)

Reply:

As at end-January 2017, the total number of licensed vehicles (excluding trailers and government vehicles) in Hong Kong is 742 199 and that of parking spaces (including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces exclusively for individual private use) is about 745 000.

The numbers of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap 237) in the past 3 years are tabulated as follows:

	2014 (Calendar year) <sup>Note</sup>	2015 (Calendar year)	2016 (Calendar year)
Fixed penalty ticket against illegal parking	1 066 554	1 326 112	1 609 628

Note: Based on the dates of the offences.

Commercial vehicles (in particular goods vehicles and coaches) serve the functions of carrying passengers and goods. They have substantive demand for parking spaces in their daily operations, and have been playing an important role in the logistics industry, tourism industry, as well as the overall economy. The Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles. The Transport Department is about to commence a consultancy

study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles, and to derive plan for increasing the number of commercial vehicle parking spaces in the future. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)184**

**(Question Serial No. 0477)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

With reference to the table below, please provide the numbers of vehicles involved in the prosecutions against the offence of unauthorised operation of vehicles governed under the Passenger Service Licence (PSL) System with breakdown by vehicle type and service type in the past 3 years.

<b>Vehicle type</b>	<b>Service type</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Non-franchised public bus	Tour service			
	Hotel service			
	Student service			
	Employees' service			
	International passenger service			
	Residents' service			
	Multiple transport service			
	Contract hire service			
Private bus	Student service			
	Employees' service			
	Disabled persons' service			
	Other service			
Public light	Non-scheduled			

bus	service provided by red minibus			
	Scheduled service provided by green minibus			
School private light bus	Student service			

Asked by: Hon POON Siu-ping (Member Question No. 31)

Reply:

Under section 30 of the Road Traffic Ordinance (Cap. 374), if PSL holders are suspected of operating unauthorised service or contravening any licensing conditions or PSL conditions, the Commissioner for Transport can appoint a public officer to hold an inquiry against such PSL holders for the irregularities. As non-franchised public bus and private bus may be granted more than 1 service endorsement, the TD can only provide the number of vehicles involved in such inquiries with breakdown by vehicle type in the past 3 years as follows:

Vehicle type	Service type	Number of vehicles involved in inquiries		
		2014	2015	2016
Non-franchised public bus	Authorised bus service <sup>Note 1</sup>	19	35	63
Private bus	Authorised bus service <sup>Note 1</sup>	0 <sup>Note 2</sup>	0 <sup>Note 2</sup>	0 <sup>Note 2</sup>
Public light bus	Red minibus	0 <sup>Note 2</sup>	0 <sup>Note 2</sup>	0 <sup>Note 2</sup>
	Green minibus	0	25 <sup>Note 3</sup>	25 <sup>Note 3</sup>
Private school bus	Student service	19	41	21

Note:

- (1) Non-franchised public bus and private bus may be granted more than 1 service endorsement.
- (2) The TD has not discovered any suspected cases of private bus or red minibus being used in providing unauthorised service or contravening any licensing conditions or PSL conditions.
- (3) The green minibus operator involved in the inquiry had not complied with the schedule of service and/or related service conditions in operating the services. The case did not involve operation of unauthorised service.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)185**

**(Question Serial No. 0478)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the passing rates of medium and heavy goods vehicles during their first inspections conducted by government vehicle examination centres (VECs) in 2016? What were the main reasons for failing the first inspections?

Asked by: Hon POON Siu-ping (Member Question No. 32)

Reply:

A total of about 39 200 medium goods vehicles and 6 500 heavy goods vehicles were inspected by government VECs in the calendar year of 2016. The passing rates of the two types of vehicles during their first inspections were 95% and 92% respectively. The main reasons for failing the first inspections include failure of the braking system, suspension system or damage to bodywork.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)186**

**(Question Serial No. 0479)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How many re-routeing applications were made by the operators of non-franchised buses (NFB) in 2016 and how many of them were approved? What were the operators and the routes involved in the approved cases?

Asked by: Hon POON Siu-ping (Member Question No. 33)

Reply:

The Transport Department (TD) received 12 re-routeing applications in respect of Residents' Service routes from NFB operators in 2016. Among the applications, 7 were approved, 1 was rejected and the remaining 4 are being processed. The names of operators involved in the 7 approved cases and related details are as follows:

<b>Operator</b>	<b>Route Number and destinations</b>	<b>Details of re-routeing</b>
Aberdeen Maxicab Service Company Limited	Residents' Service Route No. HR42 Baguio Villa (Lower) – Kennedy Town MTR Station (Circular)	The route was truncated from Central to Kennedy Town
Sun Bus Limited	Residents' Service Route No. HR87 Larvotto, Ap Lei Chau Praya Road – Connaught Place (Circular)	The route was truncated from Harbour Building to Connaught Place
Associated Tourist Coach Limited	Residents' Service Route No. HR80 Pacific Palisades – Taikoo Shing (Circular)	The Pacific Palisades bound routeing was diverted via the Island Eastern Corridor

<b>Operator</b>	<b>Route Number and destinations</b>	<b>Details of re-routeing</b>
Rotary Bus Services Company Ltd.	Residents' Service Route No. NR801 Pok Hong Estate, Sha Tin – Central	The Sha Tin bound routeing was diverted via the Cross Harbour Tunnel
Sun Bus Limited	Residents' Service Route No. NR834 University Residence Nos. 10 and 11 of The Chinese University of Hong Kong – University Station	The routeing within The Chinese University of Hong Kong was diverted
Sun Bus Limited	Residents' Service Route No. NR839 Dragons Range – Tai Wai Station (Circular)	The Tai Wai bound routeing was diverted via Tai Po Road (Sha Tin section)
Good Funds Services Limited	Residents' Service Route No. NR954 Kenswood Court, Kingswood Villa, Tin Shui Wai – Tin Shui Wai Station (Circular)	The Tin Shui Wai Station bound routeing was diverted via Tin Shing Road

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)187**

**(Question Serial No. 0513)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) stated that the formulation of public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)) is one of the Matters Requiring Special Attention in 2017-18. In this connection, using the table below, please list out the impact on road traffic during weekday peak hours after the commissioning of the KTE and SIL(E) of the MTR with breakdown by time period and road:

**Impact of the commissioning of the KTE and SIL(E) of the MTR on road traffic during weekday mornings (7 a.m. to 9 a.m.) and evenings (5 p.m. to 7 p.m.):**

Road/ tunnel	Maximum capacity (vehicles/ hour)	Traffic volume (vehicles/hour)		Vehicle speed (kilometres/hour)	
		Before commissioning	After commissioning	Before commissioning	After commissioning

Asked by: Hon POON Siu-ping (Member Question No. 47)

Reply:

According to traffic flow survey data, the traffic flows on road sections that may be affected before and after the commissioning of the KTE and SIL(E) during weekday morning and afternoon peak hours are tabulated as follows. The data show that there is generally a slight drop in traffic flows along these road sections.

Road/tunnel	Maximum capacity (vehicles/hour) (Note 1)	Two-way traffic volume (vehicles/hour)	
		Before commissioning	After commissioning
Aberdeen Tunnel	6 000 (Note 2)	4 570 (A.M.) 3 240 (P.M.)	4 530 (A.M.) 3 100 (P.M.)
Wong Chuk Hang Road	8 400	4 540 (A.M.) 4 020 (P.M.)	3 920 (A.M.) 3 360 (P.M.)
Ap Lei Chau Bridge Road	5 200	2 390 (A.M.) 2 050 (P.M.)	2 340 (A.M.) 2 000 (P.M.)
Pok Fu Lam Road	5 200	2 560 (A.M.) 2 060 (P.M.)	2 410 (A.M.) 1 850 (P.M.)
Hung Hom Road	(Note 3)	1 740 (A.M.) 1 870 (P.M.)	1 540 (A.M.) 1 640 (P.M.)

Note 1: The maximum capacity refers to the highest capacity at the section of road or tunnel without junction and traffic light. Yet, the actual capacity may be lower as a result of the operation of signalised junctions along the road.

Note 2: Traffic flow of the Aberdeen Tunnel can be affected by the prevailing traffic condition of the downstream areas (including Wan Chai, Causeway Bay and the Cross Harbour Tunnel) and therefore intermittent closure of the tunnel may be implemented as and when necessary.

Note 3: Since the capacity of the road section concerned is affected by the duration of green lights allocated to vehicles at the signalised junctions along the road and there is also temporary traffic arrangement being implemented for the remaining road works of the KTE, the maximum capacity does not serve as a meaningful reference. In addition, the traffic flow data before and after the commissioning shown in the table are survey data obtained when the said temporary traffic arrangement is in place.

In general, after the commissioning of a new railway system, it will take some time for members of the public to adapt to various new public transport service arrangements within and outside the district. Therefore, the traffic flow data of the above roads may not fully reflect the impact on the road traffic by the commissioning of the new railway system.

As for vehicle speeds, the TD conducts a car journey time survey on some strategic road sections on an annual basis in order to understand the overall traffic situation of Hong Kong. Since the car journey time survey of 2017 has yet to commence, the TD cannot provide the relevant information.

**CONTROLLING OFFICER'S REPLY**

**THB(T)188**

**(Question Serial No. 2329)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans on East Kowloon, will the Transport Department (TD) advise this Committee on the details of the proposals in respect of routes for East Kowloon and cross-harbour routes under the 2017-18 Route Planning Programmes (RPPs)?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 17)

Reply:

Regarding the 2017-18 RPPs, there are a total of 82 proposals (including 12 proposals on cross-harbour routes) involving the bus services in Kwun Tong, Wong Tai Sin and Kowloon City districts. Among these 82 proposals, 11 are on route cancellation or frequency reduction, 39 on service enhancement, 23 on re-routeing and 9 on new route introduction. The TD is consulting the Traffic and Transport Committees (TTCs) of the District Councils concerned on the proposals. For the details of the proposals and proposed routeings, please refer to the consultation papers on the 2017-18 RPPs submitted by the TD to the TTCs of the above-mentioned 3 District Councils in January this year. The papers can be downloaded at TD's website:

[http://www.td.gov.hk/en/publications\\_and\\_press\\_releases/consultation\\_papers/transport\\_department/index.html](http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html).

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)189****(Question Serial No. 2330)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Transport Department inform this Committee of :

- (1) the numbers of registered vehicles in Hong Kong in the past 3 years, with a breakdown by year and vehicle class; and
- (2) the numbers of registered electric private cars and non-electric private cars in Hong Kong in the past 3 years, with a breakdown by year and vehicle class?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 18)Reply:

- (1) The numbers of registered vehicles in Hong Kong in the past 3 calendar years with breakdown by vehicle class are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2014	2015	2016
Motorcycle	63 860	68 368	72 332
Private car	541 751	567 886	583 037
Taxi	18 138	18 138	18 163
Franchised bus	5 845	5 927	5 986
Non-franchised public bus	7 053	7 045	7 043
Private bus	592	617	651
Public light bus	4 350	4 350	4 350
Private light bus	3 021	3 081	3 122
Goods vehicle	116 542	114 194	114 757
Special purpose vehicle	1 758	1 777	1 840

- (2) The numbers of registered electric private cars and non-electric private cars in Hong Kong in the past 3 years are tabulated as follows:

	<b>Number of registered vehicles (as at year end)</b>		
<b>Vehicle class</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Electric private car	1 160	3 806	6 829
Non-electric private car	540 591	564 080	576 208

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 2433)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past 3 years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 32)

Reply:

The numbers of vehicles in respect of which the Transport Department refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap 374) in the past 3 years with breakdown by vehicle class and reason are tabulated below:

<b>Vehicle class</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
(a) Vehicle examination notice, examination order or vehicle repair order not complied with			
Motorcycle/motor tricycle	7	15	20
Private car	141	228	249
Taxi	5	30	17
Non-franchised public bus	13	3	6
Private bus	1	0	0
Public light bus	5	8	2
Private light bus	0	1	0
Light goods vehicle	23	36	55
Medium goods vehicle	5	6	15
Heavy goods vehicle	2	0	0
Special purpose vehicle	0	0	1
(b) Failing to have the vehicle tested at a vehicle emission testing centre when required to do so or vehicle found not to comply with vehicle emission standards			
Private car	71	206	0

<b>Vehicle class</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
Taxi	5	24	0
Non-franchised public bus	6	4	2
Public light bus	2	0	1
Private light bus	0	0	1
Light goods vehicle	10	24	30
Medium goods vehicle	10	12	20
Heavy goods vehicle	1	3	1
Special purpose vehicle	0	1	0
(c) Regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles not complied with			
Private car	0	0	2
Light goods vehicle	0	0	18

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 2435)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- Please tabulate the figures on the supply of and demand for parking spaces in each of the districts with breakdown by vehicle type, district, and area of residential units.
- What are the details regarding the review on parking policy and standards to be conducted by the Government in this financial year? What are the progress, timetable and phased targets? What are the manpower and expenditure involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 34)

Reply:

The numbers of parking spaces in the districts of Hong Kong with breakdown by vehicle type and district as at end-February 2017 are listed in the following table.

District	Motorcycles	Private cars*	Light goods vehicles#	Medium/heavy goods vehicles	Container vehicles	Coaches/buses	Others	Total
Central and Western	1 362	38 779	1 000	197	22	88	42	<b>41 490</b>
Wan Chai	1 018	34 856	88	55	0	118	50	<b>36 185</b>
Eastern	2 504	48 703	1 527	643	30	388	37	<b>53 832</b>
Southern	1 810	38 801	894	307	3	279	38	<b>42 132</b>
Yau Tsim Mong	2 007	32 892	2 157	245	29	251	77	<b>37 658</b>
Sham Shui Po	1 800	28 495	2 265	790	167	472	45	<b>34 034</b>
Kowloon City	1 750	48 603	1 269	392	2	861	44	<b>52 921</b>
Wong Tai Sin	2 211	21 077	1 177	102	2	136	28	<b>24 733</b>
Kwun Tong	3 779	45 539	2 666	1 453	65	353	28	<b>53 883</b>
Tsuen Wan	1 230	34 966	1 266	569	84	396	38	<b>38 549</b>
Tuen Mun	1 614	39 868	1 507	849	178	175	11	<b>44 202</b>
Yuen Long	1 554	39 594	1 356	457	194	328	30	<b>43 513</b>
North	778	21 464	1 330	452	53	79	31	<b>24 187</b>
Tai Po	955	28 357	956	358	5	141	22	<b>30 794</b>
Sai Kung	2 746	38 803	985	535	29	368	109	<b>43 575</b>
Sha Tin	2 768	70 328	2 045	619	57	213	39	<b>76 069</b>
Kwai Tsing	2 614	35 418	2 908	3 514	4 170	321	32	<b>48 977</b>
Islands	516	16 472	180	614	33	233	8	<b>18 056</b>
<b>Total</b>	<b>33 016</b>	<b>663 015</b>	<b>25 576</b>	<b>12 151</b>	<b>5 123</b>	<b>5 200</b>	<b>709</b>	<b>744 790</b>

Note:

\* Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

# Excluding van-type light goods vehicles that can be parked at private car parking spaces.

The Transport Department (TD) does not have a breakdown on the numbers of parking spaces in each of the district by area of residential units nor compile statistics on the demand for parking spaces in each of the districts.

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in the 2017-18 financial year for the consultancy study fee. The preparatory work of the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

**CONTROLLING OFFICER'S REPLY****THB(T)192****(Question Serial No. 1358)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned under the Brief Description of the Programme that the Transport Department (TD) handles traffic and transport incidents in the territory. In this connection, will the Government inform this Committee of:

- a. the number of incidents involving various public transport modes in the past 3 years, with breakdown by transport mode and cause of incident; and
- b. the measures in place to minimise the number of traffic accidents as well as the staff establishment and expenditure involved?

Asked by: Hon WONG Kwok-kin (Member Question No. 34)Reply:

- a. The number of public transport incidents handled by the TD (including the Emergency Transport Co-ordination Centre (ETCC)) in the past 3 years with breakdown by cause of incidents are provided below:

Year (Calendar year)	Cause of incidents <sup>(Note 1)</sup>	Public transport mode							Total
		MTR <sup>(Note 2)</sup>	Franchised bus	Taxi	Public light bus <sup>(Note 3)</sup>	Tram	Non- franchised bus <sup>(Note 4)</sup>	Ferry	
2014	Mechanical failure	140	117	17	9	0	0	0	<b>283</b>
	Road/ maritime incident	N/A	285	342	73	20	0	6	<b>726</b>
	Passenger or public behaviour	53	0	0	0	1	0	0	<b>54</b>
	External factor <sup>(Note 5)</sup>	60	0	0	0	1	0	3	<b>64</b>
	Staff behaviour	20	0	0	0	0	0	0	<b>20</b>
	<b>Total</b>	<b>273</b>	<b>402</b>	<b>359</b>	<b>82</b>	<b>22</b>	<b>0</b>	<b>9</b>	<b>1 147</b>

Year (Calendar year)	Cause of incidents <sup>(Note 1)</sup>	Public transport mode							Total
		MTR <sup>( Note 2)</sup>	Franchised bus	Taxi	Public light bus <sup>(Note 3)</sup>	Tram	Non- franchised bus <sup>(Note 4)</sup>	Ferry	
2015	Mechanical failure	127	94	11	17	5	0	0	<b>254</b>
	Road/ maritime incident	N/A	342	476	142	19	0	0	<b>979</b>
	Passenger or public behaviour	49	0	0	0	0	0	1	<b>50</b>
	External factor <sup>(Note 5)</sup>	42	0	0	0	1	0	29	<b>72</b>
	Staff behaviour	14	0	0	0	0	0	0	<b>14</b>
	<b>Total</b>	<b>232</b>	<b>436</b>	<b>487</b>	<b>159</b>	<b>25</b>	<b>0</b>	<b>30</b>	<b>1 369</b>
2016	Mechanical failure	105	68	11	12	5	0	0	<b>201</b>
	Road/ maritime incident	N/A	329	459	136	13	1	2	<b>940</b>
	Passenger or public behaviour	45	0	0	0	0	0	1	<b>46</b>
	External factor <sup>(Note 5)</sup>	60	0	0	0	3	0	35	<b>98</b>
	Staff behaviour	12	0	0	0	0	0	0	<b>12</b>
	<b>Total</b>	<b>222</b>	<b>397</b>	<b>470</b>	<b>148</b>	<b>21</b>	<b>1</b>	<b>38</b>	<b>1 297</b>

Note:

1. Public transport incidents as handled by the TD refer to non-recurring incidents that cause disruption to public transport service. Separately, the Hong Kong Police Force (the Police) is tasked to handle traffic and transport incidents at the scene. They will evaluate the possible impact of the incidents on roads or public transport service before referring individual cases to the ETCC for monitoring and taking necessary follow-up actions.
  2. Incidents involving the MTR refer to those causing service delay for 8 minutes or more.
  3. Public light bus includes red minibus and green minibus.
  4. The figures cover cross-boundary buses only. As for the number of non-cross boundary non-franchised buses, the TD will start compilation from 2017.
  5. External factors include incidents such as intrusion of animals, inclement weather, fallen trees and flooding.
- b. In improving road safety, the TD carries out traffic accident investigation and analysis at locations where the frequency or severity of accidents involving personal injuries is relatively high with a view to formulating road improvement measures. Same as last year, the TD plans to carry out investigation and analysis at about 100 locations and implement the following road improvement measures in 2017-18:
- (i) addition of traffic light signals;
  - (ii) improvement of road environment such as laying of anti-skid materials and addition of roadside crash barriers;
  - (iii) improvement of facilities for pedestrians including addition of crossing facilities, and erection of railings; and
  - (iv) improvement of traffic aids, alteration of road markings and installation of traffic bollards.

The above work is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for the work involved.

Moreover, the TD maintains close collaboration with the Road Safety Council (RSC) and the Police in launching publicity and educational activities to enhance the safety awareness of road users, such as publicity video clips and leaflets and carnivals to promote road safety messages. The TD also conducts Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers with activities such as disseminating safe driving and health messages through radio broadcasts and other publicity channels and providing free health checks, etc. The estimated expenditure of the RSC in 2017-18 is about \$4 million and the estimated expenditure of the Campaign is about \$1.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)193**

**(Question Serial No. 1366)**

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will assist the Transport and Housing Bureau in enhancing walkability in Hong Kong and conduct a consultancy study on various walkability initiatives. In this connection, will the Government inform this Committee of the study timetable and details of the preliminary study? Will Kowloon East be involved in the study? If yes, how does the study differ from “Walkable Kowloon East”? What is the expenditure of this consultancy study?

Asked by: Hon WONG Kwok-kin (Member Question No. 36)

Reply:

Under the “Walk in HK” initiative, the TD will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select two areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the two areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

The consultancy study is a strategic study which aims at consolidating past efforts of the Government to foster a pedestrian-friendly environment and formulating measures to

enhance the walkability in Hong Kong. For “Walkable Kowloon East” spearheaded by the Development Bureau, it is a pedestrian and traffic improvement scheme for Kowloon Bay and Kwun Tong Business Areas. The scope and contents of the two initiatives are different from each other.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 2054)**

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the manpower, expenditure and timetable involved in enhancing walkability in Hong Kong, will the Government inform this Committee of the following:

- 1 The Government has indicated that it will “enhance pedestrian networks”, “make walking a pleasant experience” and “provide a safe and quality pedestrian environment”. What are the specific details of the policy and expenditure involved?
- 2 What are the standards of walkability in Hong Kong? How many walkways across Hong Kong are walkable?
- 3 Please tabulate the numbers of “walkability” improvement works as well as the expenditure involved and the numbers of completed works in the past 5 years.

Asked by: Hon YEUNG Alvin (Member Question No. 122)

Reply:

- 1-3 Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select two areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the two areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

The consultancy study will also examine the standards of walkability which have not been formulated at present. To improve our walking environment, The TD, in conjunction with other departments (such as the Highways Department (HyD)), have been implementing pedestrian environment improvement works and traffic management improvement measures of varying scale in different districts, including hillside escalator links and elevator systems (HEL), pedestrianisation, traffic calming streets, adding covers to public walkways, widening pavements, enhancing traffic arrangements at road junctions and improving pedestrian crossing facilities, etc. The TD also provides traffic and transport inputs to the HyD in taking forward projects under the Universal Accessibility (UA) Programme. As a large number of projects are involved and inputs from various departments are required, it is not possible to provide all information as requested. Nevertheless, details of major projects over the past 5 years are provided below:

#### *UA Programme*

The Government is actively taking forward a total of 205 projects under the UA Programme. As at 28 February 2017, 49 projects have been completed, 133 are under construction and 11 are expected to commence in 2017-18. The remaining projects will commence construction as soon as possible upon completion of detailed design works and other related work.

In addition, the HyD is inviting the 18 District Councils (DCs) to further nominate not more than 3 existing walkways in each district for implementation in the next phase of the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The expenditures of the HyD on the UA Programme in 2012-13, 2013-14, 2014-15 and 2015-16 and 2016-17 were \$28.5 million, \$232.2 million, \$554.3 million and \$779 million and \$806.3 million (estimate) respectively, covering the costs of technical feasibility studies/site investigation, design, construction works and supervision of construction. The estimated expenditure on the UA Programme in 2017-18 is \$863.7 million.

#### *HEL*

Among the 18 ranked proposals (see the table below), 2 have been completed and are open for public use (ranked 13th<sup>1</sup> and 14th<sup>2</sup>), one is partially completed and is open for public use (ranked 1st), 2 are under construction (ranked 3rd and 9th), one is undergoing tendering procedures (ranked 5th). The other 7 proposals (ranked 2nd, 4th, 6th, 7th, 8th, 11th and 12th) are at different stages of investigation and design. For the remaining 5 proposals (ranked 10th, 14th<sup>3</sup>, 16th, 17th and 18th), the HyD will process the proposal ranked 10th after repair works to private dangerous slopes are

completed by concerned parties. The remaining 4 proposals will be followed up after the implementation of higher-ranking proposals.

Rank	Proposal
1	Pedestrian Link at Tsz Wan Shan
2	Braemar Hill Pedestrian Link
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi
4	Escalator Link and Pedestrian Walkway System at Pound Lane
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road
8	Pedestrian Link at Chuk Yuen North Estate
9	Lift and Pedestrian Walkway System at Waterloo Hill
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung
12	Lift and Pedestrian Walkway at Luen On Street
13	Yuet Wah Street Pedestrian Linkage
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station

<sup>1</sup> To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced this project in April 2013. The project has been completed and the facility has been open for public use since October 2015.

<sup>2</sup> 2 proposals have the same ranking at 14th. The completed one is Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital. The project was launched by the Hospital Authority and mainly involves the construction of one elevator.

<sup>3</sup> 2 proposals have the same ranking at 14th. The other one is Escalator Link System between Hong Sing Garden and Po Hong Road. Therefore, there is no proposal ranked 15th.

**CONTROLLING OFFICER'S REPLY**

**THB(T)195**

**(Question Serial No. 0738)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will assist the Transport and Housing Bureau in conducting a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles. What are the details of the work plan, including the scope and timetable of the review and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 14)

Reply:

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)196**

**(Question Serial No. 0746)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out a pilot renovation project to enhance the design and facilities of a covered public transport interchange (PTI) for providing passengers with a more comfortable waiting environment. What are the details of the project (including the location of the covered PTI to be renovated, scope of renovation and commencement and completion dates of renovation) and the estimated expenditure involved?

Some PTIs currently do not have toilet facilities and cause inconvenience to drivers and the public. Will these PTIs be included in the project? The PTI at Langham Place in Mong Kok has been criticised for insufficient ventilation. Will it be included in the project as well? If yes, what are the details and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 15)

Reply:

The Government will carry out renovation projects for enhancing existing covered public transport interchanges ("PTIs") for providing the public with a better waiting environment. The renovation projects seek to keep up the exterior design and facilities of the PTIs with the times so as to cater for the practical needs of the public. Our preliminary approach is to renovate one PTI on a pilot basis, through which we will explore a variety of enhancements including add-ons for passengers' convenience (such as Wi-Fi services, toilets, passenger information panels, vending machines, convenience stores and seats etc.), exterior refurbishment and brighter lighting. Upon completion of the pilot projects, we will consider renovating more covered PTI in the light of the project outcome and passengers' feedback. We will also examine applying such new standards when the Government builds the same type of facilities in future. The preparation work of the pilot project is underway and the project locations, scope of renovation and commencement and completion dates of renovation will be worked out after further study.

As for ventilation of covered PTIs managed by the Government, the Electrical and Mechanical Services Department (EMSD) conducts regular inspections and maintenance on ventilation systems of various covered PTIs (including at-grade public light bus terminus at Langham Place in Mong Kok). Additional ventilation facilities will be installed at individual PTI according to practical needs to enhance ventilation inside the premises. The Government installed a number of fans at the public light bus terminus at Langham Place in Mong Kok in 2012 to enhance ventilation inside the terminus. In addition, the operating hours of the fans have been extended from 15 to 18 hours per day since September 2016 to suit the operating patterns of the public light buses inside the terminus. We will continue to keep close view of the feedback from the public and public light bus trade regarding the environment and facilities inside the terminus and take appropriate follow-up actions accordingly.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)197**

**(Question Serial No. 0747)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out a pilot renovation project to enhance the design and facilities of a ferry pier for providing passengers with a more comfortable waiting environment. What are the details of the project (including the location of the ferry pier to be renovated, scope of renovation and commencement and completion dates of renovation) and the estimated expenditure involved?

Some piers currently do not have water and power supply and are not covered. Will these piers be included in the project as well? If yes, what are the details and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 16)

Reply:

In order to provide ferry passengers with a more comfortable waiting environment, the Government will renovate one ferry pier on a pilot basis, seeking to keep up its exterior design and facilities with the times so as to cater for the needs of the public. The Government will review the conditions of existing ferry piers and select a suitable one for the pilot project. Preparatory work for the project has started and there is no specific implementation timetable or estimated project expenditure at this stage.

At present, ferry piers are in general equipped with covered waiting facilities and water and power supply to facilitate the operation of franchised or licensed ferry routes by the ferry operators concerned. On the other hand, the day-to-day repair and maintenance of public piers are undertaken by various works departments.

In addition, the Development Bureau is launching a Pier Improvement Programme (PIP) to enhance the structural and facility standard of a number of existing public piers in remote rural areas in phases, in order to respond to the public requests and improve the accessibility to some remote scenic spots and natural heritages. The initial phase of the PIP mainly

covers Sai Kung, Tai Po and North Districts, Lantau Island and Islands District, involving about 10 public piers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)198**

**(Question Serial No. 0748)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In light of the shortfall in parking spaces, in particular those for commercial vehicles, in recent years, there were requests for the provision of additional on-street overnight parking spaces. Please provide the details of the additional and planned on-street overnight parking spaces in the past 3 years with breakdown by vehicle type, location and number of parking spaces. Please also provide the details of the additional overnight parking spaces that are expected to be provided in 2017-18 as well as the expenditure and manpower involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 17)

Reply:

Commercial vehicles (in particular goods vehicles and coaches) serve the functions of carrying passengers and goods. They have substantive demand for parking spaces in their daily operations, and have been playing an important role in the logistics industry, tourism industry, as well as the overall economy. Given the limited land resources in Hong Kong, the Government's parking policy is to accord priority as far as possible to considering and meeting the parking demand of commercial vehicles.

To increase the number of commercial vehicle parking spaces, the Transport Department (TD) has been implementing a scheme of increasing the number of on-street overnight commercial vehicle parking spaces since 2015-16. The TD provides additional on-street overnight parking spaces for commercial vehicle (including goods vehicle and bus) at locations with demand for commercial vehicle parking, on the condition that traffic flow, road safety and other road users are not affected.

During the two years since the implementation of the scheme, the TD has actively identified 318 on-street overnight commercial vehicle parking spaces and is consulting the local communities in phases. As at February 2017, of these 318 proposed on-street overnight commercial vehicle parking spaces, 47 have to be shelved due to local objections, 94 are undergoing local consultation in phases and 38 are in the process of dealing with opposing

views collected during the consultation period. Up to now, the TD has provided 82 additional on-street overnight commercial vehicle parking spaces, of which 72 are for goods vehicles and 10 for buses. In addition, the TD has completed the planning work for 57 on-street overnight commercial vehicle parking spaces. These parking spaces are distributed over the Islands, North, Sham Shui Po, Sai Kung, Sha Tin and Kwai Tsing districts and will be available for public use upon the completion of the associated works by the Highways Department. The locations, vehicle types and numbers of additional parking spaces and the years in which they were provided are tabulated as follows:

<b>District</b>	<b>Location of additional on-street overnight parking spaces</b>	<b>Vehicle type</b>	<b>Number of parking spaces</b>	<b>Year in which new parking spaces were provided</b>
Sham Shui Po	Tonkin Street	Goods vehicles	3	2016-17
Kwun Tong	Hung To Road	Goods vehicles	3	2016-17
Kwun Tong	Wang Hoi Road	Goods vehicles	5	2016-17
Kwun Tong	Lam Fook Street	Goods vehicles	3	2016-17
Eastern	Tung Hei Road	Goods vehicles	12	2016-17
Eastern	Tung Hei Road	Buses	5	2016-17
Tuen Mun	Kin Fat Street	Goods vehicles	18	2016-17
Tuen Mun	Kin Kwan Street	Goods vehicles	10	2016-17
Tuen Mun	Hung Cheung Road	Goods vehicles	8	2016-17
Tuen Mun	Hung Cheung Road	Buses	5	2016-17
Tuen Mun	San Ping Circuit	Goods vehicles	6	2016-17
Yuen Long	Ping Tong Street East	Goods vehicles	2	2016-17
Yuen Long	Ping Tong Street South	Goods vehicles	2	2016-17

Some of the proposals for provision of on-street overnight commercial vehicle parking spaces cannot be smoothly implemented due to noise, security, traffic and safety concerns raised by members of the public. The TD will continue to address these public concerns with a view to gaining public support so as to increase the supply of parking spaces. The TD will continue to make further efforts to identify suitable sites for the provision of on-street overnight commercial vehicle parking spaces and to consult the local communities on the proposals.

The work involved in planning the scheme of increasing the number of on-street commercial vehicle parking spaces is undertaken by the existing staff of the TD. There is no separate breakdown of expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)199**

**(Question Serial No. 0749)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will continue to conduct process re-engineering of licensing services to improve efficiency and customer service. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 18)

Reply:

The TD operates 4 licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin respectively. In order to cope with the increasing demand for counter service at the licensing offices, the TD has been implementing a number of process re-engineering measures to enhance the efficiency in processing licence applications and improve customer service of its licensing offices. Such measures include encouraging the use of application methods other than counter service (such as by drop box, post and online application) and implementing the appointment booking service, etc. to fully utilise counter service and better schedule the applications processed over the counters with a view to enhancing the service capacity of the licensing offices without the need for expanding the office space.

Moreover, the TD also arranges customer service training programmes for its staff regularly to enhance their relevant skills and knowledge with a view to enhancing customer services to the public. Such work is undertaken by the existing staff of the TD as part of their normal duties. Nevertheless, we anticipate that there will be another ten-year cyclical upsurge of renewal of full driving licences starting from April 2017 and the number of driving licence renewal applications will increase by 4 to 5 times. The upsurge is expected to last for around 5 years until 2021. To cater for this upsurge, the TD has been allocated additional resources for the creation of 50 time-limited posts to handle applications for renewal of full driving licences. The annual staff cost of the 50 time-limited posts between 2017-18 and 2021-22, in terms of notional annual mid-point salary, is about \$15 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)200**

**(Question Serial No. 0751)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Transport Department's key performance measures in respect of licensing of vehicles and drivers, the target achievement rate of providing vehicle licence renewal service over the counter within 70 minutes is 98%. However, it is reported that some members of the public experienced long waiting time for vehicle licence renewal service over the counter. In this connection, in the light of the average waiting time at all licensing offices over the past 3 years, will measures be introduced to reduce the waiting time of vehicle licence renewal? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure of vehicle licence renewal service for 2017-18?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 19)

Reply:

The Transport Department (TD) operates 4 licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin respectively to provide different types of licensing service to the public. In the calendar years of 2014, 2015 and 2016, 98%, 98% and 99% of vehicle licence renewal cases respectively over the counter at the TD's 4 licensing offices could be completed within 70 minutes. According to the TD's site observation, a majority of members of the public generally spend far less than 70 minutes in using the counter service for vehicle licence renewal.

In order to cope with the increasing demand for counter service (including processing vehicle licence renewal applications) at the licensing offices in recent years, the TD has implemented a number of process re-engineering measures to enhance the efficiency in processing licence applications and service capacity of its licensing offices. Such measures include encouraging the use of application methods other than counter service (such as by drop box, post and online application) and implementing the appointment booking service, etc to fully utilise counter service and better schedule the applications processed over the counters. This can enhance the service capacity of the licensing offices and reduce the waiting time of the public for counter service without expanding the licensing offices. The TD will continue to monitor the demand for licensing service and

review the related resources on a regular basis to ensure that the service demand is satisfactorily met.

The work involved in processing vehicle licence renewal applications is undertaken by the staff of the TD's licensing offices as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)201**

**(Question Serial No. 0753)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the numbers of applications for different types of hire car permits (HCPs) received by the Transport Department (TD) in the past 3 years and how many of them were successfully approved? As the use of vehicles without HCPs for carrying passengers for reward will render their third party risks insurance void, will the TD, in order to protect passengers and other road users, enhance the monitoring and identification of vehicles issued with HCPs to prevent members of the public from inadvertently riding on vehicles without HCPs? If yes, what are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 20)

Reply:

The numbers of new applications for different types of HCPs (i.e. excluding renewal applications) received by the TD and the numbers of approved applications in the calendar years of 2014, 2015 and 2016 are listed below:

		2014	2015	2016	<b>Total</b>
(a) Hotel Service Hire Car	Number of new applications in the year	13	8	3	<b>24</b>
	Number of approved applications <sup>Note</sup>	8	6	1	<b>15</b>
(b) Tour Service Hire Car	Number of new applications in the year	15	23	14	<b>52</b>
	Number of approved applications <sup>Note</sup>	5	5	4	<b>14</b>
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	20	25	46	<b>91</b>
	Number of approved applications <sup>Note</sup>	6	10	4	<b>20</b>
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	3	0	<b>3</b>
	Number of approved applications <sup>Note</sup>	0	3	0	<b>3</b>
(e) Private Service Hire Car	Number of new applications in the year	2	0	0	<b>2</b>
	Number of approved applications <sup>Note</sup>	0	0	0	<b>0</b>

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Under regulation 14(5) and Schedule 3 of the Road Traffic (Public Service Vehicles) Regulations (Cap 374D), the HCP in respect of the vehicle concerned shall be displayed on the left-hand side of the vehicle's windscreen and in such a manner that the permit is clearly visible from the front of the vehicle for easy inspection. Starting from the end of 2015, the size of the HCP has been increased by nearly 10% and the words “出租汽車許可證 Hire Car Permit” are printed in red and in larger font size so that members of the public can easily identify authorised hire cars.

The TD has been making efforts through various channels, including broadcasting announcements of public interest on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts aim to further enhance the awareness of the public that they should ensure the private car concerned is issued with a valid HCP when they use hire car service, and educate the public on the ways to identify such vehicle. In the publicity materials, the TD has also reminded the public that the third party insurance for a private car engaging in illegal hire car service may no longer be valid. Members of the public who intend to use hire car service should enquire with the service operator to ascertain whether a HCP has been issued in respect of the private car concerned and check the permit's validity before the journey starts.

Moreover, the TD is developing an online enquiry system to allow passengers and other members of the public to check over the Internet whether a particular private car has been issued with a valid HCP. The service is expected to be launched in mid-2017. The total cost of developing the above system is about HK\$60,000.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)202**

**(Question Serial No. 0760)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that its ability to provide the driving test service would continue to be constrained by the limited number of driving test centres available. The achievement rate of the target would therefore remain low. In this connection, what is the progress of increasing the number of driving test centres by the TD in order to provide adequate driving test service to meet the growing demand for driving tests? Will consideration be given to the provision of mobile driving test centres to meet the public demand for driving tests? If yes, what are the details? If no, what are the reasons?

Pending the provision of additional driving test centres, what measures will the TD take to enhance its service capability with a view to reducing the waiting time for driving tests? What is the estimated expenditure involved in such measures?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 21)

Reply:

At present, there are a total of 17 driving test centres across Hong Kong Island, Kowloon and the New Territories. To meet the growing demand for driving tests, the TD has implemented various measures in recent years to enhance the service level of driving tests. Major ones include allocating additional resources to recruit Driving Examiners (DEs) and enhancing the Repeater Early Test Appointment Booking Service system by upgrading its online appointment functions so that test slots released as a result of applications for postponement of driving tests by some candidates or temporary cancellation of test appointments can be better utilised and re-assigned to other candidates.

The results of the above measures have been encouraging, as reflected by the increase in the number of road tests arranged by the TD from about 100 000 in 2010 to about 170 000 in 2016. The TD understands the importance of commercial vehicles to the Hong Kong economy and has prioritised the allocation of resources accordingly. As a result, the

waiting time for applicants taking road tests for commercial vehicle driving licences has been able to be maintained at less than 82 days since 2016.

Overall speaking, the capacity of existing driving test centres and the utilisation of test routes have almost reached saturation. Without the provision of additional driving test centres, there is limited scope in substantially increasing the number of driving tests. As such, the TD has been making efforts to identify suitable sites for setting up driving test centres or mobile driving test centres. Considerable difficulties have however been encountered during the process, such as the lack of suitable sites and opposition from members of the local communities. Nevertheless, the TD will continue its efforts on this front.

Until new sites are identified for use as driving test centres, the TD will endeavour to seek ways to maintain or even enhance its capacity in conducting driving tests with the available resources. For 2017-18, the TD has been allocated additional resources to create permanent DE posts and recruitment exercise has started. The annual staff cost of the additional manpower is estimated to be about \$2.7 million. Through effective deployment of such additional resources, the TD will seek to maintain existing service level of the driving test service while examining the possibility of making further enhancement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)203**

**(Question Serial No. 0762)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How many driving licences have been issued by the Transport Department (TD) for public light bus, taxi, public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle and special purpose vehicle in 2016-17? What were the resources involved? In view of the shortage of commercial vehicle drivers, will the TD consider relaxing the requirement for a commercial vehicle driver to hold a private car licence for 3 years? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 22)

Reply:

The numbers of new full driving licences in respect of the following classes of vehicles issued by the TD in 2016-17 are tabulated as follows:

<b>Vehicle class</b>	<b>Number of new full driving licences issued</b>
Public light bus	1 000
Taxi	2 958
Public bus	2 084
Medium goods vehicle	2 380
Heavy goods vehicle	1 139
Articulated vehicle	420
Special purpose vehicle	798

Issuance of full driving licences for commercial vehicles is an ongoing task undertaken by the existing staff of 4 licensing offices of the TD. There is no separate breakdown of the resources involved.

In accordance with regulation 8(1A) of the Road Traffic (Driving Licences) Regulations (Cap 374B), an applicant for a driving licence to drive a commercial vehicle must, amongst other things, be a holder of a valid full driving licence to drive a private car or light goods vehicle for at least 3 years immediately preceding his/her application; or he/she must be a

holder of a valid full driving licence issued after the completion of probationary driving period to drive a private car or light goods vehicle for at least 2 years immediately preceding his/her application. In addition, an applicant for a driving licence to drive an articulated vehicle must be a holder of a valid full driving licence to drive a medium goods vehicle or heavy goods vehicle.

The Government is actively considering to relax the requirement for an applicant for a commercial vehicle driving licence to hold a private car licence for at least 3 years in an attempt to relieve the driver shortage problem. The preliminary proposal is to relax the time requirement of holding a private car driving licence from 3 years to 1 year. The TD is now consulting the transport trade on the proposal.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 0814)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) arranged an average of about 9 000 written tests for taxi drivers in the past 2 years. What were the passing rates and the expenditure involved? Has the TD conducted any survey on the number of candidates joining the taxi industry after obtaining the taxi driving licence? If yes, what are the details? If no, will consideration be given to conducting such survey in order to understand the employment situation of the industry?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 23)

Reply:

The numbers of written tests for taxi driving licence arranged by the TD and the passing rates in the past 2 years are provided below:

Calendar year	Number of taxi written tests	Passing rate
2015	8 988	36%
2016	9 260	37%

Staffed by 1 Executive Officer II and 8 clerical staff, the Written Test Unit of the TD is tasked to provide services relating to written tests for all types of driving licences (including those for taxi, private car, light goods vehicle and motorcycle). Staff costs of the unit for 2015-16 and 2016-17 were \$2.28 million and \$2.39 million respectively.

The TD does not keep statistics on the number of candidates joining the taxi industry after obtaining taxi driving licences. However, there are now over 220 000 holders of valid taxi driving licences. According to surveys conducted by the TD and the information gathered from the taxi industry, the number of active taxi drivers is estimated to be over 40 000.

**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 0816)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the average waiting time for vehicle examination of private cars and light goods vehicles at designated car testing centres (DCTCs) in the past 3 financial years (2014-15, 2015-16 and 2016-17). The Transport Department (TD) has introduced a number of measures (including increasing the number of DCTCs) to reduce the waiting time for and the duration of vehicle examination at the DCTCs. How effective are the measures? In 2017-18, what measures will the TD take to further improve the queuing situation? What are the details and resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 24)

Reply:

In the three financial years of 2014-15, 2015-16 and 2016-17, the average waiting time for booking of vehicle examination were about 8 to 10 weeks, 3 to 4 weeks and 1 day respectively, depending on the demand situation of individual DCTCs.

The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced in the past two year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double bookings made at another DCTC, repeated bookings at the same DCTC in respect of the same vehicle or other invalid bookings, thereby shortening the waiting time. At the same time, the TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination service can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. Also, in order to increase the capacity of vehicle examination, which will further reduce the waiting time for booking of vehicle examination, the TD has progressively designated 23 new DCTCs to provide vehicle examination services from the end of 2015. There is now a total of 45 DCTCs in Hong Kong. The vehicle examination services provided by these DCTCs are adequate to meet the actual demand.

In 2017-18, the TD will further enhance the system to enable the public to make booking directly with the DCTCs online. The system enhancement is scheduled for completion in mid-2017 at a cost of \$3 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)206**

**(Question Serial No. 0817)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

According to the findings of a review on private driving instructor's (PDI) licence in 2012, 212, 32 and 43 additional PDI licences are required for PDI groups 1, 2 and 3 respectively. What is the progress of the issue of such PDI licences? For the latest round of review on the issue of PDI licence, when will the review be completed and when will the consultation be conducted? What is the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 25)

Reply:

Based on the findings of the review on PDI licence in 2012, the Transport Department (TD) decided to issue a total of 287 PDI licences, including 212 for Group 1 (Private Cars and Light Goods Vehicles), 32 for Group 2 (Light Buses and Buses) and 43 for Group 3 (Medium Goods Vehicles, Heavy Goods Vehicles and Articulated Vehicles). As at early March 2017, all Group 2 and Group 3 PDI licences have been duly issued and 204 people have obtained the qualification for Group 1 PDI licence. The TD will continue to make arrangements for the issue of the remaining 8 Group 1 PDI licences and the task is expected to be completed in 2017.

The TD commenced another round of review on the need to issue additional PDI licences at the end of 2016. The review is expected to be completed in the second half of 2017 and the consultation of the stakeholders, including the trade, on the review findings will follow. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 0819)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee of the number of applications for cancellation of GMB routes as received by the Transport Department (TD) in 2016? Please provide the route details and the reasons for the cancellation. Please also provide the route details of the 2 new GMB routes to be introduced in 2017, the estimated timetable of the tender exercise, as well as the estimated expenditure involved. Will the TD conduct studies on whether to introduce GMB routes in Tung Chung? If yes, what are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 26)

Reply:

In 2016, the TD received applications from GMB operators for cancellation of 8 routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of these 8 routes, the operator of Kowloon GMB route no. 7 plying between Wyler Gardens and Tsim Sha Tsui East (Science Museum Road) still decided to cease operation after discussions and the TD subsequently cancelled this route in January 2017.

Details of the 2 new GMB routes to be introduced by the TD in 2017 are as follows:

- (a) Ma Liu Shui (Lai Ping Road) – Sha Tin (Pak Hok Ting Street); and
- (b) Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) – Tung Chung New Town

The GMB route serving Ma Liu Shui (Lai Ping Road) has been included in the 2016 GMB Operators Selection Exercise, which was completed early this year. The route is scheduled to commence operation in the second quarter of 2017. As for the GMB route serving the HKBCF, the TD is reviewing local public transport arrangements at the HKBCF upon commissioning of the HZMB and will finalise the details of the new GMB service after

considering the views received. The specific timetable for the tender exercise will be confirmed after the completion of the review. The route will come into operation to tie in with the commissioning of the HZMB.

Apart from the above planned GMB route plying between Tung Chung and the HKBCF of the HZMB, the TD will continue to closely monitor changes in public transport demand and new development projects in Tung Chung and to review related public transport services at suitable junctures, including exploring the feasibility of introducing more GMB services or strengthening other public transport services.

The above work is undertaken by the existing staff of the TD as part of their normal duties and there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)208**

**(Question Serial No. 0820)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will continue to examine and implement measures to enhance road safety through legislation, publicity and use of technology. What are the details of such measures and the expenditure involved? With a view to enhancing road safety, will the TD consider imposing restriction on the number of smartphones used by a motorist? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 27)

Reply:

In 2017-18, the TD will continue to examine and implement measures to enhance road safety through legislation, publicity and use of technology.

On legislation, the TD will continue to examine possible improvements measures through legislation to enhance road safety in response to public concern on road safety, such as updating the regulations on vehicle door systems and reviewing the legislation relating to brakes and occupant protection having regard to the development of automotive technologies. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

On publicity, the TD will continue to collaborate closely with the Road Safety Council (RSC) and the Hong Kong Police Force in launching publicity and educational activities such as publicity video clips and leaflets and carnivals to enhance safety awareness of road users. The TD also conducts Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers to disseminate safe driving and health messages, and provide free health checks. The estimated expenditure of the RSC in 2017-18 is about \$4 million and the estimated expenditure of the Campaign is about \$1.6 million.

On the use of technology, the TD has been applying suitable technology to enhance road safety. For example, to strengthen the deterrent effect against the illegal behaviour of red light jumping, the TD has installed 195 red light cameras and housings. To combat

speeding, there are currently 130 roadside speed enforcement camera housings installed. Moreover, the TD is examining the use of smart devices to extend the pedestrian green time at signalised crossings frequently used by the elderly and persons with disabilities such that they will have more time to cross roads. The whole study is expected to be completed by 2018 and the estimated cost is about \$4 million.

Regulation 42 of the Road Traffic (Traffic Control) Regulations (Cap 374G) provides that if a motor vehicle being driven by a driver is in motion, he shall not use a mobile telephone while holding it in his hand or between his head and shoulder, or use any other telecommunications equipment or any accessory to such telephone or equipment while holding it in his hand. On the question of whether further restriction should be imposed on the use of mobile telephones (including smartphones) by motorists, the Government is carefully considering its impact on motorists and other road users as well as matters relating to regulation, enforcement and other aspects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)209**

**(Question Serial No. 0822)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of seats and display panels for real-time arrival information at suitable bus stops with shelters, the installation works for the first batch of seats and display panels will be carried out by phases in 2017. What are the details of the works, including the locations, commencement and completion dates and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 28)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 700 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/or display panels by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 870 bus stops and display panels at about 380 bus stops. The total amount of subsidies involved is estimated to be about \$24 million. The actual expenditure will depend on the results of tender exercises to be conducted by franchised bus companies for various works projects. Franchised bus companies will take forward the installation works of the first batch of seats/display panels within this year. The installation works are expected to commence progressively in the second quarter of this year and can generally be completed within 1 year upon the commencement of works. The details of the locations of the bus stops covered by the subsidy scheme and the years when construction works are expected to commence have been set out in the paper submitted by the Transport Department ("TD") to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link:

[http://www.td.gov.hk/en/publications\\_and\\_press\\_releases/consultation\\_papers/transport\\_department/index.html](http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded by the Government and franchised bus companies for the installation work under the above arrangement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 0850)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out by the 18 districts the increase in the numbers of locations installed with pay and display machines in the past 3 years due to site constraint for installation of parking meters. How many additional parking spaces installed with pay and display machines are expected to be provided in 2017? What are the details and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 29)

Reply:

According to the Road Traffic (Parking) Regulations (Cap. 374C), pay and display machine is a type of payment method for parking fees by means of a display ticket. The Transport Department (TD) had installed pay and display machines in some districts on a trial basis in 1998 and 1999. However, after the trial scheme ended, the TD did not continue to use pay and display machines having regard to factors like cost-effectiveness, public acceptability and enforcement arrangements. At present, the TD has no plans to restore the use of pay and display machines, but does not rule out the possibility of using this kind of payment method in future.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)211**

**(Question Serial No. 2650)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the design capacity of Tuen Mun Road, Yuen Long Highway, Tai Lam Tunnel, Fanling Highway, Tolo Highway and Tai Po Road (Sha Tin Section)? What were the average traffic volume and highest traffic volume of these roads in the past 3 years?

Asked by: Hon YIU Chung-yim (Member Question No. 36)

Reply:

According to the Annual Traffic Census published by the Transport Department (TD) in 2013, 2014 and 2015 (the data for the 2016 Annual Traffic Census are being compiled and have not been published yet), the information on the traffic volume of the roads/tunnel mentioned in the Question during morning and evening peak hours<sup>Note 1</sup> is as follows:

Road/tunnel <sup>Note 2</sup>	Traffic volume per hour (number of vehicles)																	
	2013			2014			2015			2013			2014			2015		
	Morning peak hours <sup>Note 1</sup>						Evening peak hours <sup>Note 1</sup>											
	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound				
Tuen Mun Road <sup>Note 3</sup>	4 280	2 510	4 410	2 580	4 870	2 880	3 110	4 420	3 100	4 320	3 330	4 350						
Yuen Long Highway <sup>Note 4</sup>	2 670	2 850	3 290	3 100	3 390	3 380	2 820	2 640	3 320	3 180	3 330	3 200						

Road/tunnel <sup>Note 2</sup>	Traffic volume per hour (number of vehicles)																	
	2013			2014			2015			2013			2014			2015		
	Morning peak hours <sup>Note 1</sup>						Evening peak hours <sup>Note 1</sup>											
	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound				
Tai Lam Tunnel	3 500	1 520	3 600	1 560	3 030	1 900	1 800	2 520	1 880	2 580	1 960	2 340						
Fanling Highway <sup>Note 5</sup>	2 210	2 170	2 040	1 990	2 090	1 910	2 290	2 130	2 130	1 950	2 030	2 000						
Tolo Highway <sup>Note 6</sup>	5 690	3 930	5 630	3 860	5 820	3 730	4 380	4 360	4 510	3 780	4 590	4 040						

- Note 1: Morning and evening peak hours are the periods with the highest traffic volume. Regarding the above roads, the morning peak hours refer to 7 a.m. to 10 a.m. and evening peak hours 4 p.m. to 7 p.m. (Mondays to Fridays, except public holidays).
- Note 2: The traffic census did not compile information on the traffic volume of Tai Po Road (Sha Tin Section) during peak hours.
- Note 3: A section of Tuen Mun Road between Sham Tseng and Ting Kau Bridge.
- Note 4: A section of Yuen Long Highway between Hung Tin Road Interchange and Lam Tei Interchange.
- Note 5: A section of Fanling Highway between So Kwun Po Interchange and Wo Hop Shek Interchange.
- Note 6: A section of Tolo Highway between north of Ma Liu Sui Interchange and Yuen Sin Road Interchange.

The design capacity<sup>Note 7</sup> of the roads/tunnel mentioned in the Question is as follows:

Road/tunnel	Design capacity (number of vehicles/hour) <sup>Note 8</sup>
Tuen Mun Road	4 700
Yuen Long Highway	4 700
Tai Lam Tunnel	4 700
Fanling Highway	4 700
Tolo Highway	6 300
Tai Po Road (Sha Tin Section) <sup>Note 9</sup>	4 700

Note 7: The design capacity of a road/tunnel is calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity is often affected by the traffic congestion conditions at its downstream roads and other slip roads or other traffic factors. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width. Moreover, other traffic factors affecting actual traffic capacity include the types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is comparatively higher, the actual capacity of that road section will be comparatively lower), the gradients and curvatures of the road section, etc.

Note 8: The figures refer to the one-way design capacity.

Note 9: A section of Tai Po Road (Sha Tin Section) between Sha Tin Road and Tolo Highway.

The average traffic volume of the roads/tunnel mentioned in the question in the past 3 years is as follows:

Road/tunnel	Annual Average Daily Traffic <sup>Note 10, Note 11</sup> (number of vehicles/day)		
	2013	2014	2015
Tuen Mun Road	92 580	94 530	102 660
Yuen Long Highway	74 950	86 370	92 100
Tai Lam Tunnel	59 480	62 440	61 010
Fanling Highway	60 260	57 130	61 490
Tolo Highway	125 810	123 680	124 610
Tai Po Road (Sha Tin Section)	98 280	98 770	101 040

Note 10: Two-way volume

Note 11: The Annual Traffic Census did not provide data on the average daily traffic volume on hourly basis.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)212****(Question Serial No. 2663)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the average daily vehicular flows at the Shenzhen Bay Port, Lok Ma Chau (Huanggang) Control Point, Man Kam To Control Point and Sha Tau Kok Control Point by vehicle type in the past 3 years? What is the design capacity of the above control points?

Asked by: Hon YIU Chung-yim (Member Question No. 39)Reply:

The average daily vehicular flows at the control points at Shenzhen Bay Port, Lok Ma Chau (Huanggang), Man Kam To and Sha Tau Kok by vehicle type in the past 3 years are as follows:

Control points	Vehicle type <sup>1</sup>	Average daily vehicular flow (number of vehicles) (two-way)		
		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
Shenzhen Bay Port	Bus	1 012	1 042	1 002
	Private car	7 034	7 338	8 036
	Goods vehicle	1 924	1 760	2 467
Lok Ma Chau (Huanggang)	Bus	2 254	2 247	2 227
	Private car	9 415	9 417	9 733
	Goods vehicle	13 082	12 567	11 765
Man Kam To	Bus	270	328	343
	Private car	479	557	551
	Goods vehicle	4 013	4 009	3 966
Sha Tau Kok	Bus	295	289	289
	Private car	1 122	1 233	1 128
	Goods vehicle	774	730	820

- <sup>1</sup> The Government collects the entry and exit records of cross-boundary vehicles by grouping them into 3 types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars (including cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles and Hong Kong private cars holding ad hoc quotas to access the Mainland via Shenzhen Bay Port). There is no further breakdown by vehicle type.

The design capacity of the 4 control points is as follows:

<b>Control point</b>	<b>Design capacity (number of vehicles) (two-way)*</b>
Shenzhen Bay Port	78 000
Lok Ma Chau (Huanggang)	33 000
Man Kam To	14 000
Sha Tau Kok	5 000

- \* The highest daily vehicular flow that can be handled, assuming all vehicular kiosks at the control point operate at the same time.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)213**

**(Question Serial No. 3121)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the average daily numbers of vehicles driving out of North District, Tai Po and Sha Tin in the past 3 years? Among such vehicles, what were the numbers of franchised buses, public light buses, green minibuses, taxis, non-franchised buses, van-type light goods vehicles, goods vehicles and private passengers/goods carriers?

Asked by: Hon YIU Chung-yim (Member Question No. 37)

Reply:

The Transport Department (TD) conducts traffic surveys on strategic roads in Hong Kong on an annual basis to monitor the utilisation of these roads. At present, the average daily traffic flows and the utilisation rates by vehicle type of various strategic roads in each of the districts in Hong Kong, including North District, Tai Po and Sha Tin, are published in the Annual Traffic Census which is uploaded to the TD's website<sup>1</sup> for public information. However, the TD does not conduct separate surveys on the numbers and types of vehicles driving out of North District, Tai Po and Sha Tin and therefore such information is not available.

<sup>1</sup> [http://www.td.gov.hk/en/publications\\_and\\_press\\_releases/publications/free\\_publications/index.html](http://www.td.gov.hk/en/publications_and_press_releases/publications/free_publications/index.html)

**CONTROLLING OFFICER'S REPLY**

**THB(T)214**

**(Question Serial No. 1061)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2017-18, the Transport and Housing Bureau (THB) has indicated that it will conduct a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles. What are the expenditure, content, and timetable of the review?

Asked by: Hon YIU Si-wing (Member Question No. 16)

Reply:

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee. The preparatory work for the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)215**

**(Question Serial No. 1063)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please tabulate the numbers and lengths of the existing cycle tracks and the cycle tracks under construction and planning in each of the districts in Hong Kong.

District	Number/length of the existing cycle tracks	Number/length of the cycle tracks under construction	Number/length of the cycle tracks under planning

- (2) What specific measures will the Government take to improve the existing cycle tracks and associated facilities?
- (3) What specific measures will the Government take to facilitate sightseeing by cycling by the public and tourists, e.g. improving traffic signs, maps and associated facilities of cycle tracks and enhancing the link between cycle tracks and tourist attractions?

Asked by: Hon YIU Si-wing (Member Question No. 17)

Reply:

- (1) The roads in Hong Kong are generally narrow and crowded, particularly those in urban areas. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas. On the other hand, the density of traffic flow is relatively low in new towns or new development areas (NDAs), rendering these areas more suitable for cyclists to commute for short-distance travelling, leisure and recreational purposes. The Government has therefore been striving to foster a "bicycle-friendly" environment in new towns and NDAs. As for NDAs in urban areas, the Government will consider introducing cycle track networks in suitable projects during the planning stage. The lengths of the existing cycle tracks and the cycle tracks under construction and planning in each of the District Council Districts are tabulated as follows:

<b>District Council District</b>	<b>Length of the existing cycle tracks (kilometres (km))</b>	<b>Length of the cycle tracks under construction (km)</b>	<b>Length of the cycle tracks under planning (km)</b>
Central and Western	0	0	0
Wan Chai	0	0	0
Eastern	0	0	2
Southern	0.3	0	0
Kowloon City	0	0	13
Sham Shui Po	0	0	0
Kwun Tong	0	2.6	0
Kwai Tsing	0	0	0
Yau Tsim Mong	1.5	0	0
Wong Tai Sin	0	0	0
Islands	14	0	12
North	27	4	3
Sai Kung	22	1.8	2
Sha Tin	57	0.2	0
Tai Po	36	0	0.9
Tsuen Wan	0	0	11
Tuen Mun	20	0	9
Yuen Long	46	10	33

- (2) The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department.

The TD keeps monitoring the conditions of cycle tracks and their associated facilities, and collects public views from time to time with a view to formulating appropriate improvement plans, which the TD will then entrust to the Highways Department (HyD) to follow-up with detailed design and construction works. In 2016, the TD issued to the HyD a total of 200 improvement schemes on cycle tracks and their associated facilities.

- (3) The Development Bureau and the Civil Engineering and Development Department (CEDD) are developing in phases the cycle track networks in the New Territories, including a backbone section of about 60 km from Tuen Mun to Ma On Shan (via

Yuen Long, Sheung Shui, Tai Po and Sha Tin), as well as another backbone section of about 22 km from Tsuen Wan to Tuen Mun. Cycling hubs will be provided along the cycle track networks near large public transport facilities while resting stations will be provided at suitable locations en route. The CEDD will erect route maps and signs at cycling hubs, resting stations and suitable locations en route.

Moreover, information on major cycle track routes and the locations of bicycle parking sites is included in the Cycling Information Centre of TD's website. The TD has been keeping in view the needs of the public and will erect additional signs along cycle tracks as appropriate to guide members of the public to their destinations, cycling hubs, resting stations, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 1070)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Has the Transport Department (TD) taken measures to increase the number of parking spaces for coaches over the past 3 years?
- (2) In which popular tourist spots have such coach parking space conversion works been carried out? What is the number of additional coach parking spaces in each of the tourist attractions?
- (3) What is the work plan of the TD for increasing the number of coach parking spaces in 2017-18? What is the amount of financial resources reserved for this?

Asked by: Hon YIU Si-wing (Member Question No. 24)

Reply:

- (1) In the past 3 years, the TD provided 83 additional on-street parking spaces and 7 loading/unloading bays for coaches across Hong Kong.

To increase the number of commercial vehicle parking spaces, the TD launched in 2015-16 a scheme of increasing the number of on-street overnight parking spaces for commercial vehicle. The TD provides additional on-street overnight parking spaces for commercial vehicles (including coaches) at locations with demand for commercial vehicle parking, on the condition that traffic flow, road safety and other road users are not affected. During the two years since the implementation of the scheme, the TD has actively identified 318 on-street overnight commercial vehicle parking spaces and is consulting the local communities in phases. As for the provision of coach parking spaces, of the aforesaid 318 proposed on-street overnight parking spaces, 24 are for parking of buses only, of which 10 are completed and open for public use (as part of the aforesaid 83 on-street parking spaces); 4 will be open for public use within this year; 3 are undergoing local consultation; and the remaining 7 cannot be implemented due to objections from the local communities. Some of the proposals for provision of on-street overnight commercial vehicle parking spaces cannot be smoothly

implemented due to noise, security, traffic and safety concerns raised by members of the public. The TD will continue to address these public concerns with a view to gaining public support so as to increase the supply of parking spaces. The TD will continue to make further efforts to identify suitable sites for the provision of on-street overnight commercial vehicle parking spaces and to consult the local communities on the proposals.

(2) The measures taken by the TD to provide additional parking spaces and loading/unloading bays for coaches in popular tourist spots and attractions are as follows:

- provision of 6 additional coach parking spaces in Shek Pik, Lantau in February 2015;
- provision of 1 temporary coach parking area with a total of 31 on-street metered parking spaces on Hoi Yu Street, North Point in September 2015;
- enlargement of the coach layby on Salisbury Road in Tsim Sha Tsui near the Avenue of Stars in January 2016 so that the number of coaches that can pick up / set down passengers at the same time are increased from 9 to 12;
- setting up short term tenancy car parks at 2 government sites on Wa Shun Street and Peel Street in August 2016 to provide a total of 20 and 50 coach/goods vehicle parking spaces respectively to meet the demand for coach parking spaces in To Kwa Wan and Hung Hom; and
- setting up a short term tenancy car park at a government site next to Ocean Park, Wong Chuk Hang in November 2016 to provide 40 bus parking spaces for parking of non-franchised buses (including coaches) free of charge from 9 a.m. to 8 p.m. daily and for exclusive overnight parking of franchised bus from 8 p.m. to 9 a.m. the next day.

(3) The work plan of the TD for increasing the number of coach parking spaces in 2017-18 is as follows:

- requiring the developer of Ex-North Point Estate development project to provide 30 public parking spaces for coaches through the terms of land grant with a target completion date in end-2017;
- discussing and exploring with relevant government departments increasing the number of on-street metered parking spaces of the existing coach parking area on Cheong Wan Road, Hung Hom (next to the Hong Kong Stadium) from 8 to 20;
- providing 4 additional coach parking spaces on Upper Cheung Sha Beach, Lantau; and
- providing 7 additional coach parking spaces in Tung Chung.

The work involved in the provision of additional coach parking spaces is undertaken by the TD as part of its normal duties. There is no separate breakdown of expenditure.

**CONTROLLING OFFICER'S REPLY**

**THB(T)217**

**(Question Serial No. 1074)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of new applications, the numbers of approved applications, the average processing time and the cumulative numbers of each type of hire car permits (HCPs) issued in the past 3 years by completing the following table.

		2014	2015	2016
(a) Hotel Service Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(e) Private Service Hire	Number of new applications in the year			

		2014	2015	2016
Car	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			

Asked by: Hon YIU Si-wing (Member Question No. 49)

Reply:

The numbers of new applications (i.e excluding renewal applications) received by the Transport Department and the numbers of approved applications, the average processing time and the cumulative numbers of different types of HCPs issued between 2014 and 2016 are listed below:

		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
(a) Hotel Service Hire Car	Number of new applications in the year	13	8	3
	Number of approved applications in the year <sup>Note 1</sup>	3	11	2
	Average processing time (months)	3.9	3.8	2.7
	Cumulative number of HCPs issued at year-end <sup>Note 2</sup>	155	162	162
(b) Tour Service Hire Car	Number of new applications in the year	15	23	14
	Number of approved applications in the year <sup>Note 1</sup>	7	3	2
	Average processing time (months)	4.0	4.1	3.8
	Cumulative number of HCPs issued at year-end <sup>Note 2</sup>	118	109	109
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	20	25	46
	Number of approved applications in the year <sup>Note 1</sup>	2	9	4
	Average processing time (months)	3.6	4.0	4.0
	Cumulative number of HCPs issued at year-end <sup>Note 2</sup>	243	254	267
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	3	0
	Number of approved applications in the year <sup>Note 1</sup>	0	3	0
	Average processing time (months)	Not applicable	2.7	Not applicable

		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
	Cumulative number of HCPs issued at year-end <sup>Note 2</sup>	350	365	365
(e) Private Service Hire Car	Number of new applications in the year	2	0	0
	Number of approved applications in the year <sup>Note 1</sup>	0	0	0
	Average processing time (months)	6	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end <sup>Note 2</sup>	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 2: The number of valid HCPs as at 31 December of the year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)218**

**(Question Serial No. 3004)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has undertaken to build a super cycle track to link up a number of existing scattered cycle tracks in the New Territories. This year's financial report also mentions that the Transport Department (TD) will conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories. In this connection, will the Government advise on:

1. the latest progress of the improvement works of existing cycle tracks and associated facilities in the 9 new towns in the New Territories; and
2. the manpower and resources to be allocated and the associated measures to be introduced in 2017-18 to promote the "bicycle-friendly" policy, together with the details, expenditure and implementation timetable of each of the measures?

Asked by: Hon YUNG Hoi-yan (Member Question No. 43)

Reply:

In 2017-18, the TD will continue to create a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

In 2017-18, the related work, including managing the above consultancy study and following up on its recommendations, will be undertaken by 1 Senior Engineer, 2 Engineers/Assistant Engineers and 1 Technical Officer (Traffic)/Technical Officer Trainee (Traffic). The annual staff cost is about \$3.09 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)219**

**(Question Serial No. 3005)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Government's initiatives of developing intelligent transport systems, such as the installation of smart devices at pedestrian crossings, collection of real-time traffic information and detection of incidents, what are the details, staff establishment and estimated expenditure involved in the coming year? Also, regarding the ongoing or planned studies on intelligent transport systems conducted by the Government, please provide the details of the studies, including the content, commencement dates (if applicable), estimated duration of the studies as well as the expenditure and manpower involved?

Asked by: Hon YUNG Hoi-yan (Member Question No. 44)

Reply:

The Transport Department (TD) is currently taking forward the development and studies on the following intelligent transport systems. The estimated total expenditure of the related work in 2017-18 is about \$47.2 million with details provided below:

- (a) Study on installation of smart devices at signalised pedestrian crossings for the elderly: The study commenced in September 2016 for anticipated completion in 2018. The estimated expenditure in 2017-18 is \$1.8 million.
- (b) Installation of traffic detectors along some strategic routes: The consultancy agreement for investigation, design and construction regarding this project commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. The total value of the consultancy agreement is about \$5 million and the estimated value of the consultancy agreement in 2017-18 is about \$2.1 million. Major investigation and design work by the consultant includes review of different vehicle detection technologies, design of civil works and electrical and mechanical works relating to the installation of traffic detectors as well as design of the central computer system and data communication system, etc. Site installation of traffic detectors is expected to commence in 2018 in phases. The first phase of traffic

detectors will be commissioned by the end of 2019 whereas the remaining detectors by the end of 2020.

- (c) Development of the traffic and incident management system:  
Design, supply, implementation and maintenance contract has commenced for anticipated completion by the end of 2017. The estimated expenditure in 2017-18 is \$15.7 million.
- (d) Upgrading of the transport information system:  
The TD commenced tender exercise for this project in December 2016 and assessment of tenders is now underway. The contract is expected to be awarded in mid-2017 and the project is expected to be completed at the end of 2018. The estimated expenditure in 2017-18 is \$13.3 million.
- (e) Enhancing the HKeTransport service:  
The project of enhancing HKeTransport to facilitate the use by the elderly commenced in April 2016 for anticipated completion by mid-2017. The estimated expenditure in 2017-18 is \$1.6 million. At the same time, to facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in HKeTransport for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year.
- (f) Replacement of the area traffic control and closed circuit television systems for Tai Po and North Districts:  
The project will commence in the second quarter of 2017 for anticipated completion in early 2019. The estimated expenditure in 2017-18 is \$11 million.
- (g) Replacement of 17 traffic control boxes on Hong Kong Island and in the New Territories and connection to the central computer:  
The project commenced in September 2016 for anticipated completion in early 2018. The estimated expenditure is in 2017-18 \$1.7 million.

The TD is taking forward the above initiatives by deploying existing manpower, and will also hire 1 contract System Analyst and 1 contract Analyst/Programmer in 2017-18 to take up the related work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)308**

**(Question Serial No. 4161)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the average daily patronage of various ferry routes (inner harbour ferry routes, outlying island ferry routes and kaito services) in Hong Kong in each month of each of the past 3 years.

Asked by: Hon CHAN Chi-chuen (Member Question No. 120)

Reply:

According to the data provided by the ferry operators, the average daily patronage of various ferry routes (inner harbour routes, outlying island routes and kaito) in Hong Kong in each month of 2014, 2015 and 2016 are provided in the **Annex**.

**Average daily patronage of various ferry routes (inner harbour routes, outlying island routes and kaito)  
in Hong Kong in each month of 2014, 2015 and 2016**

**Inner harbour routes**

Inner Harbour Routes	Average daily patronage in each month of 2014 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui – Central	39 200	39 400	36 500	39 100	35 500	35 400	37 800	40 200	34 100	38 400	39 100	46 100
Tsim Sha Tsui – Wan Chai	19 600	19 500	18 700	19 600	17 200	18 600	24 000	22 800	16 100	19 100	17 700	18 000
North Point – Hung Hom	4 500	4 300	4 400	4 100	4 100	4 100	4 100	4 100	4 300	5 000	4 800	4 500
North Point – Kowloon City	3 400	3 200	3 300	3 100	3 100	3 100	3 100	3 100	3 300	3 800	3 600	3 400
North Point – Kwun Tong	1 300	1 200	1 300	1 400	1 300	1 400	1 400	1 400	1 400	1 500	1 400	1 300
Sai Wan Ho – Sam Ka Tsuen	590	600	600	660	570	580	560	550	630	650	530	550
Sai Wan Ho – Kwun Tong	880	820	920	910	890	930	940	870	940	980	920	900

Note:

(1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.

Inner Harbour Routes	Average daily patronage in each month of 2015 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui – Central	43 000	45 500	35 800	39 000	35 400	34 000	40 000	43 000	35 400	39 800	40 000	46 200
Tsim Sha Tsui – Wan Chai	16 100	17 600	15 400	15 600	13 400	14 500	17 500	17 100	13 400	15 400	14 900	15 700
North Point – Hung Hom	4 600	4 400	4 500	4 200	4 100	4 300	4 100	4 100	4 300	4 200	4 500	4 300
North Point – Kowloon City	3 400	3 300	3 400	3 100	3 100	3 200	3 100	3 100	3 200	3 200	3 400	3 200
North Point – Kwun Tong	1 400	1 200	1 400	1 300	1 300	1 500	1 400	1 400	1 400	1 400	1 600	1 500
Sai Wan Ho – Sam Ka Tsuen	470	470	480	540	460	480	420	430	450	440	510	450
Sai Wan Ho – Kwun Tong	720	640	720	710	660	790	700	700	730	720	840	750

Note:

(1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.

Inner Harbour Routes	Average daily patronage in each month of 2016 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui – Central	37 600	45 000	35 400	36 200	38 000	34 000	39 800	40 200	35 100	40 000	39 200	49 800
Tsim Sha Tsui – Wan Chai	12 800	14 000	13 000	13 600	12 200	12 300	16 200	16 300	12 600	15 300	14 800	16 700
North Point – Hung Hom	4 200	4 100	4 200	4 200	4 400	4 100	4 100	4 000	4 300	4 000	3 900	3 800
North Point – Kowloon City	3 100	3 100	3 200	3 200	3 300	3 100	3 100	3 000	3 200	3 000	3 000	2 800
North Point – Kwun Tong (via Kai Tak) <sup>Note (2)</sup>	1 400	1 300	1 400	1 500	1 500	1 500	1 400	1 500	1 500	1 500	1 600	1 500
Sai Wan Ho – Sam Ka Tsuen	350	470	420	410	510	410	490	480	410	540	480	550
Sai Wan Ho – Kwun Tong	670	700	720	760	880	820	830	840	950	840	940	870

Note:

- (1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.
- (2) Starting from 3 December 2016, the “North Point – Kwun Tong” licensed ferry service is routed via Kai Tak Runway Park Pier.

## Outlying Island Routes

Outlying Island Routes	Average daily patronage in each month of 2014											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	23 800	27 600	25 500	29 900	25 400	23 800	26 200	29 500	23 400	25 100	25 400	23 800
Central – Mui Wo	5 300	5 800	5 700	6 200	5 300	5 600	5 800	6 500	5 700	6 000	6 200	5 500
Central – Peng Chau	6 600	6 600	6 500	6 900	6 300	6 400	6 400	6 500	6 600	6 600	6 800	6 700
Central – Yung Shue Wan	8 700	8 900	8 800	10 200	8 600	8 500	8 600	9 600	8 600	9 500	9 700	8 600
Central – Sok Kwu Wan	1 200	1 500	1 200	1 700	1 000	930	1 100	1 200	990	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	820	880	860	1 100	790	860	890	980	820	1 000	950	760
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	1 000	1 100	1 000	1 100	990	990	1 100	1 100	1 000	1 100	1 100	980
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	810	810	820	990	780	780	720	780	820	930	910	810
Aberdeen – Sok Kwu Wan (via Mo Tat)	580	580	580	810	770	610	670	670	640	740	660	570
Central – Discovery Bay	11 900	11 900	12 300	12 200	11 800	12 200	9 900	11 200	11 900	11 900	12 200	11 700
Discovery Bay – Mui Wo	230	300	280	310	300	290	150	170	320	370	300	190
Ma Wan – Central	3 100	3 100	3 100	3 200	3 000	3 100	3 100	3 100	3 100	2 900	3 000	3 000
Ma Wan – Tsuen Wan	270	290	240	350	290	300	310	340	270	330	280	250
North Point – Joss House Bay <sup>Note (1)</sup>	-	-	-	3 700	-	-	-	-	-	-	-	-

Note:

(1) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

Outlying Island Routes	Average daily patronage in each month of 2015											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	23 900	27 400	25 900	31 100	26 300	23 600	25 300	29 100	25 100	25 900	26 900	25 400
Central – Mui Wo	5 500	5 700	5 600	6 300	5 700	5 600	5 500	6 100	6 000	6 200	6 500	5 600
Central – Peng Chau	6 700	6 800	6 800	7 100	6 600	6 700	6 500	6 700	7 100	7 100	7 200	7 100
Central – Yung Shue Wan	8 900	9 600	8 800	10 300	9 000	8 400	8 100	8 800	9 100	9 500	9 800	9 000
Central – Sok Kwu Wan	1 300	1 500	1 200	1 700	1 200	970	940	1 100	1 100	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	880	1 000	950	1 200	920	840	840	930	1 300	1 500	1 500	1 300
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	1 000	1 100	1 100	1 200	1 000	1 000	1 000	1 100	1 000	1 000	1 100	1 000
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	810	830	840	1,000	950	840	700	770	850	870	880	810
Aberdeen – Sok Kwu Wan (via Mo Tat)	620	630	620	810	660	690	600	620	640	670	600	560
Central – Discovery Bay	11 800	11 700	12 100	12 300	11 800	11 900	9 600	11 700	11 700	11 700	12 300	11 900
Discovery Bay – Mui Wo	300	260	290	320	300	290	140	140	330	310	320	200
Ma Wan – Central	3 000	3 000	3 000	3 000	2 900	3 100	2 900	3 000	3 100	3 100	3 200	3 100
Ma Wan – Tsuen Wan	260	330	280	360	320	280	290	320	310	320	290	280
Cheung Chau – Aberdeen <sup>Note (1)</sup>	-	-	-	-	-	-	-	530	610	540	500	400
North Point – Joss House Bay <sup>Note (2)</sup>	-	-	-	3 500	-	-	-	-	-	-	-	-

Note:

(1) The “Cheung Chau – Aberdeen” licensed ferry service has come into operation since 8 August 2015.

(2) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

Outlying Island Routes	Average daily patronage in each month of 2016											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	21 900	26 200	26 200	25 000	26 700	23 200	26 700	26 700	23 800	25 800	25 100	26 800
Central – Mui Wo	5 000	5 700	5 800	5 700	5 800	5 600	6 000	5 800	5 600	6 500	6 500	6 200
Central – Peng Chau	6 700	6 600	6 800	7 100	6 600	6 700	6 500	6 700	7 100	7 100	7 200	7 100
Central – Yung Shue Wan	8 900	9 200	8 800	10 300	9 000	8 400	8 100	8 800	9 100	9 500	9 800	9 000
Central – Sok Kwu Wan	1 300	1 400	1 200	1 700	1 200	970	940	1 100	1 100	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	1 200	1 500	1 600	1 700	1 600	1 500	1 700	1 500	1 500	1 500	1 500	1 600
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	940	1 100	1 000	1 000	1 000	990	1 000	950	940	1 000	1 000	1 000
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	780	840	840	880	890	750	720	700	830	880	830	830
Aberdeen – Sok Kwu Wan (via Mo Tat)	520	590	630	650	810	530	660	540	590	650	550	650
Central – Discovery Bay	11 000	11 300	11 400	11 200	11 600	11 300	9 600	10 700	11 200	11 200	12 000	11 500
Discovery Bay – Mui Wo	250	290	270	260	320	250	140	99	310	350	290	240
Ma Wan – Central	2 900	2 900	2 900	3 000	3 100	3 000	2 800	2 900	3 000	2 900	3 100	3 000
Ma Wan – Tsuen Wan	260	300	290	290	330	270	310	290	280	280	250	280
Cheung Chau – Aberdeen	360	550	620	640	540	380	440	410	420	510	400	490
North Point – Joss House Bay <sup>Note (1)</sup>	-	-	-	3 200	-	-	-	-	-	-	-	-

Note:

(1) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

## Kaito

Kaito	Average daily patronage in each month of 2014 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen – Mo Tat – Sok Kwu Wan	72	69	71	66	101	79	87	100	93	91	90	86
Aberdeen – Stanley/Po Toi Island	110	84	110	210	110	80	88	98	100	170	180	120
Cheung Chau Public Pier – Sai Wan	97	97	97	110	96	95	100	100	93	100	100	96
Peng Chau – Discovery Bay (via Trappist Monastery)	1 400	1 500	1 400	1 500	1 400	1 500	1 400	1 400	1 500	1 400	1 500	1 400
Sam Ka Tsuen – Tung Lung Chau	120	120	150	180	73	99	100	130	190	200	180	180
Sha Tau Kok – Kat O	66	53	72	81	60	63	60	65	63	86	64	65
Ma Liu Shui – Tung Ping Chau	210	260	280	630	270	390	490	540	500	600	500	350
Wong Shek – Tap Mun/Ko Lau Wan/Chek Keng	270	280	250	270	250	250	280	320	290	340	310	340
Ma Liu Shui – Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/ Chek Keng /Wong Shek	130	140	130	180	140	150	160	190	170	190	180	180
Wong Shek – Wan Chai/Chek Keng	220	190	200	270	160	180	160	210	190	270	290	280
Aberdeen Praya Public Landing Steps – Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	4 900	5 100	5 100	5 200	4 700	5 000	4 600	4 300	5 200	5 300	4 900	5 500

### Note:

(1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.

Kaito	Average daily patronage in each month of 2015 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen – Mo Tat – Sok Kwu Wan	85	81	85	80	81	110	81	96	84	83	89	79
Aberdeen – Stanley/Po Toi Island	180	140	250	290	270	150	120	150	170	200	220	180
Cheung Chau Public Pier – Sai Wan	97	100	97	110	97	99	100	110	94	110	110	100
Peng Chau – Discovery Bay (via Trappist Monastery)	1 400	1 400	1 400	1 600	1 500	1 500	1 500	1 400	1 500	1 400	1 600	1 500
Sam Ka Tsuen – Tung Lung Chau	170	210	140	320	130	130	94	75	200	190	310	210
Sai Wan Ho – Tung Lung Chau <sup>Note (2)</sup>	-	-	-	-	-	65	150	170	290	180	390	240
Sha Tau Kok – Ap Chau/Kat O <sup>Note (3)</sup>	76	74	90	85	-	-	-	-	31	81	71	54
Ma Liu Shui – Tung Ping Chau	350	350	380	640	430	490	500	560	620	590	660	390
Wong Shek – Tap Mun/Ko Lau Wan/Chek Keng	270	270	260	280	270	280	260	290	270	370	320	320
Ma Liu Shui – Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/ Chek Keng /Wong Shek	140	160	140	210	140	150	150	180	180	190	180	170
Wong Shek – Wan Chai/Chek Keng	200	250	190	240	170	170	130	150	220	150	270	260
Aberdeen Praya Public Landing Steps – Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	5 000	5 300	5 400	5 500	5 300	5 800	5 600	5 500	5 700	5 400	6 000	5 600

Note:

- (1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.
- (2) The kaito service plying between Sai Wan Ho and Tung Lung Chau has come into operation since 20 June 2015.
- (3) The kaito service plying between Sha Tau Kok and Kat O had suspended operation between May and August 2015 and an additional berthing point has been provided at Ap Chau since 20 November.

Kaito	Average daily patronage in each month of 2016 <sup>Note (1)</sup>											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen – Mo Tat – Sok Kwu Wan	73	83	69	80	90	81	84	86	79	77	88	92
Aberdeen – Stanley/Po Toi Island	140	120	220	230	210	160	160	140	170	280	220	290
Cheung Chau Public Pier – Sai Wan	99	100	100	110	100	100	110	110	96	100	100	100
Peng Chau – Discovery Bay (via Trappist Monastery)	1 600	1 600	1 700	1 700	1 700	1 600	1 500	1 600	1 600	1 600	1 600	1 500
Sam Ka Tsuen – Tung Lung Chau	130	140	230	150	250	120	140	190	250	430	460	560
Sai Wan Ho – Tung Lung Chau	200	230	430	270	370	250	280	250	300	440	600	580
Sai Kung – Town Island (Operation Dawn Pier) <sup>Note (2)</sup>	15	31	27	28	27	29	25	21	23	20	23	26
Sha Tau Kok – Ap Chau/Kat O	48	55	86	74	67	54	68	72	120	65	56	52
Ma Liu Shui – Lai Chi Wo <sup>Note (3)</sup>	58	96	210	140	180	49	92	98	170	210	270	270
Ma Liu Shui – Tung Ping Chau	240	250	350	430	560	470	630	600	610	760	770	620
Wong Shek – Tap Mun/Ko Lau Wan/Chek Keng	260	260	260	260	260	260	250	300	280	340	350	400
Ma Liu Shui – Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/ Chek Keng /Wong Shek	140	150	180	200	160	140	170	180	180	190	210	250
Wong Shek – Wan Chai/Chek Keng	180	190	200	140	150	150	200	170	150	180	270	210
Aberdeen Praya Public Landing Steps – Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	5 400	6 500	5 800	5 700	6 100	5 700	5 200	5 800	5 800	5 600	5 800	5 900
Kwun Tong – Kai Tak <sup>Note (4)</sup>	-	-	-	660	460	160	140	130	120	190	340	-

**Note:**

- (1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.
- (2) The kaito service plying between Sai Kung and Town Island (Operation Dawn Pier) has come into operation since 2 January 2016.
- (3) The kaito service plying between Ma Liu Shui and Lai Chi Wo has come into operation since 1 January 2016.
- (4) The kaito service plying between Kwun Tong and Kai Tak commenced operation on 9 April 2016 but ceased operation on 3 December in the same year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)309**

**(Question Serial No. 3526)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of newly registered private cars and other vehicle classes in the past 5 years with breakdown by fuel type.

Asked by: Hon CHAN Hak-kan (Member Question No. 63)

Reply:

The numbers of newly registered vehicles in the past 5 calendar years with breakdown by vehicle class and fuel type are tabulate below:

2012

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total
Motorcycle	3 590	0	13	0	<b>3 603</b>
Private car	44 817	58	108	0	<b>44 983</b>
Taxi	0	0	0	300	<b>300</b>
Franchised bus	0	277	0	0	<b>277</b>
Non-franchised public bus	0	654	0	0	<b>654</b>
Private bus	0	96	0	0	<b>96</b>
Public light bus	0	12	0	34	<b>46</b>
Private light bus	0	199	0	90	<b>289</b>
Goods vehicle	83	7 276	7	0	<b>7 366</b>
Special purpose vehicle	2	73	11	14	<b>100</b>

2013

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	4 346	0	14	0	<b>4 360</b>
Private car	44 998	349	35	0	<b>45 382</b>
Taxi	14	0	33	718	<b>765</b>
Franchised bus	0	458	1	0	<b>459</b>
Non-franchised public bus	0	497	0	0	<b>497</b>
Private bus	0	54	3	0	<b>57</b>
Public light bus	0	18	0	29	<b>47</b>
Private light bus	0	234	0	104	<b>338</b>
Goods vehicle	36	9 189	24	0	<b>9 249</b>
Special purpose vehicle	6	123	20	12	<b>161</b>

2014

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 109	0	25	0	<b>5 134</b>
Private car	44 245	1 546	845	0	<b>46 636</b>
Taxi	0	0	15	1 699	<b>1 714</b>
Franchised bus	0	455	0	0	<b>455</b>
Non-franchised public bus	0	712	4	0	<b>716</b>
Private bus	0	52	0	0	<b>52</b>
Public light bus	0	40	0	52	<b>92</b>
Private light bus	0	342	0	95	<b>437</b>
Goods vehicle	41	13 221	9	0	<b>13 271</b>
Special purpose vehicle	3	85	2	9	<b>99</b>

2015

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 037	0	0	0	<b>6 037</b>
Private car	46 122	1 593	2 607	0	<b>50 322</b>
Taxi	0	0	0	2 340	<b>2 340</b>
Franchised bus	0	866	8	0	<b>874</b>
Non-franchised public bus	0	737	3	0	<b>740</b>
Private bus	0	62	1	0	<b>63</b>
Public light bus	0	73	0	91	<b>164</b>
Private light bus	0	369	0	35	<b>404</b>
Goods vehicle	10	14 446	11	0	<b>14 467</b>
Special purpose vehicle	2	82	7	17	<b>108</b>

2016

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 542	0	2	0	<b>5 544</b>
Private car	36 266	1 896	3 020	0	<b>41 182</b>
Taxi	2	0	1	1 819	<b>1 822</b>
Franchised bus	0	836	5	0	<b>841</b>
Non-franchised public bus	0	803	0	0	<b>803</b>
Private bus	0	88	0	0	<b>88</b>
Public light bus	0	113	0	101	<b>214</b>
Private light bus	0	219	4	100	<b>323</b>
Goods vehicle	27	10 760	11	0	<b>10 798</b>
Special purpose vehicle	1	150	4	18	<b>173</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)310**

**(Question Serial No. 4109)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Estimates have mentioned that the Government will allocate a sum of \$88.27 million to provide subsidies to franchised bus companies for improving the facilities of bus stops. Please provide the number of bus stops expected to be improved and the implementation timetable.

Asked by: Hon CHAN Han-pan (Member Question No. 63)

Reply:

The Government has earmarked \$88.27 million to subsidise franchise bus companies to install seats at about 2 700 covered bus stops and real-time arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/or display panels in 2019-20. The details of the locations of the bus stops covered by the subsidy scheme and the years when construction works are expected to commence have been set out in the paper submitted by the Transport Department ("TD") to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link: ([http://www.td.gov.hk/tc/publications\\_and\\_press\\_releases/consultation\\_papers/transport\\_department/index.html](http://www.td.gov.hk/tc/publications_and_press_releases/consultation_papers/transport_department/index.html)).

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded respectively by the Government and franchised bus companies for the installation work under the above arrangement.

**CONTROLLING OFFICER'S REPLY**

**THB(T)311**

**(Question Serial No. 6836)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the tunnels and bridges operated by the Government:

- (1) Please provide information on the respective management fees payable to the contractors for management, operation and maintenance (MOM) services of the following tunnels and bridges and the names of these contractors in the table below:

	2016-17 surplus/(deficit) (\$)	2015-16 surplus/(deficit) (\$)	2014-15 surplus/(deficit) (\$)
Cross-Harbour Tunnel			
Lion Rock Tunnel			
Shing Mun Tunnels			
Tseung Kwan O Tunnel			
Aberdeen Tunnel			
Eagle's Nest Tunnel			
Lantau Link			

Asked by: Hon CHAN Han-pan (Member Question No. 7)

Reply:

The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and the management fees payable to the contractors from 2014-15 to 2016-17 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2016-17	2015-16	2014-15
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited/Serco Group (H.K.) Limited <sup>Note 1</sup>	70	63	63
Lion Rock Tunnel	Greater Lucky (H.K.)	35	34	34

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2016-17	2015-16	2014-15
	Company Limited			
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	34	33	33
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	34	33	33
Aberdeen Tunnel	Transport Infrastructure Management Limited	45	43	40
Route 8K <sup>Note 2</sup>	Serco Lam JV	102	101	101
Route 8T <sup>Note 2</sup>		57	57	57
Lantau Link <sup>Note 3</sup>	TIML MOM Limited	111	106	104
Non-Lantau Link <sup>Note 3</sup>		114	109	106
<p>Note 1 - Chun Wo Tunnel Management Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 1 November 2016 upon expiry of the previous MOM contract</p> <p>Note 2 - The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). The Eagle’s Nest Tunnel forms part of Route 8K.</p> <p>Note 3 - The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.</p>				

The operating results (before tax) of the above tunnels and bridges for the past 3 years are as follows:

	2015-16 surplus/(deficit) (\$ million)	2014-15 surplus/(deficit) (\$ million)	2013-14 surplus/(deficit) (\$ million)
Cross-Harbour Tunnel <sup>Note 1</sup>	678.3	667.8	666.0
Lion Rock Tunnel <sup>Note 2</sup>	201.6	192.4	195.2
Shing Mun Tunnels <sup>Note 2</sup>	33.1	38.4	37.5
Tseung Kwan O Tunnel <sup>Note 2</sup>	46.5	44.2	43.2
Aberdeen Tunnel <sup>Note 2</sup>	47.3	45.2	51.0
Route 8K (Eagle’s Nest Tunnel forms part of Route 8K) <sup>Note 2</sup>	(121.6)	(120.3)	(141.6)
Lantau Link <sup>Note 2</sup>	283.0	247.1	222.4

Note 1: The Cross-Harbour Tunnel was a “Build-Operate-Transfer” project. The capital cost of the Cross-Harbour Tunnel was not contributed by the Government. The figures provided in the above table represent the difference between revenue (including the tolls) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels and bridges were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels and bridges for the years concerned.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)312****(Question Serial No. 7083)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the bus routes currently plying the 3 road harbour crossings and the 3 land tunnels between Kowloon and Sha Tin as well as the annual toll revenue collected from buses using the respective tunnels by completing the table below.

Tunnel name	Number of bus routes plying	Toll revenue collected from buses last year
Cross Harbour Tunnel		
Eastern Harbour Crossing		
Western Harbour Crossing		
Lion Rock Tunnel		
Tate's Cairn Tunnel		
Eagle's Nest Tunnel		

Asked by: Hon CHAN Han-pan (Member Question No. 19)Reply:

The numbers of franchised bus routes currently plying the 3 road harbour crossings and 3 land tunnels between Kowloon and Sha Tin are set out below:

Tunnel name	Number of franchised bus routes plying#
Cross Harbour Tunnel	33
Eastern Harbour Crossing	21
Western Harbour Crossing	30
Lion Rock Tunnel	32
Tate's Cairn Tunnel	28
Eagle's Nest Tunnel	17

#Routes of the same group are counted once only.

The toll collection systems of the tunnels keep the record of toll collected for the vehicle class of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) only. The toll revenues collected from buses by respective tunnels in 2016 are tabulated as follows:

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2016 (\$ million)
Cross Harbour Tunnel	42
Eastern Harbour Crossing	72
Western Harbour Crossing	241
Tate's Cairn Tunnel	61
Eagle's Nest Tunnel	5
Lion Rock Tunnel	Not applicable <sup>Note 1</sup>

Note 1: Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle class, the Transport Department does not have records of buses using the toll collection system of Lion Rock Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)313**

**(Question Serial No. 3682)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2017-18, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
2. In 2017-18, will the Government make reference to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
3. In 2017-18, will the Government comprehensively review the strategy of “according priority to railways” to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?
4. In 2017-18, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?
5. In 2017-18, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?
6. In 2017-18, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
7. In 2017-18, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport service? If yes, what are the details and estimated expenditure involved?
8. In 2017-18, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and

Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?

9. In 2017-18, will the Government comprehensively examine the adequacy of the supply of urban, New Territories and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?
10. Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the "Area Approach" over the past 5 years? If yes, what were the details and specific expenditure involved? Will the Government conduct any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the "Area Approach"? If yes, what are the details and estimated expenditure involved?
11. Regarding the Public Transport Strategy Study (PTSS) to be conducted in 2017-18, what are the details and estimated expenditure involved? Will the Government consult the public on this, and what are the details and estimated expenditure involved?
12. In carrying out the PTSS in 2017-18, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a "bicycle-friendly" city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (Member Question No. 511)

Reply:

1, 2, 4, 5 & 6

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones owing to road safety considerations, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities are frequent, with many vehicles passing by and needing to stop temporarily, such as public transport vehicles needing to pick up and set down passengers. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas. Moreover, given the relatively limited road space in urban areas in general, if cycle tracks or dedicated cycle lanes are to be designated on the road space, the existing walkways or carriageways will need to be narrowed, inevitably bringing inconvenience to other road users, aggravating road traffic congestion, and easily causing traffic accidents. Allowing a large number of bicycles to share the busy roads in urban areas with other vehicles without dedicated cycle

tracks or dedicated cycle lanes will also increase the risks of accidents. In view of the above, the Government currently does not have plan to designate cycle tracks or dedicated cycle and motorcycle lanes on existing roads in urban areas.

As for new development areas in urban areas, the Government will consider introducing cycle track networks in suitable projects during the planning stage. For instance, in the new development area at the former site of the Kai Tak Airport, the Government has planned an approximately 13 kilometres long cycle track. The lengths of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are tabulated below. Since the construction of the related cycle tracks will not commence in 2017-18, there is no estimated expenditure for the construction works this year.

	<b>New development area</b>	<b>Length of cycle track (kilometres)</b>
1	Development of Anderson Road Quarry site	2.6
2	Tung Chung New Town Extension	12
3	Kai Tak Development	13
4	Advance works at Kwu Tung North and Fanling North New Development Areas	3
5	Hung Shui Kiu New Development Area	20
6	Yuen Long South development project	12.5
7	Infrastructure works for public housing development at Area 54, Tung Chung	0.5

Regarding improvement to the existing cycle tracks, the Transport Department (TD) engaged a consultant to study how to improve the cycle tracks and cycling facilities in 9 new towns in the New Territories. The consultant had drawn up about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction procedures, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the related works are yet to be determined.

3. With a dense population and limited road space in Hong Kong, it is a challenge for us to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over 5 million passenger trips every day, accounting for about 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Railway Development Strategy 2014 recommended that 7 new railway projects be completed before 2031. We will continue with the detailed planning work of the Northern Link (and the Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension (and the Tung Chung East Station) in 2017-18. The Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other.

7. At present, there are 5 bus companies operating 6 bus franchises. The franchises, which last for 10 years, will expire between 2023 and 2027. Upon expiry of the franchises, whether new franchises will be granted through open tender will be determined nearer the expiry date. According to the established practice, an incumbent grantee which is able to prove its ability to provide proper and efficient services and is willing to further invest in franchised bus operation may in general apply for a new franchise through direct negotiations with the Government. Prior consultations with the Legislative Council (LegCo) and the public will be conducted. The TD currently does not have any plan to re-tender the franchises of all the bus routes, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through ongoing monitoring and regulating work.
8. The TD has all along been closely monitoring the operation and quality of public transport services in different districts in Hong Kong, and will make adjustments to the services in accordance with the demand of passengers. When there are proven needs for new or enhanced services, the TD will make necessary arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.
9. The Government reviewed the taxi service level in the Topical Study under the PTSS and the findings of the review were reported to the LegCo Panel on Transport (the Panel) in June 2015. The details were set out in the discussion paper submitted by the Government to the Panel and the paper can be downloaded from the website of the LegCo (<http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150616cb4-1143-3-e.pdf>). The findings of the study show that the service level of urban and New Territories taxis has largely remained stable in recent years and the supply is also generally adequate. As for Lantau taxis, having regard to the demand for taxi service, operating situation of the taxi trade, and likely impact of the increase in the number of taxis on traffic conditions, the Government issued 25 new Lantau taxi licences by open tender in December 2015. The new Lantau taxis commenced operation in the second quarter of 2016.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the numbers of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation posts across the territory, as well as soliciting views from the taxi trade and passengers. In 2017-18, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about \$1.46 million. Monitoring and following up on the surveys are undertaken by the existing staff of the TD.

10. In the past several years, the TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach rationalisation in these districts has been completed. Before implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to the TD's website. Representatives from the TD and franchised bus operators also attended meetings of the TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for such work.
11. Since late 2014, the Government has progressively rolled out the two parts of the PTSS, namely the Role and Positioning Review (RPR) and the Topical Study, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some important and more time-sensitive topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public views towards taxi and public light bus (PLB) services, we have accorded priority to the reviews of these two services under the RPR. The study on PLB services has been completed, in which we recommend increasing the maximum seating capacity of PLBs (i.e. green minibuses and red minibuses) from 16 to 19 seats. This can enhance the overall carrying capacity of PLBs to cater for the passenger demand, in particular during peak periods. We briefed the Panel on the study outcome and implementation details and canvassed the members' views in December 2016. We are preparing for the necessary legislative amendments. Meanwhile, we are studying how to enhance personalised and point-to-point transport services (including the proposed introduction of franchised taxis (formerly known as "premium taxis")) to meet the demand of different passenger groups. We have briefed the Panel on the progress of the study and canvassed Members' views in June 2016, and will report on the matter further in April 2017.

Moreover, we reported to the Panel the results of all eight Topical Studies within 2014-15 and 2015-16 legislative years. These included the service level of franchised bus service, school bus service, seating capacity of PLBs, supply of taxis, taxi fuel surcharge, statutory cap on the PLBs, review of ferry service and accessible public transport services for people with disabilities.

The whole PTSS is expected to be completed in mid-2017. A consolidated report will then be released. For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy studies. The revised estimated expenditure for 2017-18 is \$2.205 million. The Topical Study is carried out by using existing resources.

12. The PTSS will focus on public transport-related issues that are of long-standing concerns to the public transport trades and the public, and have been given priority as they are time-sensitive. Cycling is not a public transport mode, so it is outside the PTSS. We will continue to foster a “bicycle-friendly” environment in the new towns and the new development areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)314**

**(Question Serial No. 3683)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the average daily passenger journeys of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2016.
2. Please provide the average daily passenger journeys of the Citybus (CTB) routes from January to December 2016.
3. Please provide the average daily passenger journeys of the New World First Bus (NWFB) routes from January to December 2016.
4. Please provide the average daily passenger journeys of the "Star" Ferry services from January to December 2016.
5. Please provide the average daily passenger journeys of each of the railway lines (including the Light Rail) of the MTR Corporation Limited (MTRCL) from January to December 2016.
6. Please provide the average daily passenger journeys of urban taxis from January to December 2016.
7. Please provide the average daily passenger journeys of New Territories taxis from January to December 2016.
8. Please provide the average daily passenger journeys of Lantau taxis from January to December 2016.
9. Please provide the average daily passenger journeys of red minibus (RMB) service across the territory from January to December 2016.
10. Please provide the average daily passenger journeys of green minibus (GMB) service across the territory from January to December 2016.

11. Please provide the average daily passenger journeys of tram services from January to December 2016.

Asked by: Hon CHAN Tanya (Member Question No. 512)

Reply:

1. The average daily passenger journeys of all the KMB routes from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys ('000)</b>
January	2 637.6
February	2 618.7
March	2 634.0
April	2 695.4
May	2 700.1
June	2 691.3
July	2 696.9
August	2 673.7
September	2 820.9
October	2 690.1
November	2 818.0
December	2 785.8

2. CTB has been granted 2 franchises to operate (i) the Hong Kong Island and Cross-Harbour Bus Network and (ii) the Airport and North Lantau Bus Network. The average daily passenger journeys of all the routes under the 2 franchises from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys ('000)</b>	
	<b>Franchise for Hong Kong Island and Cross-Harbour Bus Network</b>	<b>Franchise for Airport and North Lantau Bus Network</b>
January	530.4	76.3
February	524.7	75.8
March	522.6	77.4
April	534.1	78.4
May	540.0	78.9
June	539.4	81.1
July	541.4	83.1
August	540.6	82.3
September	556.9	80.9
October	539.9	79.0
November	559.4	81.0
December	551.2	84.3

3. The average daily passenger journeys of all the NWFB routes from January to December 2016 are set out below:

Month	Average Daily Passenger journeys (‘000)
January	448.4
February	448.3
March	447.7
April	459.7
May	460.5
June	456.5
July	460.0
August	454.0
September	472.8
October	455.4
November	470.8
December	468.3

4. The “Star” Ferry Company Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily passenger journeys of the two ferry routes from January to December 2016 are set out below:

Month	Average Daily Passenger journeys (‘000)
January	50.4
February	59.0
March	48.5
April	49.9
May	50.2
June	46.2
July	56.1
August	56.5
September	47.7
October	55.2
November	54.0
December	66.5

5. The average daily passenger journeys of various MTR railway lines from January to December 2016 are set out below:

Month	Average daily passenger journeys (‘000) <sup>Note (1)</sup>											
	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line <sup>Note (2)</sup>	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	568.9	1016.1	966.4	Not applicable	315.9	219.7	15.2	43.0	1003.5	140.9	418.3	480.5
February	563.5	960.3	937.0	Not applicable	313.4	218.9	17.1	39.9	955.5	136.9	409.7	469.2
March	557.1	969.9	938.5	Not applicable	314.8	215.7	13.1	43.7	977.2	137.3	410.1	469.9
April	559.8	980.4	947.2	Not applicable	320.6	216.1	13.6	45.9	988.0	139.7	412.4	483.5
May	554.5	976.8	945.0	Not applicable	315.3	216.7	13.1	40.7	949.6	139.3	412.8	488.3
June	564.2	989.0	953.6	Not applicable	319.9	219.7	13.8	43.8	930.0	141.4	414.2	499.7
July	564.1	1007.6	958.5	Not applicable	315.6	222.9	17.7	45.0	945.1	137.9	417.5	492.5

August	565.7	1017.0	966.5	Not applicable	311.1	227.5	17.7	43.1	941.9	136.6	421.0	476.5
September	584.6	1020.4	980.1	Not applicable	335.7	227.4	12.1	46.2	1008.1	152.1	430.2	516.1
October	578.8	997.6	950.3	Not applicable	321.2	223.7	14.3	46.4	974.8	146.0	415.8	491.8
November	645.6	1051.7	1025.2	Not applicable	338.3	233.2	12.7	44.0	1017.4	156.1	439.6	504.1
December	631.7	1068.7	1005.0	66.3	327.1	235.5	18.3	47.1	1001.6	147.4	443.2	487.6

- Note:
- (1) As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.
  - (2) The South Island Line commenced operation on 28 December 2016.

6. The average daily passenger journeys of urban taxis from January to December 2016 are set out below:

Month	Average daily passenger journeys of urban taxi ('000)
January	736.0
February	732.6
March	726.4
April	737.6
May	735.9
June	754.7
July	755.2
August	738.3
September	747.9
October#	728.9
November#	749.8
December#	720.6

# Provisional figure

7. The average daily passenger journeys of New Territories taxis from January to December 2016 are set out below:

Month	Average daily passenger journeys of New Territories taxi ('000)
January	188.5
February	189.8
March	184.1
April	186.4
May	187.4
June	195.1
July	195.3
August	189.5
September	193.2
October#	184.4
November#	202.9
December#	191.5

# Provisional figure

8. The average daily passenger journeys of Lantau taxis from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys of Lantau taxi ('000)</b>
January	3.1
February	2.4
March	2.8
April	2.8
May	3.2
June	4.0
July	4.1
August	3.5
September	3.6
October#	3.7
November#	3.8
December#	3.5

# Provisional figure

Note: 25 newly licensed Lantau taxis progressively came into service from April to August 2016.

9. The average daily passenger journeys of RMBs from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys ('000)</b>
January	313.6
February	306.6
March	307.7
April	314.2
May	304.0
June	309.9
July	305.8
August	312.7
September	306.0
October	297.4
November	308.7
December	300.7

10. The average daily passenger journeys of all the GMB routes from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys <sup>Note</sup> ('000)</b>
January	1 517.5
February	1 484.3
March	1 514.6
April	1 529.0

<b>Month</b>	<b>Average daily passenger journeys <sup>Note</sup> (‘000)</b>
May	1 534.7
June	1 551.6
July	1 530.3
August	1 504.9
September	1 561.2
October	1 519.6
November	1 555.8
December	1 520.1

Note: Figures are subject to revision upon further verification based on the annual returns submitted by GMB operators by end March 2017.

11. The average daily passenger journeys of all the tram routes from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily passenger journeys (‘000)</b>
January	175.5
February	172.4
March	171.5
April	175.0
May	178.8
June	169.9
July	171.8
August	176.1
September	179.6
October	178.1
November	180.9
December	193.4

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)315**

**(Question Serial No. 3684)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2017-18, will the Transport Department (TD) review the opening up of South Lantau Road on Lantau Island to outside vehicles and conduct public consultation? If yes, what are the details and expenditure involved?
2. In 2017-18, will the TD formulate local public transport arrangement proposals relating to the Hong Kong-Zhuhai-Macao Bridge (HZMB) and consult the relevant trades? If yes, what are the details and expenditure involved?
3. In 2017-18, what is the expenditure to be incurred in implementing the "Universal Accessibility" (UA) Programme? Please provide in detail the locations of public footbridges, elevated walkways and subways to be constructed under the programme in 2017-18.
4. Please provide the details and expenditure involved in introducing intelligent transport systems for 2017-18.

Asked by: Hon CHAN Tanya (Member Question No. 513)

Reply:

1. In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes with a view to promoting tourism and local economy in the area. Having considered the concerns raised by different stakeholders during consultation, the TD decided to take forward the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars to enter South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD is monitoring the impact of the first phase and will review in 2017-18 the implementation schedule for the second phase with due regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau. The related

review work is undertaken by the existing staff of the TD as part of their regular duties. No additional expenses are involved.

2. Upon the commissioning of the HZMB, the Hong Kong Boundary Crossing Facilities (HKBCF) of the HZMB will be served by local public transport services, such as franchised bus, green minibus and taxi, to facilitate access by members of the public from different places. The Government already consulted the Legislative Council Panel on Transport on the proposed public transport arrangements of the HKBCF in February 2016, and attended the special meeting of the Panel on Transport held in April 2016 to listen to the views of representatives from different organisations. The TD also consulted relevant trades and attended meetings of the District Councils (DCs) and the Lantau Development Advisory Committee to gather views from different sectors. The TD is reviewing the local transport arrangements upon the commissioning of the HZMB in light of the latest progress of the Tuen Mun – Chek Lap Kok Link project and the views gathered in the consultation exercise conducted earlier. The review is underway and new transport arrangements will be announced in due course. The work involved is undertaken by the existing staff of the TD as part of their regular duties. No additional expenses are involved.
3. The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UA Programme. The above work is undertaken by the staff of the TD as part of their regular duties. No additional expenses are involved.

The Government has all along been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD) where technically feasible (now known as the Original Programme under the UA Programme) on the recommendation of the Equal Opportunities Commission. Apart from continuing with the implementation of projects under the Original Programme, the Government launched the Expanded Programme under the UA Programme in August 2012. In the first half of 2013, all the 18 DCs were invited to prioritise the new projects proposed by the public in their districts. Each DC selected 3 public walkways for priority implementation under the Expanded Programme. The Government is now actively taking forward a total of 205 projects under the UA Programme. As at 28 February 2017, 49 projects have been completed, 133 are under construction and 11 are expected to commence in 2017-18. The remaining projects will commence construction as soon as possible upon completion of detailed design and other related works.

Moreover, the HyD is inviting the DCs to further nominate not more than 3 existing walkways in each district for implementation in the next phase of the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The list of projects under the UA Programme and their present status are at [Annex](#).

4. The TD is currently taking forward the development and studies on the following intelligent transport systems. The estimated total expenditure of the related work in 2017-18 is about \$47.2 million with details provided below:

- (a) Study on installation of smart devices at signalised pedestrian crossings for the elderly:  
The study commenced in September 2016 for anticipated completion in 2018. The estimated expenditure in 2017-18 is \$1.8 million.
- (b) Installation of traffic detectors along some strategic routes:  
The consultancy agreement for investigation, design and construction regarding this project commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. Site installation of traffic detectors is expected to commence in 2018 in phases. The first phase of traffic detectors will be commissioned by the end of 2019 whereas the remaining detectors by the end of 2020. The estimated value of the consultancy agreement in 2017-18 is about \$2.1 million.
- (c) Development of the traffic and incident management system:  
Design, supply, implementation and maintenance contract has commenced for anticipated completion by the end of 2017. The estimated expenditure in 2017-18 is \$15.7 million.
- (d) Upgrading of the transport information system:  
The TD commenced tender exercise for this project in December 2016 and assessment of tenders is now underway. The contract is expected to be awarded in mid-2017 and the project is expected to be completed at the end of 2018. The estimated expenditure in 2017-18 is \$13.3 million.
- (e) Enhancing the HKeTransport service:  
The project of enhancing HKeTransport to facilitate the use by the elderly commenced in April 2016 for anticipated completion by mid-2017. The estimated expenditure in 2017-18 is \$1.6 million. At the same time, to facilitate passengers to better plan their journeys and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in HKeTransport for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year.
- (f) Replacement of the area traffic control and closed circuit television systems for Tai Po and North Districts:  
The project will commence in the second quarter of 2017 for anticipated completion in early 2019. The estimated expenditure in 2017-18 is \$11 million.
- (g) Replacement of 17 traffic control boxes on Hong Kong Island and in the New Territories and connection to the central computer:  
The project commenced in September 2016 for anticipated completion in early 2018. The estimated expenditure in 2017-18 is \$1.7 million.

**Original Programme:**

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central and Western District</b>		
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Completed
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
<b>Wan Chai District</b>		

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
<b>Kowloon City District</b>		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom South Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
<b>Kwun Tong District</b>		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Tsuen Road	
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
<b>Sham Shui Po District</b>		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
<b>Yau Tsim Mong District</b>		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KF54	Across Luen Wan Street near Waterworks Depot	Under design
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
<b>North District</b>		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
<b>Sha Tin District</b>		

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
<b>Tai Po District</b>		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
<b>Tuen Mun District</b>		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural	Under construction

HyD Structure No.	Location	Present Status
	Square	
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
<b>Yuen Long District</b>		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

HyD Structure No.	Location	Present Status
<b>Central and Western District</b>		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92& HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
<b>Southern District</b>		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
<b>Wan Chai District</b>		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
<b>Kwun Tong District</b>		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Ching District</b>		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
<b>Shat Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
<b>Tai Po District</b>		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
<b>Yuen Long District</b>		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)316**

**(Question Serial No. 3685)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2016.

Asked by: Hon CHAN Tanya (Member Question No. 514)

Reply:

The average daily numbers of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department (TD) from January to December 2016 are set out below:

<b>Month</b>	<b>Average daily number of traffic or transport incidents<sup>Note</sup></b>
January	17.8
February	13.1
March	12.9
April	14.6
May	14.1
June	14.1
July	12.7
August	13.7
September	15.1
October	14.6
November	13.7
December	11.4

Note: A traffic or transport incident refers to a non-recurring event that causes a reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location/event basis. For example, a public event necessitating a road closure for several hours will be counted as 1 incident.

Similarly, a traffic accident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as 1 incident. Separately, the Hong Kong Police Force is responsible for handling traffic incidents/accidents at the scene. They will take into account the likely traffic and transport implications before referring certain incidents to the ETCC for monitoring and necessary follow-up actions. The number of incidents in the table above did not include those handled by the Police at the scene but not referred to the ETCC for follow-up actions.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)317****(Question Serial No. 5709)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of disabled persons holding driving licences in the past 5 years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2487)Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking. The Transport Department maintains statistics on the numbers of aforementioned disabled persons holding full driving licences, but does not have a breakdown by type of disability.

The information for the past 5 years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2012	2 335
2013	2 428
2014	2 523
2015	2 596
2016	2 688

**CONTROLLING OFFICER'S REPLY**

**THB(T)318**

**(Question Serial No. 5710)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

1. Driving system technologies for disabled persons have become increasingly mature nowadays. Will the Government consider allowing disabled persons in Hong Kong to use hi-tech driving systems introduced from overseas, such as use of control lever in lieu of steering wheel and installations to accommodate the entire wheelchair at the driver's seat?
2. How can the prevailing policies on vehicle modifications cater to the needs of disabled persons and the development of new driving systems for disabled persons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2488)

Reply:

1. The Transport Department (TD) has been processing applications from disabled persons for vehicle modifications and addition of ancillary equipment in their vehicles to meet their driving needs. Under the current arrangements, applicants can approach the TD and the Community Rehabilitation Service Support Centre (CRSSC) of the Hospital Authority for driving ability and professional assessments. Where necessary, the CRSSC will propose equipment modifications that suit the needs of the applicants. Subject to the results of the assessments, the applicants can arrange vehicle modifications themselves and then have the vehicles inspected by the TD. After passing the inspections, the applicants will be able to drive the modified vehicles on roads legally. As of today, the TD has not received any applications for replacing the steering wheel with control lever or accommodating the entire wheelchair at the driver's seat.
2. Any driving systems using new technologies will have to be assessed on a case-by-case basis to ensure that any vehicle modifications will not adversely affect vehicle operation, driving performance and road safety. Subject to this arrangement, the TD supports the development of new driving systems for disabled persons and will facilitate their driving needs as far as practicable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)319**

**(Question Serial No. 5713)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. There is a shortage of driving instructors and modified training vehicles for teaching disabled persons in Hong Kong. With falling number of driving instructors engaged in teaching disabled persons, what is the Government policy of encouraging disabled persons to learn to drive?
2. How will the Government address the problem of falling number of driving instructors engaged in teaching disabled persons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2491)

Reply:

At present, disabled persons who wish to apply for a learner's driving licence can approach the Transport Department (TD) for a driving ability assessment. If needed, the TD may refer them to the Community Rehabilitation Service Support Centre of the Hospital Authority for professional assessment and suggestions on vehicle modifications and additional ancillary equipment. If they are assessed to be physically fit for driving, they can enroll in training programmes offered by designated driving schools or learn to drive with private driving instructors, just like any other learner drivers. If their level of disability requires them to drive a modified vehicle, they can enroll in designated driving schools that provide modified vehicles or learn to drive with private driving instructors who have modified vehicles. According to the understanding of the TD, some of the designated driving schools and private driving instructors have modified vehicle with equipment which is tailored to driving training for disabled persons. Moreover, the TD is considering making disabled person driving training and provision of vehicles for such purpose a condition for operating designated driving school.

The Government has been actively taking forward measures to encourage and assist disabled persons to integrate into the society. In respect of driving training of disabled persons, eligible disabled persons are exempted from the fees for driving test and driving licence (applicable to private car, motorcycle or motor-tricycle). When purchasing vehicles, they are also exempted from vehicle licence fee (applicable to motorcycle, motor-tricycle and private car with cylinder capacity not exceeding 1 500 cubic centimetres)

and motor vehicles first registration tax on the first \$300,000 of the taxable value of the vehicle concerned or transfer of vehicle ownership fee. Eligible disabled drivers can also obtain free tickets for passing government tunnels/tolled area for one of their registered private cars, motorcycles or motor-tricycles and are entitled to the waiving of fuel duty, issue of Disabled Person's Parking Permit, use of parking spaces designated for disabled persons and on-street metered parking spaces for free and half-price concession for using designated parking spaces in government multi-storey car parks under TD's management.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)320**

**(Question Serial No. 5715)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Companies or individuals who provide vehicle modification service for disabled persons are grossly inadequate in Hong Kong. Please provide a list of companies or individuals who provide vehicle modification service for disabled persons and explain whether there is any policy to address the problem of inadequate professionals for providing vehicle modification service for disabled persons.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2493)

Reply:

The Transport Department (TD) does not maintain a list of designated companies or individuals who provide vehicle modification service for disabled persons. At present, when selling vehicles to disabled person for commuting purpose, vehicle dealers will generally provide ancillary and modification services for them. There are sufficient registered professional engineers who can provide vehicle modification service in Hong Kong. The TD will also vet and approve vehicle modification applications and arrange for vehicle examination expeditiously to ensure that the vehicles used on roads would satisfy the statutory requirements and are roadworthy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)321**

**(Question Serial No. 5717)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

At present, eligible disabled persons are provided with different tax concessions and policy support when purchasing petrol vehicles. With growing popularity of diesel and electric private cars, please provide details of concessions and policy support provided to eligible disabled persons for purchasing these 2 types of vehicles. If no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2495)

Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking.

Disabled persons meeting the above definition may apply to the Transport Department (TD) for exemption from payment of the following taxes/fees when first registering or using a private car/motorcycle/motor tricycle (hereunder referred to motor vehicle), regardless of whether the motor vehicle is propelled by petrol, diesel or electricity:

1. first registration tax on the first \$300,000 of the taxable value of a motor vehicle (only applicable to disabled persons who have not registered a motor vehicle subject to the exemption of the motor vehicles first registration tax within the previous 5 years);
2. transfer of ownership fee for a motor vehicle (when submitting transfer applications, disabled persons must not own another motor vehicle which has been exempted from the transfer of ownership fee);
3. parking charges of on-street designated parking spaces for disabled persons and metered parking spaces;
4. half-fare concession on parking charges at car parks under the management of TD; and
5. toll charges for government tunnels, Tsing Ma Control Area and Tsing Sha Control Area.

In addition, if a disabled person is considered to be fit for driving by the TD, he/she can apply for exemption from payment of vehicle licence fee<sup>(Note 1)</sup> for 1 petrol or diesel motor vehicle registered in his/her name and driven by him/her. For electric private cars, as their licence fee is significantly lower than those of petrol or diesel private cars<sup>(Note 2)</sup>, no special exemption is being provided to persons with disabilities.

(Note 1) Vehicles in respect of which applications for exemption from payment of vehicle licence fee can be made would include private cars with cylinder capacity not exceeding 1 500 cubic centimetres, motorcycles and motor tricycles. Where the cylinder capacity of the engine of a private car exceeds 1 500 cubic centimetres, the annual licence fee should be calculated by the deduction from the appropriate annual fee in respect of a private car (as set out in the legislation) of which the cylinder capacity of the engine does not exceed 1 500 cubic centimeters.

(Note 2) Licence fee of electric private cars currently on sale at the market ranges between about \$600 and \$1,100 while that of petrol / diesel private cars ranges between \$3,815 and \$12,675.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)322**

**(Question Serial No. 5719)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Vehicles currently using different tunnels and Tsing Ma Bridge can make use of an automatic toll collection system but users of the system are required to pay administration fees. Has the Government considered introducing an Octopus toll collection system at government tunnels and Tsing Ma Bridge and requesting the private companies managing the tunnels to adopt the Octopus toll collection system?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2497)

Reply:

To meet public expectation and provide convenience to motorists, the Transport Department (TD) will install “stop-and-go” electronic payment facilities at manual toll booths of government tolled tunnels and roads. The TD has selected 2 electronic payment service providers through open tender to process 4 electronic payment means between them, viz. Octopus, Visa payWave, MasterCard contactless and UnionPay QuickPass. Motorists may therefore pay tolls by any of the 4 electronic payment means at government tolled tunnels and roads after the electronic payment facilities are installed.

The Government submitted the relevant legislative amendments to the Legislative Council (LegCo) in March this year. Subject to the support of the LegCo, the TD plans to implement the first phase of the “stop-and-go” electronic payment project in mid-2017 covering the Shing Mun Tunnels, followed by the second phase (i.e. from end 2017 to early 2018) covering the remaining 6 tolled tunnels and roads (namely the Aberdeen Tunnel, Cross-Harbour Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Lantau Link and Tsing Sha Highway). The TD also plans to install “stop-and-go” electronic payment facilities at the Eastern Harbour Crossing no later than early 2019. For tunnels operated on a “Build-Operating-Transfer” basis (i.e. the Western Harbour Crossing, Tate’s Cairn Tunnel and Tai Lam Tunnel) and tunnel owned by private company (i.e. the Discovery Bay Tunnel), we have written to the tunnel companies concerned to encourage them to consider providing similar electronic payment facilities.

**CONTROLLING OFFICER'S REPLY**

**THB(T)323**

**(Question Serial No. 5720)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Eligible disabled drivers can apply for different toll tickets for using government tunnels and Tsing Ma Bridge for free. However, the use of paper tickets causes inconvenience to drivers with hand disabilities. Will the Government consider requesting the operator of automatic toll collection system to upgrade the system for enabling it to handle such tickets and also to exempt disabled drivers from paying administration fees? If no, does the Government have any policies to facilitate disabled drivers to use the toll tickets?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2498)

Reply:

To ensure that the free tickets issued by the Government are used by government approved disabled drivers for paying the tunnel tolls of designated vehicles, disabled drivers are required to use manual toll collection lanes so that toll collectors of tunnel operators can check the information. If drivers with hand disabilities encounter any problem in using the free tickets, toll collectors stand ready to offer help in collecting the tickets. Individual disabled drivers on special situations can also contact tunnel operators or the staff of TD's tunnels section in advance for discussing the arrangements for the collection of tickets. The TD and tunnel operators will provide the required assistance as far as practicable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)324**

**(Question Serial No. 6651)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the number of registered vehicles that are wheelchair accessible (including all bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2334)

Reply:

Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are set out below:

<b>Transport service</b>	<b>Operator</b>	<b>Number of registered wheelchair accessible vehicles (as at end 2016)</b>
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 866
	Citybus Limited	911
	New World First Bus Services Limited	691
	Long Win Bus Company Limited	242
	New Lantao Bus Company (1973) Limited	57
MTR bus	MTR Corporation Limited	155
Taxi service	Individual taxi operators (the taxi fleets of Diamond Cab and SynCab)	81
Hire car	Individual hire car operators	22

Apart from the above transport modes, the TD also monitors the operation of the rehabus services provided by the Hong Kong Society for Rehabilitation, which has a fleet of 156 wheelchair accessible vehicles as at end 2016.

- End -



Name of tunnel	Management, operation and maintenance (MOM) contractor	Average daily peak hour traffic volume	Average daily peak hour traffic volume/capacity (v/c) ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (Member Question No. 72)

Reply:

The traffic volume data used in the calculation of v/c ratios shown in the table are based on data provided by respective tunnel operating companies, while traffic capacity data are calculated based on the number of traffic lanes provided at each tunnel and width of the tunnel concerned. However, actual traffic capacity of a tunnel is often affected by the traffic conditions of its connecting roads as well as downstream roads. For example, when traffic is busy, traffic queues may form as a result of frequent weaving and merging of vehicles coming from a number of connecting roads and traffic tailback on downstream roads. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width of the tunnel concerned. Moreover, the traffic capacity used in calculating the v/c ratio is also affected by other traffic factors, including proportions of different types of vehicles using the tunnel (if the proportion of heavy vehicles using a tunnel is comparatively higher, the actual capacity of the tunnel will be comparatively lower), geometric data of the road sections (e.g. the gradients and curvatures) as well as the existence of extensive merging and weaving activities along the roads sections, etc. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of roads. Very often, additional and more complicated traffic data need to be collected for in-depth professional analysis.

As most of the government tunnels were built a long time ago, the TD does not have the relevant reports on traffic volume studies when these tunnels were built. As such, we cannot provide data on peak hour and non-peak hour traffic volume and estimated v/c ratio during construction in respect of these tunnels.

The peak hour and non-peak hour traffic volume<sup>Note 1</sup> of each of the tunnels in Hong Kong and their respective v/c ratio are provided below:

(I) Tolled tunnels						
Name of tunnel	MOM operator	Direction	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	1 600	0.6	1 100	0.4
		Southbound	1 900	0.7	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2 700	1.0	2 200	0.8
		Southbound	2 800	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2 600	1.0	1 400	0.5
		Southbound	2 700	1.0	1 300	0.5
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd.	Northbound	2 500	0.6	1 200	0.3
		Southbound	2 500	0.6	1 200	0.3
Lion Rock Tunnel	Greater Lucky (H.K.) Co., Ltd	Northbound	2 500	1.0	1 800	0.7
		Southbound	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Tate's Cairn Tunnel Co. Ltd.	Northbound	2 200	0.8	1 000	0.4
		Southbound	2 200	0.8	900	0.3
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2 700	1.0	1 600	0.6
		Eastbound	2 700	1.0	1 700	0.7
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Westbound	2 000	0.4	1 000	0.2
		Eastbound	2 200	0.5	800	0.2
Shing Mun Tunnels	Greater Lucky (H.K.) Co., Ltd	Westbound	1 800	0.7	900	0.3
		Eastbound	1 800	0.7	900	0.3
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	1 800	0.4	1 100	0.2
		Southbound	2 300	0.5	1 100	0.2

(II) Non-tolled tunnel <sup>Note 2</sup>				
Name of tunnel	MOM operator	Direction	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	1 200	0.5
		Eastbound	1 000	0.4
Cheung Tsing Tunnel	Transport Infrastructure Management Limited	Westbound	1 500	0.3
		Eastbound	1 700	0.4
Nam Wan Tunnel	Serco Lam JV	Westbound	900	0.2
		Eastbound	1 100	0.2

As the Discovery Bay Tunnel is built and managed by a private company and for the exclusive use of authorised vehicles, the government does not have the relevant figures. The Discovery Bay Road Tunnel Co. Ltd. is responsible for the management, operation and maintenance of the tunnel.

Note 1: The figures refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions in 2016. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays. Non-peak hours refer to the remaining hours other than the 6 peak hours in the morning and afternoon during the 24 hour on weekdays.

Note 2: For non-tolled tunnels including Kai Tak Tunnel, Cheung Ching Tunnel and Nam Wan Tunnel, without the installation of toll collection systems through which records can be obtained, it is not possible to provide a breakdown of the figures for peak hours and non-peak hours. The figures of the non-tolled tunnels in the table are the average hourly vehicular flows for both directions in 2016 and their respective average v/c ratio.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)326**

**(Question Serial No. 4580)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

1. the operating expenditure and revenue of Lantau Link in the past 5 years; and
2. whether Lantau Link has achieved full cost recovery and a financially break-even position?

Asked by: Hon KWOK Ka-ki (Member Question No. 77)

Reply:

1. The operating expenditure and revenue of Lantau Link in the past 5 years are tabulated below:

	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)
Revenue	445.2	463.4	492.7	525.6	562.9
Expenditure	274.7	275.1	270.3	278.5	279.9
Pre-tax profit	170.5	188.3	222.4	247.1	283.0

2. Since its opening on 22 May 1997, the capital cost of the Lantau Link has not yet been fully recovered. As for its operating accounts, Lantau Link has maintained a financially break-even position since 2007.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)327**

**(Question Serial No. 4584)**

Head: (186) Transport Department

Subhead (No. & title): (001) Salaries

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Commissioner for Transport (the Commissioner) in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Commissioner in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 82)

Reply:

The expenditure for 2016-17 and estimate for 2017-18 on the salaries of the Commissioner are both \$2.95 million. There is no job-related allowance or non-accountable entertainment allowance for the Commissioner. Eligible civil servants are granted regularly-paid allowances in accordance with relevant regulations and guidelines, and the expenditure involved is not funded under Head 186.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)328**

**(Question Serial No. 4659)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of lost trips of buses in Kwai Tsing District in the past 3 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 163)

Reply:

In 2014, 2015 and 2016, there were 86, 88 and 87 franchised bus routes terminating at or passing through Kwai Tsing District respectively. The average lost trip rates of these bus routes in 2014, 2015 and 2016 were about 2.1%, 0.9% and 1.1% respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)329**

**(Question Serial No. 4661)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the economic losses caused by lost trips of buses in Kwai Tsing District in the past 3 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 165)

Reply:

The Transport Department (TD) does not have information about the economic losses caused by lost trips of buses. Lost trips of buses will increase passengers' waiting time, thereby affecting and inconveniencing passengers to different extents. Overall speaking, the lost trip rates of routes serving Kwai Tsing District in the past 3 years were maintained at 2.1% or lower. The economic impact should be limited. The TD will continue to closely monitor and follow up on lost trip situations, and will from time to time urge franchised bus companies to actively adopt improvement measures to improve the stability of bus services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)330**

**(Question Serial No. 4662)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the numbers of complaints lodged by residents of Kwai Tsing District about lost trips of buses in the past 3 years, as well as the manpower deployed by the Government to handle and follow up on such cases and the expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 166)

Reply:

The Transport Department (TD) handled 271, 205 and 215 complaints involving frequency of buses (including service delays and lost trips) in Kwai Tsing District in 2014, 2015 and 2016 respectively. The work involved in handling and following up on complaints about lost trips is undertaken by the existing staff of the TD as part of their normal duties and there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)331****(Question Serial No. 4700)****Head:** (186) Transport Department**Subhead (No. & title):** (-) Not Specified**Programme:** (1) Planning and Development**Controlling Officer:** Commissioner for Transport (Mrs Ingrid YEUNG)**Director of Bureau:** Secretary for Transport and Housing**Question:**

Regarding the planning and development of bus services, will the Government advise on the lost trip rates of each of the franchised bus companies in each of the past 5 years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

**Asked by:** Hon KWOK Ka-ki (Member Question No. 206)**Reply:**

The lost trip rates of each of the franchised bus companies in each of the past 5 years are set out below:

<b>Franchised Bus Company<sup>Note 1</sup></b>	<b>2012</b>	<b>2013</b>	<b>2014<sup>Note 2</sup></b>	<b>2015</b>	<b>2016</b>
KMB	4.6%	2.8%	2.6%	1.3%	1.5%
CTB(F1)	3.0%	2.0%	1.7%	1.7%	2.0%
CTB(F2)	1.0%	1.0%	0.8%	1.2%	1.7%
NWFB	4.7%	2.6%	2.3%	2.0%	2.4%
LW	2.6%	1.4%	1.7%	1.2%	0.7%
NLB	0.1%	0.1%	0.1%	0.0%	0.3%
Overall	4.2%	2.6%	2.4%	1.4%	1.6%

Note 1: KMB – Kowloon Motor Bus Company (1933) Limited  
 CTB(F1) – Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)  
 CTB(F2) – Citybus Limited (Franchise for Airport and North Lantau Bus Network)  
 NWFB – New World First Bus Services Limited  
 LW – Long Win Bus Company Limited  
 NLB – New Lantao Bus Company (1973) Limited

Note 2: The lost trip rates in 2014 took account of the first 3 quarters only to discount the impact of the Occupy Movement on the regularity of franchised bus services in the fourth quarter.

The regularity of franchised bus services involves service delays and lost trips. Service delays refer to situations that bus companies do not operate departures that should be operated and yet buses do not depart or observe bus stops as scheduled while lost trips refer to situations that bus companies fail to operate departures that should be operated. Regarding the regularity of bus services, some of the factors are within the control of bus companies, such as shortages of drivers and vehicles, vehicle breakdown, etc. However, some of the factors are external, such as public events, traffic congestion, traffic accidents or inclement weather, etc. The TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting surveys regularly and taking note of passengers' complaints or suggestions. Moreover, since 2015, the TD has adopted a new method for calculating lost trip rates and adjusted the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations to compel them to adopt rectification measures and improve services more proactively. Bus companies have also taken more proactive measures in recruiting bus captains to ensure adequate manpower for the provision of services. With concerted efforts of different parties, lost trip situations of bus services have improved in recent years. The TD will continue to examine with bus companies the causes of lost trips, instruct them to tackle such causes within their control, and urge them to adopt suitable measures to address other external factors as far as possible.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)332**

**(Question Serial No. 4701)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been actively promoting the policy of using “railways as backbone”. In this connection, will the TD inform this Committee of:

1. the loading of each of the heavy rail lines during peak hours in the past 5 years; and
2. the loading of each of the light rail routes during peak hours in the past 5 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 207)

Reply:

1. The loading of each of the heavy rail lines during peak hours in the past 5 years is at Annex 1.
2. The loading of each of the Light Rail routes during peak hours in the past 5 years is at Annex 2.

**Annex 1**

The loading per hour per direction during morning peak hours for critical links of each of the heavy rail lines in the past 5 years is as follows:

Line	Critical link	2012		2013		2014		2015		2016	
		6 ppsm <sup>Note 1</sup>	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
East Rail Line	Tai Wai to Kowloon Tong	71%	100%	71%	100%	71%	100%	66%	93%	66%	93%
West Rail Line	Kam Sheung Road to Tsuen Wan West	70%	98%	70%	99%	74%	104%	74%	104%	70%	99%
Ma On Shan Line	Che Kung Temple to Tai Wai	56%	78%	57%	80%	57%	80%	57%	80%	58%	81%
Tseung Kwan O Line	Yau Tong to Quarry Bay	71%	99%	72%	100.6%	72%	102%	69%	97%	69%	97%
Island Line	Tin Hau to Causeway Bay	68%	95%	66%	93%	67%	94%	69%	96%	69%	97%
South Island Line <sup>Note 2</sup>	Ocean Park to Admiralty	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	20%	28%
Kwun Tong Line	Shek Kip Mei to Prince Edward	65%	91%	67%	94%	67%	95%	66%	92%	67%	94%
Tsuen Wan Line	Tsim Sha Tsui to Admiralty	68%	96%	70%	98%	70%	98%	73%	102%	73%	103%
Disneyland Resort Line	Sunny Bay to Disneyland	21%	29%	25%	35%	19%	26%	23%	32%	21%	29%

Line		Critical link	2012		2013		2014		2015		2016	
			6 ppsm <sup>Note 1</sup>	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
Sharing tracks at some sections	Tung Chung Line	Olympic to Kowloon	61%	85%	60%	84%	61%	85%	61%	85%	61%	86%
	Airport Express Line	Tsing Yi to Airport	40%	47%	46%	54%	52%	61%	40%	47%	42%	49%

Note 1: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 persons (standing) per square metre (ppsm), adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

Note 2: The South Island Line was commissioned on 28 December 2016.

The loading in the busiest 1 hour of morning peak hours of each of the Light Rail routes in the past 5 years is as follows<sup>Note 3</sup>:

Light Rail route	Loading in the busiest 1 hour of morning peak hours (%)				
	2012	2013	2014	2015	2016
<b>505</b>	96%	86%	77%	94%	74%
<b>507</b>	95%	78%	81%	93%	83%
<b>610</b>	86%	76%	97%	88%	85%
<b>614</b> <sup>Note 4</sup>	83%	87%	79%	80%	69%
<b>614P</b> <sup>Note 4</sup>					
<b>615</b> <sup>Note 4</sup>					
<b>615P</b> <sup>Note 4</sup>					
<b>705</b>	74%	95%	80%	85%	80%
<b>706</b>	92%	86%	67%	69%	87%
<b>751</b>	85%	92%	78%	75%	91%
<b>751P</b>	80%	98%	74%	74%	96%
<b>761P</b>	80%	88%	83%	77%	78%
	96%	86%	84%	83%	81%

Note 3: The loading of the Light Rail during peak hours is calculated based on a carrying capacity of about 200 passengers in a single-set Light Rail Vehicle (LRV). There are currently 4 generations of LRVs in operation, and vehicles of each generation vary slightly in their number of seats. According to the on-site observation during peak hours, the carrying capacity of a single-set LRV is about 200, which can be translated into a passenger density of 6-7 ppsm.

Note 4: The figures show the average loading of Route 614/614P and Route 615/615P. The MTR Corporation Limited indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above 4 Light Rail routes can more accurately reflect the actual situation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)333**

**(Question Serial No. 4702)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for conducting vehicle examination. Will the TD provide:

1. the numbers of public light buses inspected by the TD's vehicle examination centres (VECs) and the numbers of public light buses failing such inspections with the reasons in the past 3 years;
2. the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
3. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (Member Question No. 208)

Reply:

1. The numbers of public light buses inspected by government VECs and the numbers of public light buses failing such inspections in each of the years between 2014 and 2016 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate <sup>1</sup>
2014	4 477	200	4%
2015	4 479	232	5%
2016	4 452	231	5%

<sup>1</sup>Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system or damage to bodywork.

2. There were 4 350 registered public light buses in Hong Kong as at end-2016, comprising 3 models, namely Toyota Coaster, Mitsubishi Rosa and Dongfeng Gemini. All 3 models had been involved in cases in which the vehicles concerned failed the inspections. The TD does not have a breakdown of such failure cases by manufacturer and vehicle model.
3. A vehicle should satisfy the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) and the Road Traffic (Safety Equipment) Regulations (Cap 374F) before it is allowed to be run on roads. When inspecting public light buses, vehicle examiners of government VECs carry out examinations according to the related requirements stipulated in a handbook formulated by the TD in accordance with the above ordinances. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, etc. are inspected to ensure that a vehicle satisfies the statutory requirements and is roadworthy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)334**

**(Question Serial No. 6802)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the average car journey speeds in urban areas in 2015 and 2016 were 22 and 21 kilometres/hour respectively. In this connection, will the Government inform this Committee of:

- (i) the reasons for the decrease in the average car journey speed in urban areas;
- (ii) the average traffic volume in urban areas in the past 3 years;
- (iii) the average car journey speed and traffic volume in each of the urban districts in Hong Kong and on the strategic roads listed in the following table in the past 3 years; and

	2014	2015	2016
Des Voeux Road West			
Des Voeux Road Central			
King's Road			
Queensway			
Nathan Road			
Others			

- (iv) the average car journey speed of the following urban public transport modes.

	2014	2015	2016
Franchised bus			
Green minibus (GMB)			
Taxi			

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 99)

Reply:

- (i) The Government attaches great importance to resolving road traffic congestion issues. The Secretary for Transport and Housing invited the Traffic Advisory Committee (TAC) to conduct the Study of Road Traffic Congestion in Hong Kong. In the study report, the TAC pointed out that the recurrent causes of road traffic congestion can be broadly grouped into the following five categories:
- (a) limited scope for building more road transport infrastructure (e.g. new roads);
  - (b) excessive number of vehicles moving on the roads;
  - (c) road users competing the use of road space;
  - (d) management and enforcement issues; and
  - (e) road works.
- (ii) & (iii) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads from 2014 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours <sup>®</sup> [kilometres(km) / hour(hr)] <sup>Ω</sup>					
	2014 <sup>α</sup>		2015		2016	
	AM	PM	AM	PM	AM	PM
Des Voeux Road West (east bound)	10	11	12	13	11	13
Des Voeux Road West (west bound)	14	16	15	16	11	16
Des Voeux Road Central (east bound)	9	9	12	10	11	12
Des Voeux Road Central (west bound)	17	12	16	9	16	10
King's Road (east bound) +	-	-	-	-	-	-
King's Road (west bound)	20	22	20	23	19	30
Queensway (east bound)	30	30	30	29	28	30
Queensway (west bound)	42	29	43	15	38	15
Nathan Road (south bound)	16	16	18	16	16	13
Nathan Road (north bound)	13	15	13	12	9	14

□<sup>®</sup> They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

Ω Figures are rounded to the nearest km/hr.

α The Car Journey Time Survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

+ The CJTS did not cover King's Road (east bound).

According to the Annual Traffic Census (ATC) published by the Transport Department (TD) in 2014 and 2015 (the data of the 2016 ATC are still being processed), the information on the traffic volume of various roads is as follows:

Road	Annual Average Daily Traffic* (number of vehicles)	
	2014	2015
Des Voeux Road West	12 660	12 910
Des Voeux Road Central	15 590	15 890
King's Road	26 950	27 740
Queensway	84 900	86 960
Nathan Road	46 860	46 820

\* Including the two-way volume

The TD did not calculate the average traffic volume of urban roads while the traffic volume of other roads is available in the ATC published on the TD's website.

- (iv) The TD did not conduct the car journey speed survey on individual public transport modes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)335**

**(Question Serial No. 6806)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the total numbers of traffic accidents, traffic accidents involving pedestrian casualties and traffic accidents involving cyclist casualties in the past 3 years.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 108)

Reply:

The numbers of traffic accidents, traffic accidents involving pedestrian casualties and traffic accidents involving cyclist casualties in the past 3 years are tabulated below:

Year	Number of traffic accidents	Number of traffic accidents involving pedestrian casualties	Number of traffic accidents involving cyclist casualties
2014	15 790	3 489	2 278
2015	16 170	3 397	2 351
2016	16 099	3 319	1 934

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)336**

**(Question Serial No. 6814)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct any feasibility study on the bicycle-friendly policy that encourages commuting by bicycles in urban areas of Hong Kong in 2017-18? If yes, what are the details (including the government departments involved, expenditure, staff establishment, content, etc.)? If no, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 119)

Reply:

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve the existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. For example, the Transport Department (TD) engaged a consultant to study how to improve the cycle tracks and cycling facilities in 9 new towns in the New Territories. The consultant had drawn up about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction procedures, the TD needs to review the resources required and the urgency of the works and carry out the improvement works in phases. Moreover, the Chief Executive mentioned in the 2017 Policy Address that the Government will study how to assist organisations in operating self-financing community bicycle rental services on a non-profit making basis for providing the first and the last mile short-distance connection. The details are being worked out. The "Hong Kong 2030+", which is now in the public engagement phase, also advocates enhancing the cyclability in Hong Kong, which is a high-density compact city.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers by public transport vehicles) are frequent, with many vehicles passing by and needing to

stop temporarily. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in highly developed urban areas. However, as for new development areas in urban areas, the Government will introduce cycle track networks in suitable projects during the planning stage. For instance, the Government proposed providing an approximately 13 kilometres long cycle track in the Kai Tak Development area and is conducting a feasibility study on this proposal.

In addition, when planning for the development of harbourfront areas, the Government will actively consider providing a “bicycle-friendly” environment, and where circumstances allow, will provide cycle tracks and related facilities, to facilitate the public to use bicycles for recreational or short-distance commuting purposes. The “Urban Design Study for the New Central Harbourfront” completed by the Development Bureau and the Planning Department (PlanD) in 2011 recommended the Government to consider, subject to detailed study, providing a cycle track for leisure purpose at the site planned for the permanent waterfront promenade at the new Central harbourfront. Separately, in the “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas”, which is underway, the PlanD also recommended allowing cyclists and pedestrians share the harbourfront. As for the proposed boardwalk of about 2 kilometres underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay, a cycle track with bicycle renting and bicycle parking facilities are also proposed to be provided on the boardwalk. In taking forward the related long-term developments, the Government will thoroughly consider and further study the feasibility of providing cycle tracks.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)337**

**(Question Serial No. 3754)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) How many traffic accidents occurred on the closed roads in South Lantau in the past 5 years? How many prosecution cases involved entry of such roads without valid permits?

	2012	2013	2014	2015	2016
Number of traffic accidents					
Number of prosecution cases involving entry of closed roads without valid permits					

- (b) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February last year? How many places that have been issued are not used?

	2/2016	3/2016	4/2016	5/2016	6/2016	7/2016	8/2016	9/2016	10/2016	11/2016	12/2016	1/2017
Number of one-off places issued												
Number of unused places												

- (c) Please provide the monthly traffic flows on the closed roads in South Lantau in the past 3 years.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014												
2015												
2016												

Asked by: Hon LAW Kwun-chung, Nathan (Member Question No. 72)

Reply:

- (a) The numbers of traffic accidents occurring on the closed roads in South Lantau and the numbers of prosecution cases involving entry of such roads without valid permits in the past 5 years are provided below:

<b>Year (Calendar year)</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Number of traffic accidents	42	47	43	47	40
Number of prosecution cases involving entry of closed roads in South Lantau without valid permits	611	637	823	1 007	932

- (b) Since the implementation of the Scheme on 26 February 2016, a total of 5 648 places have been allotted as at end February 2017, details of which are provided below:

	<b>Number of places allotted</b>
March 2016	528
April 2016	489
May 2016	471
June 2016	467
July 2016	468
August 2016	534
September 2016	459
October 2016	439
November 2016	473
December 2016	459
January 2017	409
February 2017	452

The Transport Department (TD) does not have information on the number of unused places of the Scheme.

- (c) The average daily traffic flows of major roads in South Lantau each year between 2013 and 2015 is provided below:

<b>Year (Calendar year)</b>	<b>2013 (Number of vehicles)</b>	<b>2014 (Number of vehicles)</b>	<b>2015 (Number of vehicles)</b>
Tung Chung Road	3 690	4 740	4 820
South Lantau Road	2 770	3 160	2 910
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 600	2 560	2 610
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 120	1 110	1 080

The traffic data for 2016 are being compiled and therefore are not available. The TD does not have statistics on traffic flow by month.

**CONTROLLING OFFICER'S REPLY**

**THB(T)338**

**(Question Serial No. 3413)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does your department provide sign language interpretation services? If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 217)

Reply:

The Transport Department (TD) currently does not provide sign language interpretation services for persons with hearing impairment. Members of the public can make use of a majority of the services provided by TD through mail, GovHK website or agents. In providing services to those in need, TD's staff members can make special arrangements to communicate with them (such as by writing) where necessary. According to TD's records, occasions where sign language interpretation service was required by persons with hearing impairment using TD's services were very rare. If there is a need, persons with hearing impairment may consider using sign language interpretation service offered by social welfare organisations so that sign language interpreters can accompany them to TD's offices to complete necessary procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)339**

**(Question Serial No. 6285)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the locations and numbers of bicycle parking spaces at the covered public transport interchanges (PTIs) managed by the Transport Department (TD), and those near railway stations, as well as the numbers of bicycles removed by the TD (and under joint-departmental operations) in the vicinity of the above locations due to parking problems and the number of such enforcement operations in the past 5 years.

Asked by: Hon MO Claudia (Member Question No. 57)

Reply:

There are currently a total of 176 bicycle parking spaces at the covered PTIs managed by the TD and about 12 500 bicycle parking spaces in the vicinity of MTR stations. These bicycle parking spaces do not include those not managed by the TD.

In the past 5 years, 55 joint-departmental clearance operations against illegally parked bicycles were conducted at covered PTIs under the management of TD, and a total of 929 bicycles were removed. This figure does not include the number of bicycles removed by other government departments from other locations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)340**

**(Question Serial No. 6287)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves regulating and monitoring the operation of public transport services. Last year, the Government proposed disbursing subsidies to franchised bus operators for installation of display panels for disseminating real-time bus arrival information and provision of seats at bus stops. In this connection, please advise on:

- (a) the locations of bus stops to be installed with display panels and seats, installation progress and expenditure involved, as well as the numbers of display panels and seats to be installed at bus stops and the associated subsidy amount received with breakdown by franchised bus operator; and
- (b) the party responsible for meeting the operating expenses and carrying out maintenance works after the installation of display panels, and the party who will pocket the advertising revenue from the display panels?

Asked by: Hon MO Claudia (Member Question No. 59)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 700 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/ or display panels by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 870 bus stops and display panels at about 380 bus stops. The total amount of subsidies involved is estimated to be about \$24 million. The actual expenditure will depend on the results of the tender exercises to be conducted by franchised bus companies for various works projects. Franchised bus companies will take forward the installation works of the first batch of seats/display panels within this year. The installation works are expected to commence progressively in the second quarter of this year and can generally be completed

within 1 year upon the commencement of works. The details of the locations of the bus stops covered by the subsidy scheme and the years when the construction works are expected to commence have been set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website of the following link:

[http://www.td.gov.hk/en/publications\\_and\\_press\\_releases/consultation\\_papers/transport\\_department/index.html](http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

Under this subsidy scheme, the Government's subsidies are only used for meeting the capital costs for installation of seats and display panels (together with the installation costs involved). The expenditure of daily maintenance, repair and data transfer (if applicable) in relation to these facilities will be absorbed by the franchised bus companies.

According to section 26 of the Public Bus Service Ordinance, any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the Franchise Accounts. The above provision is applicable to the revenue of all the franchised bus companies from advertisements broadcast on display panels which are subsidised by the Government for their installation. In fact, the provision of real-time bus arrival information incurs operating costs to some extents. The advertisement revenue can help franchised bus companies meet the expenditure of the daily maintenance/repair and operation of these facilities, thereby easing the pressure for fare increases.

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded by the Government and franchised bus companies respectively for the installation work under the above arrangement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)341**

**(Question Serial No. 6300)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it will continue to encourage franchised bus companies to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses. Please provide the following information:

- (a) What are the locations and details of franchised bus low emission zones (LEZs)? Please provide the information using the table below:

Location of LEZs	Number of bus routes operating in LEZs	Number of low emission buses operating in 3 LEZs	Number of temporarily deployed non-low emission buses operating in LEZs	Proportion of low emission buses operating in LEZs	Number of private cars passing through LEZs

- (b) Is there any quota system governing the number of franchised buses deployed to ply major trunk roads in the urban area? Please provide the information using the table below:

Location of roads with franchised bus quota	Franchised bus quota (please list by bus company)	Proportion of buses plying roads with bus quota	Number of minibuses plying roads with bus quota	Number of taxis plying roads with bus quota	Number of private cars plying roads with franchised bus quota

- (c) What were the upper limits on the numbers of vehicles deployed by various franchised bus companies under the vehicle quota system in the past 3 years? What are the actual fleet sizes of various franchised bus companies?

Asked by: Hon MO Claudia (Member Question No. 73)

Reply:

- (a) The Government set up a total of 3 LEZs in Central, Causeway Bay and Mong Kok at the end of 2015. These LEZs are located in areas with busy traffic, high pedestrian flow and franchised buses accounting for up to 40% of the traffic volume. Requesting franchised bus companies to deploy low emission buses (including buses of Euro IV or above, or Euro II and III buses retrofitted with selective catalytic reduction devices and diesel particulate filters) on routes operating in LEZs will be conducive to the improvement of roadside air quality. Locations and details of LEZs as at January 2017 are tabulated below:

Location of LEZs	Number of bus routes operating in LEZs <sup>(Note 1)</sup>	Number of bus trips made by low emission buses in 3 LEZs	Number of bus trips made by temporarily deployed non-low emission buses in LEZs <sup>(Note 2)</sup>	Proportion of bus trips made by low emission buses in LEZs	Number of private cars passing through LEZs
Central (junction of Des Voeux Road Central and Pedder Street)	86	644 166	2 773	99.6%	Private cars are not affected by LEZs and we do not have the relevant information
Causeway Bay (Yee Wo Street)	72				
Mong Kok (junction of Nathan Road and Lai Chi Kok Road)	90				

Note:

- (1) Some bus routes operate in more than 1 LEZ.
  - (2) In case of situations such as traffic congestion, vehicle breakdown, traffic accidents and provision of extra services on an ad hoc basis, franchised bus companies may need to deploy non-low emission buses to operate in LEZs occasionally in order to maintain normal bus service.
- (b) & (c) Different districts have demands for franchised bus service connecting to busy urban areas and no limit is imposed on the number of franchised buses plying major trunk roads in the urban area. That said, if new bus routes or existing bus routes after enhancement are inevitably required to pass through busy areas, the bus service operators may have to reduce the same number of trips of other bus routes operating in these areas as far as practicable. Moreover, the TD has been

collaborating with franchised bus companies to contain the growth in the number of franchised buses plying major trunk roads through bus route rationalisation to cancel low-utilisation routes, rationalise duplicating services, divert circuitous routings and cut down the bus trips with significantly low utilisation. Between 2013 and 2016, the number of daily bus trips plying busy trunk roads in Central, Causeway Bay and Mong Kok was reduced by about 3 880 as a result of bus route rationalisation. At the same time, as mentioned above, the Government has also set up LEZs in 3 areas and requested bus companies to deploy low emission buses to operate at busy road sections with a view to further improving roadside air quality.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)342**

**(Question Serial No. 6302)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would assist the Transport and Housing Bureau (THB) in conducting a study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin, with a view to putting toll adjustment proposals to the Legislative Council Panel on Transport for discussion. In this connection, please advise on the following:

- (a) What are the details, expenditure and timetable of the study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three road harbour crossings?
- (b) What are the details, expenditure and timetable of the study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three land tunnels between Kowloon and Sha Tin?

Asked by: Hon MO Claudia (Member Question No. 75)

Reply:

(a) and (b) The TD commenced in January 2017 a study on the overall strategy for the rationalisation of traffic distribution among the three road harbour crossings (i.e. the Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and the three land tunnels between Kowloon and Sha Tin (i.e. the Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest and Sha Tin Heights Tunnels). The consultant is currently collating traffic and transport data for assessing and formulating specific plans. The consultancy fee amounts to \$3.57 million, while the management work of the consultancy study is undertaken by the existing staff of the TD. The Government previously undertook to submit specific plans to the Legislative Council Panel on Transport (the Panel) within the 2017-18 legislative year. Once specific plans on tunnel toll adjustments are ready, the Government will submit them to the Panel for discussion.

**CONTROLLING OFFICER'S REPLY**

**THB(T)343**

**(Question Serial No. 6471)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the performance measures of the Transport Department (TD) in respect of planning and development is on the processing of the project definition statements (PDS) / technical feasibility statements (TFS) for inclusion of transport infrastructure projects in Public Works Programme. In this connection, please advise on:

(a) the details of PDS/TFS processed in the past 5 years using the table below.

Title of PDS/TFS	Start date of vetting	End date of vetting	Contents of PDS/TFS	Locations involved in PDS/TFS	Manpower involved	Expenditure involved

(b) how the TD monitored if the traffic facilities and measures as mentioned in PDS/TFS have been implemented in the past 5 years using the table below.

Title of PDS/TFS	Proposals on traffic facilities and measures	Have the contents of PDS/TFS been implemented?	Reasons for not implementing contents of PDS/TFS (if applicable)	Manpower involved	Expenditure involved

Asked by: Hon MO Claudia (Member Question No. 79)

Reply:

(a) Processing of PDS is undertaken by the existing staff of the TD and no additional expenses are incurred. The main purpose of preparing a PDS is to ascertain the traffic needs of a proposed project and define the project scope as well as to advise the Transport and Housing Bureau (THB) to request the department concerned to undertake the subsequent technical feasibility study. Details of the PDS processed by the TD in the past 5 years are as follows.

	<b>Title of PDS</b>	<b>Start date of vetting</b>	<b>End date of vetting</b>	<b>Locations involved in PDS</b>
1.	Widening of Tai Po Road (Sha Tin Section)	May 2012	May 2012	Tai Po Road (Sha Tin Section)
2.	Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	May 2013	June 2013	Along Yuen Long Town Nullah (from Long Ping Station to Kau Yuk Road)
3.	Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	May 2013	June 2013	Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi
4.	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	July 2013	August 2013	Tai Wo Hau Road to Wo Tong Tsui Street, Kwai Chung
5.	Provision of Kwong Fuk Vehicular Bridge	November 2013	January 2014	Kwong Fuk Road, Tai Po
6.	Lift and Pedestrian Walkway System at Luen On Street	January 2014	January 2014	Luen On Street to Kung Lok Road, Kwun Tong
7.	Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	November 2014	February 2015	Kwong Fuk Road, Tai Po
8.	Reprovisioning of public transport terminus in Hang Mei Street	December 2014	May 2015	Hang Mei Street, Tsing Yi
9.	Route 11 (between North Lantau and Yuen Long)	July 2015	August 2015	North Lantau to Yuen Long (including Lam Tei, Tai Lam Chung, So Kwun Wat, etc)
10.	Reconstruction of Pak Kok Pier on Lamma Island	August 2015	September 2015	Pak Kok Pier, Lamma Island

Processing of TFS by the TD is also undertaken by the existing staff of the TD and no additional expenses are incurred. The main purpose of preparing TFS is to ascertain the technical feasibility of the project concerned. Details of the TFS processed by the TD in the past 5 years are as follows.

	<b>Title of TFS</b>	<b>Start date of vetting</b>	<b>End date of vetting</b>	<b>Locations involved in TFS</b>
1.	Pedestrian Walkway System at Chuk Yuen North Estate	November 2011	April 2012	Chuk Yuen North Estate to Fung Tak public transport terminus under construction, Wong Tai Sin
2.	Widening of Tai Po Road (Sha Tin Section)	June 2012	July 2012	Tai Po Road (Sha Tin Section)

Title of TFS	Start date of vetting	End date of vetting	Locations involved in TFS
3. Improvement to Pedestrian Walkway in Mong Kok	June 2012	July 2012	Argyle Street (from Tong Mei Road to Hak Po Street) and Tong Mei Road (from Argyle Street to Fuk Tsun Street)
4. Improvement to Fan Kam Road	June 2012	July 2012	Fan Kam Road (northbound and southbound sections)
5. Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	June 2012	July 2012	Kwai Shing Circuit to Hing Shing Road and Ko Fong Street, Kwai Chung
6. Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	June 2012	July 2012	Shek Lei (I) Estate, Castle Peak Road (Kwai Chung Section) to Kung Yip Street, Kwai Chung
7. Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	June 2012	July 2012	Lai Cho Road to Wah Yiu Road, Kwai Chung
8. Pedestrian Subways in Causeway Bay	September 2012	September 2012	Victoria Park, Causeway Bay to Sports Road, Happy Valley
9. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	June 2013	July 2013	Along Yuen Long Town Nullah (from Long Ping Station to Kau Yuk Road)
10. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	February 2014	April 2014	Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi
11. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	February 2014	April 2014	Tai Wo Hau Road to Wo Tong Tsui Street, Kwai Chung
12. Provision of bus lay-by at Cape Collinson Road near Shek O Road	May 2014	June 2014	Cape Collinson Road, Chai Wan near Shek O Road
13. Lift and Pedestrian Walkway System at Luen On Street	June 2014	July 2014	Luen On Street to Kung Lok Road, Kwun Tong
14. Reconstruction of Pak Kok Pier on Lamma Island	January 2016	May 2016	Pak Kok Pier, Lamma Island

(b) The TD's monitoring work on whether the traffic facilities and measures as proposed in PDS have been implemented is undertaken by the existing staff of the TD and no

additional expenses are incurred. Details of the PDS monitored by the TD in the past 5 years are as follows.

Title of PDS	Proposals on traffic facilities and measures	Have the contents of PDS been implemented and reasons for not implementing them
1. Widening of Tai Po Road (Sha Tin Section)	To widen Tai Po Road (Sha Tin Section).	Under detailed design
2. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	To construct an elevated pedestrian walkway to connect Long Ping Station and Kau Yuk Road.	Under detailed design
3. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	To construct diverging lanes at Roundabout No. 2 in Tsing Yi Road, <b>Tsing Yi</b> and at Roundabouts Nos. 4, 5, 6 and 7 in Container Port Road South, Kwai Chung; to modify Roundabout No. 2 in Tsing Yi Road and its connecting traffic lanes; and to modify the slip road of Kwai Chung Road.	Under site investigation and preliminary design
4. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	To construct a covered inclined lift system to connect Tai Wo Hau Road and Wo Tong Tsui Street.	The THB plans to submit funding application to the Legislative Council (LegCo) in the current legislative session to take forward the construction works of the proposed project.
5. Provision of Kwong Fuk Vehicular Bridge	To provide an additional Kwong Fuk vehicular bridge in Tai Po.	This item has been replaced by item 7 (Provision of Kwong Fuk Vehicular Bridge (Re-alignment)).
6. Lift and Pedestrian Walkway System at Luen On Street	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Under site investigation and preliminary design
7. Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	To provide an additional Kwong Fuk vehicular bridge (re-alignment) in Tai Po.	The TFS is being prepared.

<b>Title of PDS</b>	<b>Proposals on traffic facilities and measures</b>	<b>Have the contents of PDS been implemented and reasons for not implementing them</b>
8. Route 11 (between North Lantau and Yuen Long)	To construct a highway connecting North Lantau and Yuen Long and related connecting roads.	The THB, based on the contents of PDS, is applying to the LegCo for funding to engage a consultant to conduct a feasibility study.
9. Reprovisioning of public transport terminus in Hang Mei Street	Subject to the Land Sale Programme, to construct a covered public transport terminus at Hang Mei Street for in-situ reprovisioning of the open-air public transport terminus.	The subject site is currently an open-air public transport terminus and is located in a residential site included in the 2017-18 Land Sale Programme. The reprovisioning works will be implemented upon the sale of the subject site.
10. Reconstruction of Pak Kok Pier on Lamma Island	To reconstruct the existing Pak Kok Pier on Lamma Island.	Preliminary environmental review is under preparation.

The TD's monitoring work on whether the traffic facilities and measures as proposed in TFS have been implemented is also undertaken by the existing staff of the TD and no additional expenses are incurred. Details of the TFS monitored by the TD in the past 5 years are provided below:

<b>Title of TFS</b>	<b>Proposals on traffic facilities and measures</b>	<b>Have the contents of TFS been implemented, and reasons for not implementing them</b>
1. Pedestrian Walkway System at Chuk Yuen North Estate	To construct an elevated pedestrian walkway connecting Chuk Yuen North Estate and Wong Tai Sin Road with intermediate access points provided near Lung Fung Street, Tsui Fung Street and Fei Fung Street; and to construct a subway connecting Wong Tai Sin Road and Fung Tak public transport terminus under construction.	Under site investigation and preliminary design
2. Widening of Tai Po Road (Sha Tin Section)	To widen Tai Po Road (Sha Tin Section).	Under detailed design

<b>Title of TFS</b>	<b>Proposals on traffic facilities and measures</b>	<b>Have the contents of TFS been implemented, and reasons for not implementing them</b>
3. Improvement to Pedestrian Walkway in Mong Kok	To construct a footbridge system connecting the existing footbridges with Mong Kok and Mong Kok East MTR stations in the district and further extending to the area near Tai Kok Tsui.	Under site investigation and preliminary design
4. Improvement to Fan Kam Road	To carry out improvement works at Fan Kam Road (southbound and northbound)	Under site investigation and preliminary design
5. Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	To construct lift towers and an elevated pedestrian walkway system connecting Kwai Shing Circuit and Hing Shing Road; and to widen the footpath south of Kwai Shing Circuit and the footpath west of Ko Fong Street.	The construction works are scheduled to commence in the second quarter of 2017.
6. Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	To construct lift towers and an elevated pedestrian walkway system connecting Shek Lei (I) Estate and nearby residential buildings, Castle Peak Road (Kwai Chung section) and Kung Yip Street.	Under site investigation and preliminary design
7. Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	To construct lift towers and an elevated pedestrian walkway system connecting Lai Cho Road and Wah Yiu Road.	Under site investigation and preliminary design
8. Pedestrian Subways in Causeway Bay	To construct a pedestrian subway system connecting Victoria Park in Causeway Bay and Sports Road in Happy Valley.	Subject to the result of the Pilot Study on Underground Space Development in Causeway Bay
9. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	To construct an elevated pedestrian walkway connecting Long Ping Station and Kau Yuk Road.	Under detailed design

<b>Title of TFS</b>	<b>Proposals on traffic facilities and measures</b>	<b>Have the contents of TFS been implemented, and reasons for not implementing them</b>
10. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road in Tsing Yi	To construct diverging lanes at Roundabout No. 2 in Tsing Yi Road, <a href="#">Tsing Yi</a> and at Roundabouts Nos. 4, 5, 6 and 7 in Container Port Road South, Kwai Chung; to modify Roundabout No. 2 in Tsing Yi Road and its connecting traffic lanes; and to modify the slip road of Kwai Chung Road.	Under site investigation and preliminary design
11. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	To construct a covered inclined lift system to connect Tai Wo Hau Road and Wo Tong Tsui Street.	The THB plans to submit funding application to the LegCo in the current legislative session to take forward the construction works of the proposed project.
12. Provision of additional bus bay at Cape Collinson Road near Shek O Road	To provide an additional bus bay at Cape Collinson Road near Shek O Road and to widen some of the footpaths and conduct related drainage and geotechnical works etc.	Under site investigation and preliminary design
13. Lift and Pedestrian Walkway System at Luen On Street	To construct lift towers and elevated pedestrian walkway system connecting Luen On Street and Kung Lok Road.	Under site investigation and preliminary design
14. Reconstruction of Pak Kok Pier on Lamma Island	To reconstruct the Pak Kok Pier on Lamma Island.	Preliminary environmental review is under preparation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)344**

**(Question Serial No. 6472)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of the TD's handling of reports on town planning matters in the past 5 years by completing the table below;

Title of reports on town planning matters	Vetting beginning time	Vetting finishing time	Contents of reports on town planning matters	Locations involved in reports on town planning matters	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures mentioned in reports on town planning matters in the past 5 years by completing the table below;

Title of reports on town planning matters	Proposals on traffic facilities and measures	Are contents of reports on town planning matters implemented? What are the details?	Reasons for failure to implement contents of reports on town planning matters (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in reports on town planning matters are not implemented.

Asked by: Hon MO Claudia (Member Question No. 80)

Reply:

The TD handled a total of about 7 000 town planning applications in the past 5 years. Such work is undertaken by the staff of the TD as part of their normal duties. As a large number of applications are involved and the staff members assigned to handle such

applications are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each application.

The TD provides inputs to the Planning Department (PlanD) on traffic impact assessments, traffic and transport facilities, access road arrangement, provision of car parking spaces and loading/unloading spaces, etc. in respect of town planning applications.

The TD will keep in view the implementation of traffic facilities and measures stated in town planning applications. If such traffic facilities and measures are not implemented, the TD will approach the PlanD for appropriate follow up actions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)345**

**(Question Serial No. 6473)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of the TD's handling of reports on building development proposals in the past 5 years by completing the table below;

Title of reports on building development proposals	Vetting beginning time	Vetting finishing time	Contents of reports on building development proposals	Locations involved in reports on building development proposals	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures as mentioned in reports on building development proposals in the past 5 year by completing the table below;

Title of reports on building development proposals	Proposals on traffic facilities and measures	Are contents of reports on building development proposals implemented? What are the details?	Reasons for failure to implement contents of reports on building development proposals (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in reports on building development proposals are not implemented.

Asked by: Hon MO Claudia (Member Question No. 81)

Reply:

The TD handled a total of about 10 000 private housing development proposals in the past 5 years. Such work is undertaken by the staff of the TD as part of their normal duties. As a large number of housing development proposals are involved and the staff members assigned to handle such development proposals are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each development proposal.

In processing building plans of private housing development proposals, the TD provides inputs to the Buildings Department (BD) mainly on traffic engineering aspects of the development proposals, such as proposed access roads, provision of car parking spaces and loading/unloading spaces, the need for widening the roads/footpaths in the vicinity of the proposed development, etc.

The TD will keep in view the implementation of traffic facilities and measures as mentioned in private housing development proposals. If such traffic facilities and measures are not implemented, the TD will approach the BD for appropriate follow up actions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)346**

**(Question Serial No. 6474)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories and review pre-selected bicycle prohibition zones on roads in Hong Kong. In this connection, please advise on:

- (a) the details, locations and timetable of and the manpower and expenditure involved in the improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories; and
- (b) the details, locations and timetable of and the manpower and expenditure involved in reviewing pre-selected bicycle prohibition zones on roads in Hong Kong.

Asked by: Hon MO Claudia (Member Question No. 82)

Reply:

- (a) & (b) The TD engaged a consultant to conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories and review bicycle prohibition zones on roads in Hong Kong. The study is scheduled for completion in mid-2017. The estimated expenditure amounts to about \$6.6 million. In 2017-18, the related work, including managing the above consultancy study and following up on its recommendations, will be undertaken by 1 Senior Engineer, 2 Engineers/Assistant Engineers and 1 Technical Officer (Traffic)/Technical Officer Trainee (Traffic). The annual staff cost is about \$3.09 million.

The consultant drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the approximately 800 remaining improvement sites, since they involve

comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

As for the scope of the review on bicycle prohibition zones, it covers 100-odd among the existing 300-odd bicycle prohibition zones across various districts in Hong Kong. The consultant has completed the review and has put forward the recommendations. The TD is consulting the stakeholders concerned on the consultant's recommendations and plans to implement the recommendations after securing their support.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)347**

**(Question Serial No. 6475)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of TD's handling of traffic impact assessment reports in the past 5 years by completing the table below;

Title of traffic impact assessment reports	Vetting beginning time	Vetting finishing time	Contents of traffic impact assessment reports	Locations involved in traffic impact assessment reports	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures as mentioned in traffic impact assessment reports in the past 5 years by completing the table below;

Title of traffic impact assessment reports	Proposals on traffic facilities and measures	Are contents of traffic impact assessment reports implemented? What are the details?	Reasons for failure to implement contents of traffic impact assessment reports (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in traffic impact assessment reports are not implemented?

Asked by: Hon MO Claudia (Member Question No. 83)

Reply:

Among the town planning applications and private housing development proposals handled by the TD in the past 5 years, about 4 000 traffic impact assessment reports are involved whereas the rest were on traffic and transport facilities (such as parking spaces and driveways). In scrutinising the above traffic impact assessments, the TD provides advice mainly on the following aspects:

- (i) traffic and transport facilities to be provided in the development proposal;
- (ii) traffic impact resulting from the development proposal; and
- (iii) traffic improvement measures to mitigate traffic impact.

The above work is undertaken by the staff of the TD as part of their normal duties. As a large number of reports are involved and the staff members assigned to handle such reports are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each report.

In general, if the TD considers that a particular traffic impact assessment is not reasonable/satisfactory, or fails to demonstrate that the proposed town planning application or private housing development proposal will not cause adverse traffic impact to the nearby road network, or fails to recommend feasible and practical road improvement measures to mitigate the adverse traffic impact possibly caused by the proposal, it will advise the Planning Department (PlanD) or the Buildings Department (BD) not to accept the concerned traffic impact assessment reports. The TD will keep in view the implementation of traffic facilities and measures as mentioned in the traffic impact assessment reports. If such traffic facilities and measures are not implemented, the TD will approach the PlanD or the BD for appropriate follow up actions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)348**

**(Question Serial No. 6639)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves designing and implementing road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. In this connection, please advise on:

- (a) the details of the locations, directions and operation hours of existing bus-only lanes and bus gates in Hong Kong and the applicable vehicle types; and
- (b) whether the Department has any plan to introduce more bus-only lanes and bus gates in Hong Kong, and if yes, please advise the relevant details.

Asked by: Hon MO Claudia (Member Question No. 84)

Reply:

- (a) The details of the existing bus-only lanes and bus gates in Hong Kong are set out in Annex 1 and Annex 2 respectively.
- (b) According priority use of roads to public transport services is an established transport policy in Hong Kong. Yet, the implementation of such measures shall have due regard to the actual road situation and traffic conditions. It is worth noting that the implementation of bus priority measures would reduce the number of lanes for use by other vehicles on the same road section. The travelling speed of other vehicles may reduce as a result. When planning for bus priority measures, the TD must carefully assess the feasibility and desirability of implementing such measures on the individual road sections concerned so as to strike the best balance. The TD is currently planning to introduce a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel.

**Bus-only lanes****(As at March 2017)**

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
<b>Hong Kong Island</b>		
Connaught Road West westbound (between Tung Loi Lane and Hong Kong Macau Ferry Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Des Voeux Road Central westbound (between Man Wa Lane and Hillier Street)	<u>Daily</u> 24 hours	Franchised buses
Man Yiu Street (between Man Kwong Street Roundabout and Central Ferry Pier Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Pok Fu Lam Road eastbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Queensway westbound (between Murray Road and Jackson Road)	<u>Daily</u> 24 hours	Franchised buses
Gloucester Road westbound (between O'Brien Road and Fenwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Hung Hing Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Morrison Hill Road southbound (between Sports Road and Queen's Road East)	<u>Weekdays</u> 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Jardine's Bazaar and Lee Garden Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound (between Tang Lung Street and Canal Road East)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound	<u>Weekdays</u>	Franchised

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
(between Tin Lok Lane and Tonnochy Road)	07:00 – 09:00 <u>Except public holidays</u>	and non-franchised buses
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Shau Kei Wan Road westbound (between Tai On Street and Tai Hong Street)	<u>Daily</u> 24 hours	Franchised buses
Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road)	<u>Daily</u> 07:00 – 09:00	Franchised buses
King's Road eastbound (between Ngan Mok Street and Fortress Hill Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between North Point Road and Tin Chiu Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between Man Hong Street and Java Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Siu Sai Wan Road westbound (between The Chinese Foundation Secondary School and Harmony Road)	<u>Daily</u> 24 hours	Franchised buses
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	<u>Weekdays</u> 16:00 – 20:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (between Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road up-ramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (near Nam Long Shan Road)	<u>Daily</u> 24 hours	Franchised buses
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
Heung Yip Road eastbound near Nam Long Shan Road	<u>Daily</u> 24 hours	Franchised buses
<b>Kowloon</b>		
Nathan Road southbound (between Playing Field Road and Bute Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Nathan Road southbound (between Mong Kok Road and Dundas Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Nathan Road northbound (between Dundas Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	<u>Weekdays</u> 07:00 – 10:00; 17:00 – 19:00 <u>Except public holidays</u>	Franchised buses
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 19:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
New Clear Water Bay Road northbound (outside United Christian College)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau Street)	<u>Daily</u> 24 hours	Franchised buses
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	<u>Daily</u> 24 hours	Franchised buses
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East)	<u>Daily</u> 07:00 – 24:00	Franchised buses

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Prince Edward Road East westbound (near Rhythm Garden)	<u>Daily</u> 24 hours	Franchised buses
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building)	<u>Daily</u> 24 hours	Franchised buses
Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza)	<u>Daily</u> 24 hours	Franchised buses
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	<u>Daily</u> 07:00 – 10:00; 16:00 – 19:00	Franchised and non-franchised buses
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
<b>New Territories</b>		
Che Kung Miu Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hung Mui Kuk Road southbound	<u>Weekdays</u> 07:00 – 10:00;	Franchised and

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
	16:00 – 19:00 <u>Except public holidays</u>	non-franchised buses
Lion Rock Tunnel Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Siu Lek Yuen Road eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway southbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway slip road southbound (near Siu Lek Yuen Road)	<u>Weekdays</u> 08:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised buses
On Po Road near On Tai Road	<u>Daily</u> 24 hours	Franchised buses
Tuen Mun Road eastbound (from Harrow International School to Sham Tseng Interchange)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tuen Mun Road southbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Sam Shing Street westbound	<u>Daily</u> 24 hours	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> 24 hours	Franchised buses
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	Franchised buses
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	<u>Daily</u> 24 hours	Franchised buses
Castle Peak Road westbound (between Yuen Long Hong Lok Road and	<u>Daily</u> 24 hours	Franchised buses

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
Kik Yeung Road-)		
Ma Miu Road southbound outside Yuen Long District Office Building	<u>Daily</u> 24 hours	Franchised buses
Cheung Pei Shan Road eastbound (next to Shing Mun Tunnel Bus-to-bus Interchange)	<u>Daily</u> 24 hours	Franchised buses
Kai King Road westbound (entry road to Po Lam Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Po Shun Road northbound near the slip road leading to Tseung Kwan O Tunnel Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Tai Ho Road southbound (near Tsuen Wan West MTR Station)	<u>Daily</u> 24 hours	Franchised buses

**Bus gates****(As at March 2017)**

<b>Location</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
<b>Hong Kong Island</b>		
Gloucester Road westbound near Canal Road Flyover upramp	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover northbound exit to Cross Harbour Tunnel	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Hung Hing Road eastbound to Cross Harbour Tunnel portal	<u>Daily</u> 24 hours	Franchised and non-franchised buses
<b>Kowloon</b>		
The right-hand lane of the slip road linking Lung Cheung Road westbound and Waterloo Road Northbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
The Chatham Road North slip road from Chatham Road North westbound to Hong Chong Road southbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound from Berwick Street to Tai Po Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
<b>New Territories</b>		
The slip road of Hang Tai Road to Ma On Shan Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Po Hong Road northbound right turning onto Wan Lung Road	<u>Daily</u> 24 hours	Franchised buses
On Chee Road near On Po Road	<u>Daily</u> 24 hours	Franchised buses
San Wan Road near Landmark North	<u>Daily</u> 24 hours	Franchised buses
Fanling Station Road near Fanling Station Playground	<u>Daily</u> 24 hours	Franchised buses
Luen On Street right turning onto Wo Mun Street Regentville Bus Terminus	<u>Daily</u> 24 hours	Franchised buses
Cheung Shan Estate Road West near Cheung Shan Estate Road East	<u>Daily</u> 24 hours	Franchised buses
Access Road from Siu Sheung Road to Yuen Long Highway	<u>Daily</u> 24 hours	Franchised buses

**CONTROLLING OFFICER'S REPLY**

**THB(T)349**

**(Question Serial No. 6640)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) launched the first phase of the “Driving on Lantau Island” Scheme (the Scheme) and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes. In this connection, please advise on:

- (a) the utilisation rate, number of vehicles joining the Scheme and relevant details in the past year by completing the table below.

Month	Number of private cars (excluding electric private cars) joining the Scheme	Utilisation rate of the quota (excluding electric private cars)	Number of electric private cars joining the Scheme	Utilisation rate of the quota	Number of accidents and casualties involving vehicles joining the Scheme	Number of coaches	Number of accidents and casualties involving coaches

- (b) when will the TD review the effectiveness of the Scheme, the details and implementation timetable of the second phase, as well as the manpower and expenditure involved; and

- (c) the daily traffic flows and design capacities of the major roads on Lantau Island by completing the table below.

Road/tunnel	Maximum capacity (vehicles/hour)	Traffic flows (vehicles/hour) in 2014	Traffic flows (vehicles/hour) in 2015	Traffic flows (vehicles/hour) in 2016	Traffic flows (vehicles/hour) in 2017 (up to February)

Asked by: Hon MO Claudia (Member Question No. 85)

Reply:

To attract more local visitors to South Lantau for promoting tourism and the local economy in the area, the TD launched the first phase of traffic relaxation measures at the end of 2015. Starting from 25 December 2015, the number of tour coaches permitted to enter South Lantau each day increased from 30 to 40. Moreover, the TD introduced the Scheme on 26 February 2016. Members of the public may submit online application for driving on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 places for private cars, 5 are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with all the places (in particular the places for non-electric private cars) available for application each day snapped up within very short time. The utilisation of the quota for coaches and private cars, numbers of coaches and private cars joining the Scheme and relevant details in the past year are tabulated below:

	Number of non electric private cars	Utilisation rate of places for non electric private cars <sup>Note 1</sup>	Number of electric private cars	Utilisation rate of places for electric private cars <sup>Note 1</sup>	Accident and casualties involving private cars	Number of coaches <sup>Note 3</sup>	Accident and casualties involving coaches
March 2016	424 <sup>Note 2</sup>	100%	104	99%	0	442(26)	1 <sup>Note 4</sup>
April 2016	401 <sup>Note 2</sup>	100%	88	88%	0	408(27)	0
May 2016	420	100%	51	49%	0	511(15)	0
June 2016	420	100%	47	45%	0	446(12)	0
July 2016	400	100%	68	68%	0	425(9)	0
August 2016	460	100%	74	64%	0	397(8)	0
September 2016	420	100%	39	37%	0	323(0)	0
October 2016	400	100%	39	39%	0	543(36)	0
November 2016	440	100%	33	30%	0	678(46)	0
December 2016	400	100%	59	59%	0	665(28)	0
January 2017	380	100%	29	31%	0	514(10)	1 <sup>Note 4</sup>
February 2017	400	100%	52	52%	0	579(74)	0

Note 1: The total numbers of places in a month for non-electric private cars and electric private cars are calculated by the total number of days of Mondays to Fridays (excluding public holidays) of a month multiplied by 20 and 5 respectively. The utilisation rate is calculated by the number of approved applications divided by the number of places available.

Note 2: Teething problems occurred in the online application system during the initial period. 21 places, instead of 20, were granted to non-electric cars on 4 days in March 2016 and 1 day in April 2016 respectively. The fault was later rectified.

Note 3: The numbers preceding the brackets are the total numbers of tour coaches entering the closed roads in South Lantau in the month. The numbers in the brackets are the additional number of tour coaches over the original quota (i.e. 30 coaches per day) after it was increased to 40. Although there were days when the number of tour coaches entering the closed roads in South Lantau were over 30, and benefited from the first phase of the traffic relaxation measures, the number of vehicles entering the close roads in South Lantau during ordinary weekdays remains low. As such, the monthly numbers do not exceed 900 (30 vehicles X 30 days), 930 (30 vehicles X 31 day) or 840 (30 vehicles X 28 days).

Note 4: In each of the 2 traffic accidents, 1 person was injured.

The TD will review the implementation timetable for the second phase of the relaxation measures (i.e. increasing the upper limit of coaches from 40 to 50, and the places for private cars from 25 to 50) having regard to the traffic condition as well as the supply and

utilisation of parking spaces in South Lantau. The review will be undertaken by the existing staff of the TD as part of their normal duties. No additional expenses will be involved.

The daily traffic flows and capacities of major roads on Lantau Island in the past 3 calendar years (i.e. between 2013 and 2015)<sup>Note 5</sup> are tabulated below:

	<b>Daily capacity (Number of vehicles)</b>	<b>Average daily traffic flows in 2013 (Number of vehicles)</b>	<b>Average daily traffic flows in 2014 (Number of vehicles)</b>	<b>Average daily traffic flows in 2015 (Number of vehicles)</b>
Tung Chung Road	10 000	3 690	4 740	4 820
South Lantau Road	8 000	2 770	3 160	2 910
Keung Shan Road (from South Lantau Road to Shum Wat Road)	8 000	2 600	2 560	2 610
Keung Shan Road (from Shum Wat Road to Tai O Road)	8 000	1 120	1 110	1 080
North Lantau Highway (from Tung Chung Eastern Interchange to Chek Lap Kok West)	120 000	46 730	49 200	51 270

Note 5: The traffic data for 2016 and 2017 calendar years are being compiled and collected, and therefore are not available for the time being.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)350**

**(Question Serial No. 6661)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has mentioned that it will continue to update and enhance the transport model for planning purposes. In this connection, please advise:

- a. when the current transport model was first used, the set-up fee and the annual operating cost;
- b. when the data used for setting up the current transport model were collected;
- c. when the enhanced transport model was put into use; and
- d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (Member Question No. 87)

Reply:

The current Comprehensive Transport Study (CTS) Model was set up by the TD in 1999. The TD engaged a consultant to comprehensively update and enhance the CTS Model in July 2010 at a consultancy fee of \$6.87 million. The updating work was mainly based on the travel data collected from the "Travel Characteristics Survey 2011" and "Survey on Goods Vehicle Trip Characteristics 2011". The enhanced and updated CTS Model was put into use in early 2015.

Moreover, the TD keeps updating and enhancing the CTS Model in the light of the latest Hong Kong population and employment data, economic situation, land use, planning of traffic infrastructure and traffic data to ensure the provision of robust and reliable traffic forecasts for transport planning purposes.

Such updating and enhancement work is the ongoing task of the TD. However, the operation of the transport model requires specific computer software as a platform and the annual licence fee for using the software is about \$90,000.

As the CTS Model was set up by the TD on the intention that it will be used as a tool for transport planning by the professional staff within the government, the transport model and its data will not be made available for use by private companies or members of the public.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)351**

**(Question Serial No. 3310)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department stated that the number of non-directorate posts will be increased by 62 to 1 676 posts as at 31 March 2018. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 31)

Reply:

There will be a net increase of 62 non-directorate posts in 2017-18 as a result of the creation of 83 posts (including permanent and time-limited posts) to be offset by the deletion of 21 time-limited posts. The nature of work, ranks and annual staff costs (in terms of notional annual mid-point salary) of the posts to be created are summarised as follows:

<b>Nature of work</b>	<b>Rank</b>	<b>Number of post</b>	<b>Annual staff cost (\$)</b>
<b>To take forward specific initiatives</b>			
To carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange and a ferry pier	Architect/Assistant Architect	1	732,630
	Works Supervisor I	1	336,480
	Transport Officer I	1	713,100
To take forward recommendations for alleviating road traffic congestion, including the planning of the Electronic Road Pricing pilot scheme	Senior Engineer	1	1,363,920
	Engineer/Assistant Engineer	2	1,465,260

<b>Nature of work</b>	<b>Rank</b>	<b>Number of post</b>	<b>Annual staff cost (\$)</b>
To improve existing cycle tracks and associated facilities	Senior Engineer	1	1,363,920
	Engineer/Assistant Engineer	1	732,630
	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
To provide traffic and intelligent transport input for the planning and implementation of new railways and road infrastructures	Engineer/Assistant Engineer	2	1,465,260
To assist in studying the long-term operational mode of the outlying island ferry routes	Transport Officer I	1	713,100
To enhance walkability in Hong Kong, including conducting a consultancy study on various walkability initiatives	Senior Engineer	2	2,727,840
	Engineer/Assistant Engineer	4	2,930,520
To implement the recommendations of the Public Transport Strategy Study	Chief Transport Officer	1	1,363,920
	Senior Transport Officer	1	970,860
To handle the upsurge in renewal applications of the ten-year driving licences	Executive Officer II	1	472,200
	Senior Clerical Officer	3	1,624,320
	Clerical Officer	1	409,020
	Assistant Clerical Officer	18	4,591,080
	Clerical Assistant	1	199,080
To cope with the increasing demand for driving tests	Driving Examiner II	7	2,727,480
To cope with work relating to new Designated Car Testing Centres	Assistant Clerical Officer	1	255,060

<b>Nature of work</b>	<b>Rank</b>	<b>Number of post</b>	<b>Annual staff cost (\$)</b>
To handle daily operational work upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge	Senior Transport Officer	1	970,860
	Transport Officer I	1	713,100
	Transport Officer II	1	450,840
	Transport Controller II	1	353,460
	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
	Assistant Clerical Officer	2	510,120
	Clerical Assistant	1	199,080
To handle transport planning and public transport issues arising from Lantau development	Engineer/Assistant Engineer	2	1,465,260
To facilitate effective implementation of various Energizing Kowloon East initiatives, including those relating to the pedestrian and traffic environment	Engineer/Assistant Engineer	1	732,630
To prepare/conduct tendering exercises and/or award new management contracts for various government tunnels	Senior Transport Officer	1	970,860
	Transport Officer II	1	450,840
To continue the administration and monitoring of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	Senior Transport Officer	1	970,860
	Transport Officer II	2	901,680
	Senior Treasury Accountant	1	1,363,920
	Treasury Accountant	1	927,840
	Accounting Officer II	1	450,840

Nature of work	Rank	Number of post	Annual staff cost (\$)
<b>To replace non-civil service contract positions</b>			
To provide support to the day-to-day monitoring of taxi financial and operational situations	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
To provide support to training related matters	Executive Officer II	1	472,200
	Training Officer I	1	713,100
To provide support to finance, accounting and audit related matters	Treasury Accountant	1	927,840
To provide support to the Licensing Offices	Executive Officer II	1	472,200
	Assistant Clerical Officer	2	510,120
To handle the increasing workload arising from the tightened control on non-franchised bus applications	Executive Officer II	1	472,200
To provide support to the Transport Operations Division	Assistant Clerical Officer	2	510,120
To provide technical support to the Drawing Office	Technical Officer (Civil)/Technical Officer Trainee (Civil)	2	521,820
<b>Total:</b>		<b>83</b>	<b>43,972,200</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)352**

**(Question Serial No. 3465)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiative to “assist the Transport and Housing Bureau (THB) in conducting a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles”, will the Transport Department (TD) advise on the following:

1. What are the main content and completion date of the review?
2. The Government has indicated that it would “provide more parking facilities at suitable sites without compromising road safety or affecting other road users”. Please advise how many additional parking facilities have been provided over the past 3 years and their locations.
3. The TD has indicated that it would communicate with and encourage operators of commercial public car parks to make better use of web-based technology to disseminate real-time information on vacant parking spaces in their car parks. Please state what encouragement measures have been taken and how effective they are.
4. As Hong Kong is striving to develop itself into a smart city, will the Government join hands with the community in developing a territory-wide “parking navigation platform” to facilitate parking of vehicles and increase utilisation rates of car parks? If yes, what are the details? If no, what are the reasons?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 77)

Reply:

1. The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and

will later commence the consultant selection exercise. The study is expected to last for 2 years.

2. The TD has been taking different measures to increase the number of parking spaces, including providing additional on-street parking spaces at locations with demand for parking, on the conditions that traffic flow, road safety and other road users are not affected. The numbers of on-street parking spaces for which local consultations have been conducted and the numbers of additional on-street parking spaces which have been provided with breakdown by District Council District in the past 3 years are tabulated as follows:

<b>District</b>	<b>Number of additional on-street parking spaces provided</b>	<b>Number of on-street parking spaces for which local consultations have been conducted<sup>Note</sup></b>
Central and Western	58	100
Wan Chai	25	38
Eastern	78	87
Southern	26	40
Yau Tsim Mong	41	133
Sham Shui Po	84	100
Kowloon City	21	24
Wong Tai Sin	57	96
Kwun Tong	91	143
Tsuen Wan	14	97
Tuen Mun	87	61
Yuen Long	57	116
North	26	52
Sai Kung	99	105
Sha Tin	25	79
Tai Po	0	1
Kwai Tsing	73	133
Islands	36	98
<b>Total in Hong Kong</b>	<b>898</b>	<b>1 503</b>

Note: Including additional on-street parking spaces for which consultations have been conducted and which have been provided, committed on-street parking spaces pending completion of construction works and proposed on-street parking spaces shelved due to local objections in the past 3 years. The number of parking spaces includes motorcycle parking spaces.

- 3 & 4. The TD has been in discussion with operators of commercial public car parks to encourage them to upload their parking vacancy data to the Government's public sector information portal at the "data.gov.hk" website and to disseminate the parking vacancy data through the Hong Kong eRouting smartphone application. Positive initial feedback has been received from some car park operators. The

TD will continue to contact the related operators to encourage them to open up their car park information so that interested organisations or parties can make use of the parking vacancy data on the portal at “data.gov.hk” to develop applications, including “parking navigation platform”, for use by motorists. In addition, the TD updated the Hong Kong eRouting smartphone application in 2016 to disseminate real-time parking data of about 50 car parks (including government car parks) to help motorists search for parking spaces. The TD also plans to upload the parking vacancy data of government car parks in the Hong Kong eRouting smartphone application to the “data.gov.hk” website in mid-2017. The TD will continue to encourage car park operators to provide and disseminate information and real-time parking vacancy data of their car parks.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)353**

**(Question Serial No. 3466)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “upgrade the transport information system to improve the processing of traffic data for better dissemination of traffic and transport information to the public”, will the Transport Department (TD) advise on:

- (1) the major types of traffic and transport information currently disseminated to the public by the TD;
- (2) the estimated capital cost of “Upgrading of the Transport Information System (TIS)” for this year; and
- (3) whether evaluation has been made on the TIS which was commissioned in 2008 to see whether it can meet current demands, and if yes, what the details are, and if no, what the reasons are.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 78)

Reply:

- (1) The traffic and transport information currently disseminated to the public by the TD via websites and mobile devices includes special traffic news, traffic snapshots and traffic condition and journey time through cross-harbour tunnels and from the New Territories to Kowloon. The TD also provides public transport enquiry services, driving route search services and important traffic news to the public through smartphone applications of “Hong Kong eTransport”, “Hong Kong eRouting” and “eTraffic News”. Moreover, motorists can get hold of the traffic condition and journey time information through the speed map panels and journey time indicators installed on the roads.
- (2) The expenditure involved in the project of “Upgrading of the TIS” is estimated to be \$13.3 million in 2017-18.
- (3) The TIS was developed mainly for processing traffic and transport data for dissemination of traffic information to the public through different channels (including

smartphone applications of “Hong Kong eTransport”, “Hong Kong eRouting” and “eTraffic News”), and facilitating the uploading of relevant data to the Government’s public sector information portal of “data.gov.hk”. Having regard to the ageing hardware and the need to upgrade the software of the TIS which was launched in 2008, the TD, upon reviewing, considers it necessary to upgrade the TIS to extend its service life and enhance the system performance as well as to provide personalised real-time traffic and transport information to the public. The TD invited tenders for upgrading the system in December 2016 and tender evaluation is underway. The contract is expected to be awarded in mid-2017 for completion in end-2018.

- End -



<b>Kowloon</b>										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

<b>Tunnel</b>	<b>Average speed at the morning and evening peak hours [km/hr]</b>									
	<b>2016</b>		<b>2015</b>		<b>2014</b>		<b>2013</b>		<b>2012</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads to have slow car journey speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 153)

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the related roads and tunnels from 2012 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the

speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned. Moreover, the traffic volume during the evening peak hours is usually more evenly distributed than that in the morning peak hours and the hourly average numbers of vehicles are usually smaller. Therefore, not all the strategic roads were covered by the Car Journey Time Survey (CJTS) in the evening.

Road	Average speed at the morning and evening peak hours <sup>@</sup>									
	[kilometres(km) / hour(hr)] <sup>Ω□</sup>									
	2016		2015		2014 <sup>α</sup>		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Canal Road Flyover (south bound) <sup>#</sup>	38	-	34	-	31	-	47	-	46	-
Canal Road Flyover (north bound) <sup>#</sup>	7	-	10	-	10	-	12	-	9	-
Gloucester Road (east bound) <sup>+</sup>	19	25	19	17	15	14	28	-	17	-
Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	46	-	60	-	53	-	68	-	68	-
Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	22	-	20	-	28	-	29	-	24	-
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-
Connaught Road Central (east bound) <sup>+</sup>	19	23	22	19	21	14	16	-	10	-
Connaught Road Central (west bound) <sup>+</sup>	26	25	25	24	28	20	19	-	17	-
Pedder Street <sup>§</sup>	7	9	-	-	-	-	5	8	5	6
Harcourt Road (Central bound) <sup>+</sup>	46	33	45	40	48	39	46	-	39	-
Hennessy Road (Central bound)	15	11	14	12	15	10	15	12	15	14
Queen's Road Central (Central bound)	18	12	19	9	19	10	19	10	19	11
<b>Kowloon</b>										
Chatham Road North (south bound) <sup>#</sup>	5	-	4	-	6	-	5	-	5	-
Chatham Road North (north bound) <sup>#</sup>	39	-	32	-	34	-	37	-	41	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	8	59	16	49	9	43	14	52	9	41
Gascoigne Road (east bound) <sup>#</sup>	20	-	12	-	10	-	14	-	14	-
Gascoigne Road (west bound) <sup>#</sup>	24	-	18	-	25	-	15	-	27	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>#</sup>	55	-	64	-	59	-	64	-	58	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>#</sup>	64	-	68	-	59	-	66	-	67	-

<sup>@</sup> They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The Car Journey Time Survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>#</sup> The CJTS does not cover the evening peak hours.

<sup>+</sup> The CJTS only covered the morning peak hours before 2014.

<sup>\*</sup> The CJTS did not cover Connaught Road West (west bound) before 2014.

- ^ There is no road named Connaught Road East.
- § The CJTS only covered Pedder Street in 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours <sup>@</sup>									
	[km/hr] <sup>Ω</sup>									
	2016		2015		2014 <sup>α</sup>		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	34	32	31	37	34	32	32	29	34	33
Eastern Harbour Crossing	32	48	33	46	28	43	29	48	38	48
Western Harbour Crossing <sup>ω</sup>	56	60	56	56	55	51	57	58	62	-
Lion Rock Tunnel	35	39	35	39	32	37	36	44	34	42
Tate's Cairn Tunnel	34	51	34	49	32	54	43	58	35	58
Route 8 (section between Cheung Sha Wan and Sha Tin)**	61	-	55	-	54	-	58	-	64	-

<sup>@</sup> They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>@</sup> The CJTS only covered the morning peak hours before 2013.

<sup>\*\*</sup> The CJTS only covers the morning peak hours. The figures shown are for the tunnel sections.

(2) & (3) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong.

For example, the Transport Department (TD) is making preparations for a feasibility study on the Central District Electronic Road Pricing (ERP) Pilot Scheme (the Pilot Scheme), including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. The preparatory work of the feasibility study is currently undertaken by the existing staff of the TD. In 2017-18, the TD is planning to create one Senior Engineer post and two Engineer/Assistant Engineer posts for handling the work of the feasibility study. Since the preparatory work is underway, the TD has not yet confirmed the consultancy fee and duration of the feasibility study. Through the feasibility study, the TD will formulate one or several concrete options for the Pilot Scheme for further discussion by the public. We will draw up the timetable for the implementation of the Pilot Scheme having regard to factors such as the results of public discussion at that time, funding application to the Legislative Council for construction of related facilities and the progress of enactment of relevant legislation, etc.

Apart from preparing for the feasibility study of the Pilot Scheme, we moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with

an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD is making preparations for engaging consultants, including formulating the scope of study and drafting tender documents, and will later conduct the consultant selection exercise. It is expected that the study will take 2 years to complete. The TD has also updated the HKeTransport smartphone application by providing real-time information on parking space vacancy of certain car parks (including government car parks).

Moreover, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

In 2017-18, apart from the expected creation of posts in the TD for handling the work in relation to the feasibility study of the Pilot Scheme, and a sum of \$1.8 million earmarked for the consultancy fee of the study on parking for commercial vehicles, other work will be absorbed by the Transport and Housing Bureau, the TD and the Hong Kong Police Force with existing resources. There is no separate breakdown of expenditure involved. We will keep a close watch on the effectiveness of these measures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)355**

**(Question Serial No. 6502)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the respective number of buses owned by each franchised bus company by emissions standards and when these buses will retire?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 154)

Reply:

The numbers of buses of each franchised bus company with breakdown by emissions standard as at the end of December 2016 are provided below:

Franchised bus company	Euro II	Euro III	Euro IV	Euro V	Euro VI*	Electric buses*	<b>Total</b>
KMB	705	1 096	106	2 003	3	3	<b>3 916</b>
CTB	76	9	28	825	2	6	<b>946</b>
NWFB	267	74	38	307	1	4	<b>691</b>
LW	1	18	32	191	0	0	<b>242</b>
NLB	0	38	26	57	0	0	<b>121</b>

\* The 6 buses of Euro VI emissions standard (all of which are hybrid buses) and the 13 electric buses were acquired by the franchised bus companies with subsidy by the Environmental Protection Department for trial operation in Hong Kong.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

As at end 2016, all franchised bus companies did not have any buses of pre-Euro and Euro I emissions standards in their fleets.

As required by the Transport Department, franchised bus companies need to deploy buses aged under 18 in providing their services. When purchasing new buses, they must also ensure compliance with the prevailing statutory emissions standards. Under these

arrangements, we expect all in-service buses of Euro II, Euro III and Euro IV emissions standards will be retired no later than 2019, 2026 and 2029 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)356**

**(Question Serial No. 6503)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding non-franchised bus service, please inform this Committee of:

- the numbers of registered vehicles by type of passenger service licence (PSL) in the past three years;
- the number of registered vehicles with more than one type of PSLs in each of the past three years; and
- the numbers of vehicles operating scheduled service and non-scheduled service in each of the past three years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 155)

Reply:

According to the Road Traffic Ordinance (Cap 374), any person who wishes to provide non-franchised bus service must be issued with a PSL by the Transport Department (TD) in respect of the vehicle(s) concerned. There are two types of non-franchised bus, namely public bus and private bus and a vehicle will not be issued with PSLs for public bus and private bus at the same time. Non-franchised public bus service includes Tour Service (A01), Hotel Service (A02), Student Service (A03), Employees' Service (A04), International Passenger Service (A05), Residents' Service (A06), Multiple Transport Service (A07) and Contract Hire Service (to meet ad hoc service demand not covered by the other seven types) (A08). Non-franchised private bus service includes Student Service (B01), Employees' Service (B02), Disabled Persons' Service (B03) and Others Service (B04). PSL-holders are required to apply for the necessary service endorsement(s) from the TD for the type(s) of service they wish to provide before commencement of the service. The TD will grant approval for applications on the merit of each case to allow the same vehicle to provide one or several types of non-franchised bus services.

The numbers of registered vehicles issued with PSLs for non-franchised public bus service and non-franchised private bus service, and the numbers of these vehicles with more than one service endorsement in the past three years are tabulated below:

	Non-franchised public bus		Non-franchised private bus	
	Number of vehicles issued with more than one service endorsement	Total	Number of vehicles issued with more than one service endorsement	Total
2016-17 (up to end February 2017)	5 712	7 046	173	662
2015-16	5 693	7 046	171	627
2014-15	5 671	7 034	167	601

The numbers of non-franchised buses that can provide scheduled service and/or non-scheduled service in the past three years are provided below:

	Scheduled service only (non-franchised public bus only)	Non-scheduled service only (including non-franchised public bus and non-franchised private bus)	Scheduled or non-scheduled service (non-franchised public bus only)
2016-17 (up to end February 2017)	843	979	5 886
2015-16	870	948	5 855
2014-15	867	938	5 830

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)357**

**(Question Serial No. 6504)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the hourly occupancy rates of and proportions of road space occupied by taxis on various strategic roads across each cordon according to the data published in the Annual Traffic Census.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 156)

Reply:

The data collected in the Annual Traffic Census are related to the average occupancy (including drivers and passengers), instead of occupancy rates, of individual vehicle types operating on the roads, as well as the percentages of various vehicle types among the total numbers of vehicles operating on the roads, instead of the proportions of road space occupied by those vehicle types. Although Annual Traffic Census do list out the overall average occupancy of individual vehicle types and the percentages of various vehicle types among the total numbers of vehicles travelling across various cordons during different periods, the Transport Department (TD) does not provide detailed records for each of the counting stations on the strategic roads across various cordons according to the required data formats, given that there are over 100 counting stations on various strategic roads across various cordons and enormous quantities of data are involved during different periods. In this connection, we select 10 counting stations where the related surveys were conducted and for which the highest traffic volume were recorded in the 2015 Annual Traffic Census (the data of 2016 are still being compiled) and list out the occupancy and vehicle proportions of taxis during morning peak hours on weekdays (i.e. Mondays to Fridays, except public holidays) recorded at these counting stations. The information is tabulated below:

Time		Road									
		Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)	Victoria Park Road (Houston Street to Island Eastern Corridor)	Harcourt Road (Tamar Street to Arsenal Street)	Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)	Cross Harbour Tunnel (Toll Plaza to South Portal)	Kwai Chung Road (Princess Margaret Hospital Interchange Slip Road to Kwai Chung Road North Bound to Tsuen Wan Road)	Chatham Road North (Wuhu Street to Hong Chong Road)	Tsing Long Highway – Ting Kau Bridge (North West Tsing Yi Interchange to Tuen Mun Road)	Tuen Mun Road (Sham Tseng to Tsing Long Highway – Ting Kau Bridge)	Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)
0700-0800	Occupancy of taxis	2.2	1.9	2.1	2.0	2.1	2.1	2.1	1.7	2.2	2.1
	Vehicle proportion <sup>Note 1</sup> of taxis (%)	21.0	31.8	39.5	8.6	10.8	18.2	23.2	11.6	9.4	18.3
0800-0900	Occupancy of taxis	2.1	1.9	2.1	2.0	2.2	2.1	2.1	1.9	2.0	1.7
	Vehicle proportion <sup>Note 1</sup> of taxis (%)	17.0	30.3	33.0	7.3	4.9	14.6	20.1	9.2	9.1	15.6
0900-1000	Occupancy of taxis	2.0	1.6	2.1	2.0	2.1	2.0	2.2	2.1	2.0	2.0
	Vehicle proportion <sup>Note 1</sup> of taxis (%)	19.9	28.1	31.8	8.5	7.3	14.8	22.7	9.0	5.8	12.9

Note 1: The vehicle proportion refers to the percentages of taxis among the total number of vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)358**

**(Question Serial No. 6505)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average car journey speeds in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons at the notes:

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]									
	2016		2015		2014		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Connaught Road West										
Lung Wui Road										
Shan Kwong Road										
Beach Road										
Wong Ma Kok Road										
<b>Kowloon</b>										
Sze Shan Street										
Sheung Yee Road										
Mut Wah Street										
Luk Hop Street										
Pui Man Street										
<b>New Territories</b>										
Tsing Hong Road										
Castle Peak Road – Tsuen Wan Section										
Shap Pat Heung Road										
Ping Ha Road										

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 157)

Reply:

The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2012 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned. Moreover, the Car Journey Time Survey (CJTS) mainly focuses on the car journey speeds along strategic roads and does not cover non-strategic roads such as Lung Wui Road on Hong Kong Island, Sze Shan Street in Kowloon, etc.

Road	Average speed at the morning and evening peak hours <sup>@</sup> [kilometres(km) / hour(hr)] <sup>Ω</sup>									
	2016		2015		2014 <sup>α</sup>		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-
Lung Wui Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
San Kwong Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Beach Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Wong Ma Kok Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
<b>Kowloon</b>										
Sze Shan Street <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Sheung Yee Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Mut Wah Street <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Luk Hop Street <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Pui Man Street <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
<b>New Territories</b>										
Tsing Hong Road <sup>#</sup>	31	-	28	-	28	-	30	-	34	-
Castle Peak Road – Tsuen Wan Section <sup>#</sup>	19	-	22	-	23	-	25	-	20	-
Shap Pat Heung Road <sup>+</sup>	-	-	-	-	-	-	-	-	-	-
Ping Ha Road <sup>#</sup>	22	-	19	-	20	-	31	-	25	-

<sup>@</sup> They refer to the morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The Car Journey Time Survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the “Occupy Movement” in the usual survey period, the survey could only be conducted after the “Occupy Movement” had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>\*</sup> The CJTS did not cover Connaught Road West (west bound) before 2014.

<sup>+</sup> The CJTS does not cover the road section concerned.

<sup>#</sup> The CJTS does not cover the evening peak hours.

**CONTROLLING OFFICER'S REPLY**

**THB(T)359**

**(Question Serial No. 6507)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the hourly occupancy rates of and proportions of road space occupied by non-franchised buses on various strategic roads across each cordon according to the data published in the Annual Traffic Census.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 160)

Reply:

The data collected in the Annual Traffic Census are related to the average occupancy (including drivers and passengers), instead of occupancy rates, of individual vehicle types operating on the roads, as well as the percentages of various vehicle types among the total numbers of vehicles operating on the roads, instead of the proportions of road space occupied by those vehicle types. Although Annual Traffic Census do list out the overall average occupancy of individual vehicle types and the percentages of various vehicle types among the total numbers of vehicles travelling across various cordons during different periods, the Transport Department (TD) does not provide detailed records for each of the counting stations on the strategic roads across various cordons according to the required data formats, given that there are over 100 counting stations on various strategic roads across various cordons and enormous quantities of data are involved during different periods. In this connection, we select 10 counting stations where the related surveys were conducted and for which the highest traffic volume were recorded in the 2015 Annual Traffic Census (the data of 2016 are still being compiled) and list out the occupancy and vehicle proportions of non-franchised buses during morning peak hours on weekdays (i.e. Mondays to Fridays, except public holidays) recorded at these counting stations. The information is tabulated below:

Time	Road	Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)	Victoria Park Road (Houston Street to Island Eastern Corridor)	Harcourt Road (Tamar Street to Arsenal Street)	Tolo Highway (North of Ma Liu Shui Int to Yuen Shin Road Interchange)	Cross Harbour Tunnel (Toll Plaza to South Portal)	Kwai Chung Road (Princess Margaret Hospital Interchange Slip Road to Kwai Chung Road North Bound to Tsuen Wan Road)	Chatham Road North (Wuhu Street to Hong Chong Road)	Tsing Long Highway - Ting Kau Bridge (North West Tsing Yi Interchange to Tuen Mun Road)	Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)	Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)
	0700-0800	Occupancy of non-franchised buses	21.4	22.6	19.4	15.5	14.5	18.5	13.0	33.9	28.0
	Vehicle proportion <sup>Note 1</sup> of non-franchised buses (%)	3.9	5.4	6.7	3.1	5.7	6.8	8.4	3.1	4.5	2.6
0800-0900	Occupancy of non-franchised buses	21.3	18.1	17.4	10.8	13.6	24.9	13.4	34.7	26.6	26.9
	Vehicle proportion <sup>Note 1</sup> of non-franchised buses (%)	2.0	2.6	4.0	2.6	4.6	2.8	4.6	2.9	4.5	2.3
0900-1000	Occupancy of non-franchised buses	11.9	12.6	7.4	8.5	11.4	12.7	10.5	15.0	16.6	14.0
	Vehicle proportion <sup>Note 1</sup> of non-franchised buses (%)	1.2	2.3	1.9	3.3	4.7	1.3	3.2	3.6	3.6	1.4

Note 1: The vehicle proportion refers to the percentages of non-franchised buses among the total number of vehicles.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)360****(Question Serial No. 6508)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the locations of short-term tenancy car parks in each of the 18 districts in Hong Kong and the number of parking spaces at each of the locations; and if possible, please provide a breakdown of the numbers of parking spaces at each location by vehicle type.

For example:

<b>Name</b>	<b>Location</b>	<b>Number of parking spaces</b>	<b>Number of private car/van-type light goods vehicle parking spaces</b>	<b>Number of motorcycle parking spaces</b>
<b>Wong Tai Sin District</b>				
Car park A	Location A	100	95	5
Car park B	Location B	100	95	5
<b>Kwun Tong District</b>				
Car park C	Location C	100	95	5

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 161)Reply:

A breakdown of the numbers of parking spaces provided in short-term tenancy car parks in Hong Kong by District Council district and vehicle type is tabulated as follows. Since there are a huge number of short-term tenancy car parks, we are not able to list out the information of each of the car parks.

District Council district	Number of short-term tenancy car parks	Number of parking spaces			
		Private car/ van-type light goods vehicle	Motorcycle	Other vehicle types	Total
Central and Western	4	0	0	279	279
Eastern	10	1 052	33	400	1 485
Southern	5	147	0	159	306
Wan Chai	0	0	0	0	0
Kowloon City	9	1 103	4	1 123	2 230
Kwun Tong	12	1 694	6	430	2 130
Sham Shui Po	6	925	13	324	1 262
Wong Tai Sin	6	694	35	147	876
Yau Tsim Mong	6	663	0	51	714
North	16	2 180	18	369	2 567
Sai Kung	15	2 905	5	298	3 208
Sha Tin	13	2 288	30	289	2 607
Tai Po	9	1 277	17	219	1 513
Islands	3	1 080	9	84	1 173
Kwai Tsing	41	2 049	14	5 581	7 644
Tsuen Wan	9	1 011	12	148	1 171
Tuen Mun	15	1 751	13	514	2 278
Yuen Long	6	673	22	63	758

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)361**

**(Question Serial No. 6526)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on the traffic volume, average speeds, roadside air pollution (the percentages of air pollutants in total emissions and their concentrations) and pedestrian flows on the following roads:

Connaught Road Central

Des Voeux Road Central

Queen's Road Central

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 401)

Reply:

According to the 2015 Annual Traffic Census (the traffic data of 2016 are still being compiled) and the car journey time survey of the Transport Department (TD), the daily traffic volume and average speeds of the roads stated in the question during weekday morning peak hours (i.e. 8:00 am – 9:30 am) and weekday evening peak hours (i.e. 5:00 pm – 7:00 pm) are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Annual average daily traffic volume <sup>1</sup> (Number of vehicles)	Average speed at the peak hours [kilometres(km)/hour(hr)] <sup>2</sup>			
		East bound		West bound	
		AM	PM	AM	PM
Connaught Road Central	137 350	22	19	25	24
Des Voeux Road Central	15 890	12	10	16	9

Road	Annual average daily traffic volume <sup>1</sup> (Number of vehicles)	Average speed at the peak hours [kilometres(km)/hour(hr)] <sup>2</sup>			
		East bound		West bound	
		AM	PM	AM	PM
Queen's Road Central <sup>3</sup>	24 400	-	-	19	9

1: Including the two-way total traffic volume from Mondays to Sundays.

2: Figures are rounded to the nearest km/hr.

3: The traffic on Queen's Road Central is one-way.

The TD does not collect statistics on the pedestrian flows of the above roads.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to analyse the distributions and trends of major emission sources. According to the information provided by the EPD, the percentages of nitrogen oxides and respirable suspended particulates emitted by vehicles in the total emissions of air pollutants on the above roads in 2014 are as follows (the Emission Inventory for 2015 is still being compiled):

Road	Percentage in the total emission <sup>4</sup>	
	Nitrogen oxides	Respirable suspended particulates
Connaught Road Central	0.09%	0.04%
Des Voeux Road Central	0.03%	0.01%
Queen's Road Central	0.02%	0.01%

4: The percentages were calculated based on the Hong Kong Air Pollutant Emission Inventory for 2014.

The EPD has indicated that the Central roadside air quality monitoring station is situated at the junction of Des Voeux Road Central and Chater Road. Its monitoring data can reflect the roadside air quality of Connaught Road Central, Des Voeux Road Central and Queen's Road Central. In 2016, the concentrations of respirable suspended particulates and nitrogen dioxide recorded by the station were 45 and 90 micrograms/cubic metre respectively, which were 12% and 23% lower than those in 2012 respectively, reflecting that vehicle emission reduction measures in recent years have been effective.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)362**

**(Question Serial No. 6529)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Central and Western District, please provide data on the following items upon the commissioning of the West Island Line (WIL) and South Island Line (East) (SIL(E)):

- traffic demand;
- data and analysis on passenger interchanging patterns (including how the passengers commute to their destinations after exiting the MTR stations, such as by bus, on foot, etc., particularly the information about the first and last miles of their journeys); and
- the reasons if such data are unavailable and the study timetable.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 405)

Reply:

The WIL and SIL(E) were commissioned in December 2014 and December 2016 respectively. Upon the commissioning of the two new railway lines, the demand for and the passenger journeys made on MTR, franchised buses, green minibuses (GMBs) and trams are as follows:

Transport mode[note 1]	Current average daily passenger journeys (as at February 2017)	
	WIL	SIL(E)
MTR	About 210 000[note 2]	About 110 000[note 3]
Franchised bus[note 4]	About 280 000	About 190 000
GMB[note 5]	About 60 000	About 40 000
Tram	About 180 000	Not applicable

Note 1: The TD does not have statistics by red minibus, taxi and non-franchised bus. However, according to the TD's day-to-day monitoring and understanding from the transport service operators concerned, the daily passenger journeys using the transport modes upon the commissioning of the WIL and SIL(E) have generally remained stable.

Note 2: Passenger journeys using the 3 stations of the WIL.

Note 3: Passenger journeys using the 4 stations of the SIL(E)

Note 4: Franchised bus routes with catchment areas similar to/ related to those of WIL and/or SIL(E)

Note 5: GMB routes with catchment areas similar to/ related to those of WIL and/or SIL(E)

The TD does not have information on how the passengers commute to their destinations after exiting the MTR stations and the first and last miles of their journeys after the commissioning of the WIL and SIL(E). However, the TD conducted surveys on affected bus routes during different time periods on weekdays before and after the commissioning of new railways to collect data for analysing changes in passenger demand patterns and thereby formulating public transport re-organisation plan. As for the WIL, there was an average drop of about 40% in the total passenger journeys made on bus routes serving the Western District and Western Mid-Level areas, the details of which were set out in the paper submitted by the TD to the Traffic and Transport Committee (TTC) of the Central and Western District Council on 16 April 2015 (website: [http://www.districtcouncils.gov.hk/central/tc\\_chi/records/dc\\_committee\\_meetings\\_doc.php?year=2015&meeting\\_id=8732&committee=7](http://www.districtcouncils.gov.hk/central/tc_chi/records/dc_committee_meetings_doc.php?year=2015&meeting_id=8732&committee=7)). As for the SIL(E), some of the bus routes operating within the catchment areas of the SIL(E) saw a more significant drop in patronage. In particular, there was an average drop ranging from about 25% to nearly 40% in the patronage of the bus routes serving Ap Lei Chau via Aberdeen Tunnel, the bus routes serving Wong Chuk Hang / Sham Wan and cross harbour routes. The TD is reviewing the bus service demand of the area along the SIL(E), details of which were set out in the paper submitted by the TD to the TTC of the Southern District Council on 20 March 2017 (website: [http://www.districtcouncils.gov.hk/south/english/meetings/committees/dc\\_committee\\_meetings\\_doc.php?year=2017&meeting\\_id=11895&committee=325](http://www.districtcouncils.gov.hk/south/english/meetings/committees/dc_committee_meetings_doc.php?year=2017&meeting_id=11895&committee=325)).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)363**

**(Question Serial No. 6531)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details about the traffic impact assessment of the Central-Wan Chai Bypass (CWB), including the projected traffic flows of major roads (Connaught Road Central, Des Voeux Road Central and Queen's Road Central) in the Central and Western District after the commissioning of the CWB. If such data are not available, please explain the reasons and provide the timetable for assessments.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 407)

Reply:

According to the traffic impact assessment report of the CWB, the projected maximum traffic flows (one-way) of major roads in the Central and Western District during morning peak in 2021 upon the commissioning of the CWB are provided below:

Road	Projected traffic flow in 2021 (Passenger car unit per hour)
Connaught Road Central (between Edinburgh Place and Tim Wa Avenue) (eastbound)	5 100
Des Voeux Road Central (between Pottinger Street and Pedder Street) (eastbound)	1 500
Queen's Road Central (between Wyndham Street and Pottinger Street) (westbound)	1 200

**CONTROLLING OFFICER'S REPLY**

**THB(T)364**

**(Question Serial No. 6532)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the commissioning of the Central-Wan Chai Bypass, will the Transport Department provide information on the specific road improvements measures in Central and Western District, including those on improving roadside air pollution and road environment? Please also explain how the measures relate to the "Walk in HK" initiatives.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 408)

Reply:

The Central-Wan Chai Bypass is a strategic route along the northern shore of the Hong Kong Island. Upon commissioning, it will alleviate the traffic congestion along the Connaught Road Central/Harcourt Road/Gloucester Road corridor. It is expected that the journey time of longer routes such as those with Western District or Central as origins and Wan Chai, Causeway Bay or Eastern District as destinations can be shortened.

Under the "Walk in HK" initiative, the Transport Department (TD) will conduct a "Consultancy Study on Enhancing Walkability in Hong Kong". The Study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select 2 pilot areas to study and test out innovative measures for a comfortable walking environment. The pilot areas to be selected will be examined in depth in the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 pilot areas has been worked out in the Consultancy Study, the TD will conduct local consultation.

The Government has set aside about \$22 million for the Consultancy Study on Enhancing Walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The Consultancy Study is expected to commence at the end of 2017/in early 2018.

In addition, the TD will conduct studies to further enhance the existing pedestrian network in Admiralty and Wan Chai and to connect Sun Yat Sen Memorial Park at Sai Ying Pun with the existing footbridge network in Central.

We will also review at grade crossing facilities in Central from time to time to further enhance the walking environment of the district. For example, we will be improving a number of pedestrian crossing facilities at various junctions along Des Voeux Road Central and adjoining side streets in phases, including, at appropriate locations, widening pedestrian crossings, improving traffic signs, adjusting pedestrian green time at signalised pedestrian crossings and adding signalized pedestrian crossings, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)365**

**(Question Serial No. 6535)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2017-18 under this Programme that the Transport Branch will take forward "Walk in HK". Civic Exchange has pointed out that Central scores only 23 out of 46 in terms of walkability. As Central is an international financial centre, does the Government have any specific measures to improve the walking environment of Central? If yes, please provide the details. If no, please explain.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 412)

Reply:

Under the "Walk in HK" initiative, the Transport Department (TD) will conduct a "Consultancy Study on Enhancing Walkability in Hong Kong". The Study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select pilot 2 areas to study and test out innovative measures for a comfortable walking environment. The pilot areas to be selected will be examined in depth in the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 pilot areas has been worked out in the Consultancy Study, the TD will conduct local consultation.

The Government has set aside about \$22 million for the Consultancy Study on Enhancing Walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The Consultancy Study is expected to commence at the end of 2017/in early 2018.

In addition, the TD will conduct studies to further enhance the existing pedestrian network in Admiralty and Wan Chai and to connect Sun Yat Sen Memorial Park at Sai Ying Pun with the existing footbridge network in Central.

We will also review at grade crossing facilities in Central from time to time to further enhance the walking environment of the district. For example, we will be improving a number of pedestrian crossing facilities at various junctions along Des Voeux Road Central and adjoining side streets in phases, including, at appropriate locations, widening pedestrian crossings, improving traffic signs, adjusting pedestrian green time at signalised pedestrian crossings and adding signalized pedestrian crossings, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)366**

**(Question Serial No. 6538)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Between 2013 and 2016, how many surveys and site inspections were conducted by the Transport Department (TD) each year? Please provide the information with breakdown by area or district.

Between 2013 and 2016, how many traffic complaints were received by various departments and what were the reasons for these complaints? Please provide the information with breakdown by area or district.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 415)

Reply:

The TD has been closely monitoring the traffic conditions and public transport services in Hong Kong and conducts regular and ad hoc surveys and site inspections on road facilities, traffic conditions (such as traffic flow and traffic speed) and services of public transport (including franchised bus, minibus and taxi) in light of district development and public views. Such surveys and site inspections facilitate the TD to make suitable adjustments to traffic management measures and public transport services at individual locations as and when necessary. As these surveys and site inspections are conducted frequently on a regular or a need basis, the TD does not keep statistics of these surveys and site inspections with breakdown by district.

The types and numbers of traffic complaints received by the TD between 2013 and 2016 are set out at Annex.

**Types and numbers of traffic complaints received by the TD between the calendar years of 2013 and 2016**

<b>Hong Kong Island</b>				
<b>Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Traffic congestion	112	74	62	68
Traffic facilities	1 155	1 130	1 379	1 263
Parking facilities	75	82	77	104
Pedestrian facilities	67	75	113	118
Bus related	3 678	3 993	3 490	2 621
Ferry related	18	14	10	16
Minibus related	1 500	1 325	1 264	1 483
Taxi related	11	3	3	8
Railway related	0	0	0	0
Others	593	646	612	541
<b>Kowloon</b>				
<b>Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Traffic congestion	123	65	43	31
Traffic facilities	1 384	1 198	1 281	1 445
Parking facilities	150	151	133	164
Pedestrian facilities	15	30	5	3
Bus related	2 828	2 666	2 192	2 332
Ferry related	3	5	1	7
Minibus related	2 303	2 263	2 430	2 337
Taxi related	11	6	1	3
Railway related	3	1	3	0
Others	541	320	359	427
<b>New Territories</b>				
<b>Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Traffic congestion	270	242	439	361
Traffic facilities	1 869	1 865	2 029	2 233
Parking facilities	253	250	245	347
Pedestrian facilities	191	202	136	98
Bus related	7 155	7 149	6 425	6 077
Ferry related	7	11	19	22
Minibus related	4 406	4 297	6 034	5 887
Taxi related	7	21	49	28
Railway related	0	2	2	0
Others	549	392	750	667
<b>Total</b>				
<b>Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Traffic congestion	505	381	544	460
Traffic facilities	4 408	4 193	4 689	4 941
Parking facilities	478	483	455	615
Pedestrian facilities	273	307	254	219
Bus related	13 661	13 808	12 107	11 030

Ferry related	28	30	30	45
Minibus related	8 209	7 885	9 728	9 707
Taxi related	29	30	53	39
Railway related	3	3	5	0
Others	1 683	1 358	1 721	1 635

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)367**

**(Question Serial No. 3895)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

Regarding “service development programmes and applications for fare adjustment for different public transport modes”, please provide the extent of fare adjustments in the applications submitted by different public transport modes and the application results from the previous financial year up until now with breakdown by (a) public transport mode (with further breakdown by green minibus (GMB) routes and ferry service); (b) application date; (c) range of fare adjustment; and (d) application result.

Asked by: Hon WU Chi-wai (Member Question No. 42)

Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2016-17 is as follows:

**(A) GMB**

GMB route		Application date	Fare adjustment applied for	Result
1.	HKI 30	April 2016	To increase by 14%	Increased by 7%
2.	NT 60K	April 2016	To increase by 12.5%	To be Increased by 10.4%
3.	NT 60P	April 2016	To increase by 12.5%	To be Increased by 10.4%
4.	NT 60R	April 2016	To increase by 12.5%	To be Increased by 10.4%
5.	NT 61M	April 2016	To increase by 11.8%	To be Increased by 8.2%
6.	NT 61S	April 2016	To increase by 10.7%	To be Increased by 9.8%
7.	NT 62K	April 2016	To increase by 12.5%	To be Increased by 10.4%
8.	NT 33	April 2016	To increase by 10%	To be Increased by 5.5%
9.	NT 34	April 2016	To increase by 9.5%	To be Increased by 6.3%
10.	NT 34A	April 2016	To increase by 9.5%	To be Increased by 6.3%
11.	NT 35	April 2016	To increase by 10.2%	To be Increased by 5.7%
12.	NT 79S	April 2016	To increase by 10.5%	To be Increased by 9.5%

GMB route		Application date	Fare adjustment applied for	Result
13.	NT 810	April 2016	To increase by 13.6%	To be Increased by 10.2%
14.	NT 89	May 2016	To increase by 22.2%	Increased by 8.9%
15.	NT 89A	May 2016	To increase by 22.2%	Increased by 8.9%
16.	NT 89B	May 2016	To increase by 22.2%	Increased by 8.9%
17.	NT 89P	May 2016	To increase by 22.2%	Increased by 8.9%
18.	NT 89M	May 2016	To increase by 19%	Increased by 9.5%
19.	NT 89S	May 2016	To increase by 19%	Increased by 9.5%
20.	NT 98	May 2016	To increase by 19%	Increased by 9.5%
21.	NT 31	May 2016	To increase by 17.8%	Increased by 11.1%
22.	NT 31A	May 2016	To increase by 17.8%	Increased by 11.1%
23.	NT 32	May 2016	To increase by 20%	Increased by 10%
24.	NT 301	June 2016	To increase by 15.2%	To be Increased by 6.1%
25.	NT 301M	June 2016	To increase by 15.2%	To be Increased by 6.1%
26.	NT 302	June 2016	To increase by 12.5%	To be Increased by 2.3%
27.	NT 94	June 2016	To increase by 20.8%	Increased by 12.5%
28.	NT 94A	June 2016	To increase by 20.8%	Increased by 12.5%
29.	NT 94S	June 2016	To increase by 19.6%	Increased by 11.8%
30.	NT 140M	June 2016	To increase by 8.3%	Increased by 6.7%
31.	HKI 43M	July 2016	To increase by 37%	To be Increased by 7.4%
32.	HKI 44M	July 2016	To increase by 27.8%	To be Increased by 5.6%
33.	HKI 47M	July 2016	To increase by 30.3%	To be Increased by 6.1%
34.	HKI 47S	July 2016	To increase by 30.3%	To be Increased by 6.1%
35.	HKI 47E	July 2016	To increase by 30.3%	To be Increased by 6.1%
36.	HKI 48M	July 2016	To increase by 30.3%	To be Increased by 6.1%
37.	HKI 10	July 2016	To increase by 6.1%	To be Increased by 6.1%
38.	HKI 10P	July 2016	To increase by 6.1%	To be Increased by 6.1%
39.	HKI 31	July 2016	To increase by 13.8%	To be Increased by 9%
40.	HKI 31X	July 2016	To increase by 10%	To be Increased by 9%
41.	HKI 27	August 2016	To increase by 37.9%	Being processed
42.	Kln 26	August 2016	To increase by 25%	Being processed
43.	Kln 26A	August 2016	To increase by 25%	Being processed
44.	Kln 26X	August 2016	To increase by 25%	Being processed
45.	Kln 74	August 2016	To increase by 8.6%	Being processed
46.	Kln 74S	August 2016	To increase by 8.6%	Being processed
47.	NT 26	August 2016	To increase by 7.7%	Being processed
48.	NT 26A	August 2016	To increase by 8.3%	Being processed
49.	NT 78A	August 2016	To increase by 5.1%	Increased by 5.1%
50.	Kln 44M	September 2016	To increase by 8.3%	To be Increased by 8.3%
51.	Kln 44A	September 2016	To increase by 8.3%	To be Increased by 8.3%
52.	Kln 44S	September 2016	To increase by 11.1%	To be Increased by 6.7%
53.	Kln 22M	September 2016	To increase by 24.2%	Being processed
54.	Kln 22A	September 2016	To increase by 17.4%	Being processed
55.	NT 88D	September 2016	To increase by 11.6%	To be Increased by 7%
56.	Kln 86	October 2016	To increase by 14.5%	Being processed

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
57.	Kln 75	October 2016	To increase by 4.3%	Being processed
58.	Kln 75A	October 2016	To increase by 9.4%	Being processed
59.	Kln 26M	October 2016	To increase by 12.5%	Being processed
60.	Kln 51M	October 2016	To increase by 16.7%	Being processed
61.	Kln 52	October 2016	To increase by 14.3%	Being processed
62.	Kln 53M	October 2016	To increase by 16.7%	Being processed
63.	Kln 23	November 2016	To increase by 16.7%	Being processed
64.	Kln 23B	November 2016	To increase by 12.5%	Being processed
65.	Kln 23C	November 2016	To increase by 16.7%	Being processed
66.	Kln 23M	November 2016	To increase by 16.7%	Being processed
67.	Kln 23S	November 2016	To increase by 7.1%	Being processed
68.	Kln 24	November 2016	To increase by 26.3%	Being processed
69.	Kln 24M	November 2016	To increase by 14.7%	Being processed
70.	NT 103	November 2016	To increase by 11.5%	Being processed
71.	NT 103M	November 2016	To increase by 11.8%	Being processed
72.	NT 104	November 2016	To increase by 11.8%	Being processed
73.	NT 411	November 2016	To increase by 18.8%	Being processed
74.	NT 803	November 2016	To increase by 9.7%	Being processed
75.	NT 803K	November 2016	To increase by 8.6%	Being processed
76.	NT 804	November 2016	To increase by 9.6%	Being processed
77.	NT 805S	November 2016	To increase by 9.5%	Being processed
78.	NT 43	November 2016	To increase by 20.8%	Being processed
79.	NT 43S	November 2016	To increase by 20.8%	Being processed
80.	NT 43A	November 2016	To increase by 19.2%	Being processed
81.	NT 43B	November 2016	To increase by 20.3%	Being processed
82.	NT 43C	November 2016	To increase by 20.4%	Being processed
83.	NT 312	November 2016	To increase by 7.8%	Being processed
84.	NT 313	November 2016	To increase by 7.6%	Being processed
85.	NT 75	November 2016	To increase by 11.8%	Being processed
86.	NT 76	November 2016	To increase by 8.3%	Being processed
87.	HKI 56	December 2016	To increase by 21.7%	Being processed
88.	HKI 56A	December 2016	To increase by 10.9%	Being processed
89.	Kln 13	December 2016	To increase by 13.3%	Being processed
90.	Kln 13A	December 2016	To increase by 28.6%	Being processed
91.	Kln 15	December 2016	To increase by 23.3%	Being processed
92.	Kln 18M	December 2016	To increase by 19.4%	Being processed
93.	Kln 19	December 2016	To increase by 20.8%	Being processed
94.	Kln 19A	December 2016	To increase by 11.4%	Being processed
95.	Kln 19M	December 2016	To increase by 15.4%	Being processed
96.	Kln 19S	December 2016	To increase by 15.4%	Being processed
97.	NT 88	December 2016	To increase by 14.3%	Being processed
98.	NT 88B	December 2016	To increase by 14.3%	Being processed
99.	NT 87	December 2016	To increase by 9.8%	Being processed
100.	NT 87A	December 2016	To increase by 10.4%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
101.	NT 87M	December 2016	To increase by 9.8%	Being processed
102.	NT 87K	December 2016	To increase by 10.6%	Being processed
103.	NT 409	December 2016	To increase by 12.9%	Being processed
104.	NT 409K	December 2016	To increase by 12.9%	Being processed
105.	NT 409S	December 2016	To increase by 12.9%	Being processed
106.	NT 406	December 2016	To increase by 14.5%	Being processed
107.	NT 407	December 2016	To increase by 15.6%	Being processed
108.	NT 407A	December 2016	To increase by 14.9%	Being processed
109.	NT 407B	December 2016	To increase by 15%	Being processed
110.	NT 101M	December 2016	To increase by 10%	Being processed
111.	NT 102	December 2016	To increase by 10.1%	Being processed
112.	NT 102B	December 2016	To increase by 10.1%	Being processed
113.	NT 102S	December 2016	To increase by 10.6%	Being processed
114.	NT 111	December 2016	To increase by 10.1%	Being processed
115.	NT 404M	December 2016	To increase by 14.6%	Being processed
116.	NT 405	December 2016	To increase by 17.2%	Being processed
117.	HKI 16M	January 2017	To increase by 14.8%	Being processed
118.	HKI 16A	January 2017	To increase by 14.8%	Being processed
119.	HKI 16X	January 2017	To increase by 16.7%	Being processed
120.	HKI 18M	January 2017	To increase by 19.7%	Being processed
121.	HKI 20	January 2017	To increase by 18.6%	Being processed
122.	HKI 20M	January 2017	To increase by 15.4%	Being processed
123.	HKI 1	January 2017	To increase by 7.8%	Being processed
124.	HKI 1A	January 2017	To increase by 10%	Being processed
125.	HKI 2	January 2017	To increase by 10.6%	Being processed
126.	HKI 3	January 2017	To increase by 10.6%	Being processed
127.	HKI 3A	January 2017	To increase by 10.6%	Being processed
128.	HKI 28	January 2017	To increase by 10%	Being processed
129.	HKI 28S	January 2017	To increase by 10%	Being processed
130.	Kln 34M	January 2017	To increase by 15.6%	Being processed
131.	Kln 34S	January 2017	To increase by 15.6%	Being processed
132.	Kln 35	January 2017	To increase by 14.3%	Being processed
133.	Kln 36A	January 2017	To increase by 15.6%	Being processed
134.	Kln 60	January 2017	To increase by 10.6%	Being processed
135.	Kln 3	January 2017	To increase by 12.7%	Being processed
136.	Kln 8	January 2017	To increase by 11.9%	Being processed
137.	Kln 8S	January 2017	To increase by 11.9%	Being processed
138.	Kln 8M	January 2017	To increase by 4.4%	Being processed
139.	NT 71	January 2017	To increase by 14.9%	Being processed
140.	NT 72	January 2017	To increase by 14.9%	Being processed
141.	NT 3	January 2017	To increase by 16.1%	Being processed
142.	NT 3A	January 2017	To increase by 11.4%	Being processed
143.	NT 4	January 2017	To increase by 16.7%	Being processed
144.	NT 4A	January 2017	To increase by 15.2%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
145.	KIn 83M	February 2017	To increase by 13.5%	Being processed
146.	KIn 83A	February 2017	To increase by 13.5%	Being processed
147.	KIn 79K	February 2017	To increase by 17%	Being processed
148.	KIn 79M	February 2017	To increase by 13.5%	Being processed
149.	KIn 79S	February 2017	To increase by 13.5%	Being processed
150.	NT 105	February 2017	To increase by 9.5%	Being processed
151.	NT 105S	February 2017	To increase by 9.4%	Being processed
152.	NT 77	February 2017	To increase by 10.8%	Being processed
153.	NT 77B	February 2017	To increase by 11.1%	Being processed
154.	NT 77A	February 2017	To increase by 11.1%	Being processed
155.	NT 77P	February 2017	To increase by 10.8%	Being processed
156.	NT 88A	February 2017	To increase by 11.8%	Being processed
157.	NT 88C	February 2017	To increase by 10.5%	Being processed
158.	NT 88E	February 2017	To increase by 11.8%	Being processed
159.	NT 88F	February 2017	To increase by 11.8%	Being processed
160.	NT 88G	February 2017	To increase by 10.5%	Being processed
161.	NT 88M	February 2017	To increase by 14.3%	Being processed
162.	NT 808	February 2017	To increase by 10.8%	Being processed
163.	NT 808A	February 2017	To increase by 14.9%	Being processed
164.	NT 809K	February 2017	To increase by 11.1%	Being processed

The processing time for a fare increase application may differ as, amongst other reasons, the time required by the applicant for submitting more information at the request of the Transport Department (TD) may differ. In some cases, the TD may request the applicant to carry out certain improvement measures before approving the fare adjustment application.

In addition, another 41 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

### (B) Franchised ferry service

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui — Central	July 2016 <sup>1</sup>	To increase by about 25%	Being processed
2.	Tsim Sha Tsui — Wan Chai			

<sup>1</sup>The operator had applied for fare increase in September 2015 and made an amended application for fare increase later in July 2016 to replace the original application.

### (C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan — Central	July 2015	To increase by 4.9% for registered users; and to	Increased by 4.9% for registered users; and increased

Licensed ferry service		Application date	Fare adjustment applied for	Result
			increase by 9.8% for non-registered users	by 9.8% for non-registered users
2.	Ma Wan — Tsuen Wan	July 2015	To increase by 4.1% for registered users; and to increase by 8.1% for non-registered users	Increased by 4.1% for registered users; and increased by 8.1% for non-registered users
3.	North Point — Kwun Tong (via Kai Tak)	April 2016	To increase by 20%	Increased by 20%
4.	Central — Mui Wo	July 2016	To increase by about 10%	Increased by an average of 3.9%
5.	Central — Cheung Chau	July 2016		
6.	Inter-islands	July 2016		
7.	Central — Peng Chau	October 2016		
8.	Central — Yung Shue Wan	October 2016		
9.	Central — Sok Kwu Wan	October 2016		To be increased by an average of 4%
10.	North Point — Hung Hom	July 2016	To increase by 15%	Increased by 15%
11.	North Point — Kowloon City	July 2016	To increase by 15%	Increased by 15%

#### (D) Taxi

Taxi type	Application date	Fare adjustment applied for	Result
Urban taxi	April 2016	To increase by about 16%	To be increased by an average of about 10%
New Territories taxi	April 2016	To increase by about 17.4%	To be increased by an average of about 11.2%
Lantau taxi	April 2016	To increase by about 18.2%	To be increased by an average of about 8.6%

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for franchised bus and tram services.

**CONTROLLING OFFICER'S REPLY**

**THB(T)368**

**(Question Serial No. 3940)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the regulation of cross-boundary vehicles, please inform this Committee of the following:

- (1) What were the numbers of applications received and approved under the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) for self-drive to Guangdong Province in 2015-16 and 2016-17?
- (2) It was indicated during the preparation stage of introducing ad hoc quotas that the ultimate goal was to allow Mainland vehicles to apply for self-drive tours in Hong Kong under the Scheme. Is there any implementation timetable for such initiative? If yes, what are the details?
- (3) Please provide information on the road traffic offences committed by Mainland drivers holding “cross-boundary vehicle licences” in the past 3 years.

Asked by: Hon WU Chi-wai (Member Question No. 114)

Reply:

- (1) The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. The numbers of applications received and approved in the calendar years of 2015, 2016 and 2017 are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2015	2 293	2 151
2016	2 711	2 597
2017 (as at end February 2017)	677	655

- (2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region have already indicated clearly in 2012 that there is no

concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong). The position remains the same.

- (3) The Hong Kong Police Force does not compile or maintain any statistics on the road traffic offences committed by Mainland drivers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)369**

**(Question Serial No. 3941)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised bus service under this Programme, please inform this Committee of the following:

- (1) Given that the Transport Department (TD) and bus companies have implemented several bus route rationalisation proposals using the Area Approach over the past few years, will similar proposals be introduced in 2017-18 and 2018-19? If yes, what are the areas involved and the details?
- (2) Since traffic speed along busy corridors in urban areas will affect the quality of bus service, what measures will the Transport and Housing Bureau (THB) and the TD take in 2017-18 to address the problem?
- (3) Have studies been conducted on the provision of additional bus-only lanes on more urban road sections in the past 3 years? If yes, what were the details?

Asked by: Hon WU Chi-wai (Member Question No. 115)

Reply:

- (1) Bus route rationalisation is an ongoing task of the Transport Department (TD). Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation proposals using the Area Approach to facilitate co-ordination between railway and other public transport services. Area Approach rationalisation proposals have been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western district and Southern district over the past several years.

Meanwhile, according to the established practice, the TD will, upon the commissioning of new railways, implement public transport re-organisation plans (PT

Plans) having regard to changes in the travelling patterns and passenger demand. This can enhance the coordination and complementarity between different road-based public transport modes and railway systems for the convenience of passengers and better service efficiency. In 2015, the TD implemented the PT Plan for the commissioning of the West Island Line. Following the commissioning of the Kwun Tong Line Extension and South Island Line (East) in October and December 2016 respectively, the TD is progressively implementing the PT Plans for the two new railway lines in phases for targeted completion in 6 months after their commissioning.

In the coming two years, the Guangzhou-Shenzhen-Hong Kong Express Rail Link is scheduled to be commissioned in the third quarter of 2018 while the Shatin to Central Link (Tai Wai to Hung Hom Section) is scheduled to be commissioned in mid-2019. The TD will continue to adopt the Area Approach to review and assess changes in passengers' travelling pattern and passenger demand as well as the impact on buses and other road-based public transport modes in the affected districts after the commissioning of the railway services and then formulate the PT Plans accordingly. Since quite a number of bus routes are cross-district routes, the bus services of other districts in Hong Kong will need to be rationalised to different extents other than those in the catchment areas of the new railways (i.e. Yau Tsim Mong, Kowloon City, Wong Tai Sin and Sha Tin). The TD will consult the District Councils concerned on the PT Plans and will continue to suitably consider the need to pursue comparatively large-scale bus route rationalisation using the Area Approach in other districts.

- (2) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong. The TD is making preparations for a feasibility study on the Central District Electronic Road Pricing (ERP) Pilot Scheme (the Pilot Scheme), including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. We also moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD has also updated the HKeRouting smartphone application by providing real-time information on parking space vacancy of certain car parks.

We will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the latest Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

Furthermore, in line with the transport policy of according priority use of roads to public transport services, the TD will implement bus priority measures (including designating bus-only lanes and bus gates) at suitable locations and under suitable conditions. However, it is worth noting that the implementation of bus priority measures would reduce the number of lanes for use by other vehicles on the same road

section. The travelling speed of other vehicles may reduce as a result. When planning for bus priority measures, the TD must carefully assess the feasibility and desirability of implementing such measures on the individual road sections concerned so as to strike the best balance.

- (3) Franchised bus companies from time to time put forward proposals regarding provision of additional bus-only lanes at individual locations for TD's consideration. In the past 3 years (i.e. from 2014 to 2016), the TD extended the operation hours of 6 bus-only lanes and provided 1 additional bus-only lane, the details of which are as follows:

<b>Bus-only lane</b>	<b>Operation hours</b>	<b>Progress</b>
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	The operation hours were extended from the period between 16:00 and 19:00 to the period between 16:00 and 20:00 on weekdays (except public holidays).	Implemented since 22 January 2016.
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	The operation hours were extended from the period between 07:00 and 10:00 to the periods between 07:00 and 10:00 and between 17:00 and 19:00 on weekdays (except public holidays).	Implemented since 11 April 2016.
Nathan Road southbound (between Mong Kok Road and Dundas Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.
Nathan Road northbound (between Dundas Street and Nelson Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.
Heung Yip Road eastbound near Nam Long Shan Road	A 24-hour daily bus-only lane was introduced.	Implemented since 28 December 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)370**

**(Question Serial No. 3942)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following: the average car journey speeds during the morning and evening peak hours on the following roads in 2014, 2015 and 2016: (1) Canal Road Flyover, (2) Gloucester Road east bound Island Eastern Corridor (section near Victoria Park), (3) Connaught Road West, (4) Connaught Road Central, (5) Pedder Street, (6) Harcourt Road, (7) Hennessy Road, (8) Queen's Road Central, (9) Chatham Road North, (10) Princess Margaret Road, (11) Gascoigne Road and (12) Kwun Tong Bypass (near Lei Yue Mun Road)?

Asked by: Hon WU Chi-wai (Member Question No. 116)

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am - 9:30 am) and evening peak hours (i.e. 5:00 pm - 7:00 pm) of the concerned roads from 2014 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

	Road	Average speed at the morning and evening peak hours <sup>@</sup>					
		[kilometres(km) / hour(hr)] <sup>Ω</sup>					
		2016		2015		2014 <sup>α</sup>	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) <sup>#</sup>	38	-	34	-	31	-
	Canal Road Flyover (north bound) <sup>#</sup>	7	-	10	-	10	-
(2)	Gloucester Road (east bound)	19	25	19	17	15	14
	Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	46	-	60	-	53	-
	Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	22	-	20	-	28	-
(3)	Connaught Road West (east bound)	37	47	40	39	38	42
	Connaught Road West (west bound)	61	52	56	50	61	53
(4)	Connaught Road Central (east bound)	19	23	22	19	21	14
	Connaught Road Central (west bound)	26	25	25	24	28	20
(5)	Pedder Street <sup>§</sup>	7	9	-	-	-	-
(6)	Harcourt Road (east bound)	34	29	29	20	48	13
	Harcourt Road (west bound)	46	33	45	40	48	39
(7)	Hennessy Road (east bound)	17	6	15	11	16	11
	Hennessy Road (west bound)	15	11	14	12	15	10
(8)	Queen's Road Central	18	12	19	9	19	10
(9)	Chatham Road North (south bound) <sup>#</sup>	5	-	4	-	6	-
	Chatham Road North (north bound) <sup>#</sup>	39	-	32	-	34	-
(10)	Princess Margaret Road (south bound)	8	59	16	49	9	43
	Princess Margaret Road (north bound)	39	56	30	44	42	52
(11)	Gascoigne Road (east bound) <sup>#</sup>	20	-	12	-	10	-
	Gascoigne Road (west bound) <sup>#</sup>	24	-	18	-	25	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>#</sup>	55	-	64	-	59	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>#</sup>	64	-	68	-	59	-

<sup>@</sup> They refer to the morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays)

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>#</sup> The CJTS did not cover the evening peak hours.

<sup>§</sup> The CJTS did not cover 2014 and 2015.

**CONTROLLING OFFICER'S REPLY**

**THB(T)371**

**(Question Serial No. 3943)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of: (1) the details of routes for which green minibus (GMB) operators applied to the Transport Department (TD) for service cessation in the past 3 years and whether the applications were approved; and (2) the details of new GMB routes in the past 3 years.

Asked by: Hon WU Chi-wai (Member Question No. 117)

Reply:

- (1) Over the past 3 years (between 2014 and 2016), the TD received applications from GMB operators for cancellation of 16 routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routeing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of these 16 routes, the concerned operators of the following 3 routes still decided to cease operation after discussions and the TD subsequently cancelled these 3 routes:

<b>GMB route</b>	<b>Origin – Destination</b>
NT 611C	Kwan Lok Lane – Fau Tsoi Street
Kln 65	Tsz Wan Shan (South) – Chuk Yuen
Kln 7	Wyler Gardens – Tsim Sha Tsui East (Science Museum Road) (Circular)

(2) In the past 3 years, the TD introduced the following 9 new GMB routes:

<b>Year</b>	<b>GMB route</b>	<b>Origin – Destination</b>
2014	NT 84	Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	Kln 87	Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular)
	Kln 88	Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular)
	NT 113	The Beaumont (Tseung Kwan O) – Hang Hau (Circular)
	NT 813	Shui Chuen O (Shatin) – Shek Mun Station
	NT 812	Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)
2016	NT 619	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular)
	Kln 89A	Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
	Kln 89B	Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular)

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)372**

**(Question Serial No. 3983)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

To reduce the public's reliance on transport service, the Government introduced in the 2017 Policy Address the initiative of promoting "Walk in HK". Regarding this initiative, will the Government inform this Committee of:

- (1) the implementation details of this initiative and the expenditure involved; and
- (2) the staff establishment and the expenditure involved in this initiative?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 58)

Reply:

Under the "Walk in HK" initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select two areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study. After initial proposal has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0110)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The estimated expenditure for Programme (5) in 2017-18 is 19.6% higher than the revised estimate for this year. In this connection, please inform this Committee of:

- 1) the expenditure involved in the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme); and
- 2) the green minibus (GMB) routes that are yet to be covered by the Scheme and whether there is any timetable for extending the coverage of the Scheme.

Asked by: Hon CHAN Chun-ying (Member Question No. 9)

Reply:

- 1) The estimated expenditure of the Scheme in 2017-18 is approximately \$1.2303 billion, including about \$1.1979 billion for the Government's reimbursement of the revenue foregone to the participating public transport operators under the Scheme, about \$30.4 million for operating expenses and about \$2 million for setting up a centralised settlement platform and related system enhancement for implementing the Scheme.
- 2) As at end February 2017, there are 527 GMB routes operated by 160 operators. There are 158 participating GMB operators operating 515 routes, accounting for 99% of the total number of GMB operators and 98% of the total number of routes. There are 2 remaining GMB operators operating a total of 12 routes have not yet joined the Scheme. One of these two operators who is operating 6 routes will be replaced by a new operator after the expiry of its passenger service licence on 31 March 2017. The new operator will launch the Scheme as required when the new passenger service licence comes into effect in April 2017. For the remaining 6 routes, the operator

concerned has agreed to join the Scheme and preparation work is underway so as to meet the accounting and auditing requirements for participating in the Scheme.

The remaining 12 GMB routes which are yet to be covered by the Scheme are listed below:

	<b>GMB route</b>	<b>Origin – Destination</b>
1	63A	Mei Chung Court – Tai Wai Station (Tsuen Nam Road) (Circular)
2	63B	Granville Garden – Tai Wai Station (Tsuen Nam Road) (Circular)
3	63K	Mei Tin Estate Public Transport Interchange – Tai Wai Station (Tsuen Nam Road) (Circular)
4	63S (Overnight Service)	Mei Tin Estate Public Transport Interchange – Mong Kok (Circular) (All-Night Service)
5	64A	Tai Wai Station (Tsuen Nam Road) – Pui Kiu College (Circular)
6	64K	Fu Shan – Tai Wai Station Public Transport Interchange
7	65A <sup>(Note)</sup>	Wong Nai Tau – Sha Tin Central
8	65K <sup>(Note)</sup>	Wong Nai Tau – Fo Tan Station
9	65S <sup>(Note)</sup> (Overnight Service)	Wong Nai Tau – Mong Kok Station (Circular) (Overnight Service)
10	66K <sup>(Note)</sup>	Kau To – Sha Tin Station
11	67A <sup>(Note)</sup>	Shek Mun Estate – Sha Tin Station
12	67K <sup>(Note)</sup>	A Kung Kok – Sha Tin Station

(Note): GMB routes expected to be covered by the Scheme in April 2017 include 65A, 65K, 65S, 66K, 67A and 67K.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1647)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please tabulate the amounts reimbursed by the Government to the public transport operators for their revenue forgone as a result of implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in the past 3 years.

Asked by: Hon KWONG Chun-yu (Member Question No. 43)

Reply:

The information sought is provided as follows:

In 2014-15, 2015-16 and 2016-17, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme<sup>(Note)</sup> in each financial year is provided below:

Public transport operator	2014-15 Actual \$'000	2015-16 Actual \$'000	2016-17 Revised estimate \$'000
MTR Corporation Limited	173,629	206,596	238,759
Franchised bus operators	385,961	421,960	445,845
Ferry operators	21,087	26,086	25,808
Green minibus (GMB) operators	492	216,007	287,998
Total	581,169	870,649	998,410

(Note) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1648)**

Head: (186) Transport Department

Subhead (No. & title): ( )

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

a) Please provide information in the following table:

	2015-16	2016-17	2017-18 (estimate)
Total number of rehabuses			
Number of persons on waiting list each year			
Average waiting time			
Number of dial-a-ride (DAR) orders received			
Number of DAR orders not entertained			

b) What measures will the Transport Department (TD) take to address the possible situation of some of the DAR orders not being entertained in 2017-18?

Asked by: Hon KWONG Chun-yu (Member Question No. 44)

Reply:

The required information is provided as follows:

a) Rehabuses operated by the Hong Kong Society for Rehabilitation (HKSR) provide point-to-point transport services for persons with disabilities (including disabled elders) who have difficulties using normal modes of transport. Rehabuses offer

scheduled route (SR) services to carry persons with disabilities to offices, schools and rehabilitation centers, and DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities. The waiting times of SR services and the numbers of DAR orders received and not entertained are tabulated as follows:

	Year (as at end-December each year)		
	2015	2016	2017(estimate)
Total number of rehabuses	147	156	164
Number of persons on waiting list for SR services each year*	33	30	30
Average waiting time for SR services	About 2 months	About 2 months	About 2 months
Number of DAR orders received	122 668	119 465	Not applicable
Number of DAR orders not entertained	9 242	7 322	Not applicable

\*The numbers of persons on waiting list for SR services include carers.

Since DAR services cater for different activity needs of users, the locations and journey times of the orders differ from one another. In view that there were fluctuations in the annual numbers of DAR orders received in the past 5 years, it is not possible to give an estimation of the numbers of DAR orders to be received. Nevertheless, the Government sets a performance target for the number of passenger trips for the DAR services every year. In 2016, the actual number of passenger trips for the DAR services was 511 600, exceeding the performance target of 476 200. We estimate that the number of passenger trips for DAR services in 2017 will increase to 537 000.

- b) In 2017-18, the Government plans to allocate provision to the HKSR to procure 17 additional rehabuses, with 8 for the provision of additional services and the remaining 9 for the replacement of rehabuses with higher vehicle age. Four of the additional rehabuses will be deployed to operate 4 new routes on SR services serving a total of 24 wheelchair users and 32 non-wheelchair users, which should be able to cater for the 8 wheelchair users and 22 non-wheelchair users currently on the waiting list for SR services and 26 future new applications. As for the remaining 4 additional rehabuses, they will be used to provide DAR services and hospital feeder services to address the demand for receiving medical treatment at hospitals. During non-peak periods, rehabuses intended for provision of SR services will be flexibly deployed for provision of DAR services. With the provision of these additional rehabuses, it is expected that an additional 25 400 passenger trips of DAR services can be made.

To optimise the use of the fleet of rehabuses and provide services for more persons with disabilities in need, the Government is overseeing a consultancy study conducted by the HKSR on service enhancement of rehabuses and urging it to implement the service improvement recommendations put forward in phase one of the consultancy study, including setting up priority for services provision, formulating strategies for deployment of vehicles and drivers, use of communication technology, formulating development strategies for parking sites and facilities, as well as encouraging the

applicants to share use the rebus services as far as practicable. After the implementation of the recommendations, it is expected that the operational efficiency of rebus will be enhanced and the existing rebus will be able to provide services for more applicants.

The Government will review from time to time the fleet size, routeings and mode of operation of rebus. It will also maintain close collaboration with public transport operators to improve public transport services for the convenience of persons with disabilities.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2346)**

Head: (186) Transport Department

Subhead (No. & title): (927) Hong Kong Society for Rehabilitation - rehabuses (block vote)

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Will the Government inform this Committee of :

- (1) the current fleet size of rehabuses and the estimated time for completing the replacement and procurement of rehabuses;
- (2) the number of part-time and full-time rebus drivers and the number of administration staff, as well as their hourly salaries;
- (3) the average monthly number of orders received and not entertained for rebus dial-a-ride (DAR) services in the past 5 years, and whether there were any particular months in which the number of orders was higher than the average figure of the same period ?

Asked by: Hon LAU Siu-lai (Member Question No. 1038)

Reply:

The required information is as follows:

- (1) The current total number of rehabuses is 156. In 2017-18, the Government plans to allocate provision to the Hong Kong Society for Rehabilitation (HKSR) to procure 17 additional rehabuses, with 8 for the provision of additional services and the remaining 9 for the replacement of rehabuses with higher vehicle age. Subject to the approval by the Legislative Council for the 2017-18 Estimates, the HKSR will immediately conduct related tender and procurement exercises. These new rehabuses are scheduled to be delivered in phases and to commence operation before the end of 2017-18.

- (2) As at end-February 2017, the number of full-time and part-time rehabus drivers and the number of administration staff as well as their average hourly salaries are tabulated as follows:

	Number of staff/drivers	Average hourly salary
Full-time drivers	159	\$86
Part-time drivers	36	\$77
Administration staff	36	\$118

- (3) The average monthly number of orders received and not entertained for DAR services in the past 5 years are tabulated as follows:

Year	Average monthly number	
	Number of orders received	Number of orders not entertained
2012	9 910	1 259
2013	9 077	1 136
2014	9 495	957
2015	10 222	770
2016	9 955	610

In general, annual events, festive activities and large-scale outdoor group events arranged by organisations are mostly held at the beginning or in the fourth quarter of a year, leading to an increase in the demand for DAR services during such periods. Correspondingly, the number of orders not entertained during the same periods will be higher than the average figures.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0565)**

Head: (186) Transport Department

Subhead (No. & title): ( )

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the rebus services, will the Government inform this Committee of the following:

- a. Has the Government set any performance target for rebus dial-a-ride (DAR) services? If yes, what are the details?
- b. Has the Government conducted any survey on the DAR services? If yes, what are the details, staff establishment and expenditure involved?

Asked by: Hon WONG Kwok-kin (Member Question No. 35)

Reply:

The required information is as follows:

- a. The rebus DAR services provide point-to-point transport services for people with mobility disabilities who have made prior booking orders. The Government sets a performance target for the number of passenger trips for the DAR services every year. In 2016, the actual number of passenger trips for the DAR services was 511 600, exceeding the performance target of 476 200. We estimate that the number of passenger trips for DAR services in 2017 will increase to 537 000.

Moreover, the operator of rebus services, the Hong Kong Society for Rehabilitation (HKSR), has set a performance pledge for assessing whether the passengers of the DAR service can be picked up within specified times. The performance pledge and the actual achievement rates in the past 3 years are tabulated as follows:

<b>Performance Pledge</b>	<b>Actual achievement rate</b>		
	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
90% of the passengers of DAR services can be picked up within 15 minutes of specified time	98.75%	100%	99.66%

- b. At present, the HKSR is required to submit operation reports to the TD on a regular basis. The report provides information on, among others, the number of passenger trips of various services. As for the DAR services, the HKSR regularly submits to the TD information such as the number of orders for the services, the number of orders served, not entertained and withdrawn, and passengers' purposes of using the services, etc. This enables the TD to grasp the utilisation, passenger profile, and operational efficiency of the DAR services. Apart from scrutinising regular operation reports on rebus services, the TD also conducts comprehensive or partial review on the rebus services from time to time. The latest comprehensive review was conducted in 2015-16. Such work is undertaken by the TD's existing staff as part of their normal duties under Programme (5).

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0852)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

During 2017-18, the Transport Department (TD) will continue to extend the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to the remaining green minibuses (GMBs). What are the details and estimated expenditure involved in such work? Will studies and consultations be conducted regarding the extension of the Scheme to cover public light buses? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 30)

Reply:

As at end February 2017, there are 527 GMB routes operated by 160 operators. There are 158 participating GMB operators operating 515 routes, accounting for 99% of the total number of GMB operators and 98% of the total number of routes. There are 2 remaining GMB operators operating a total of 12 routes have not yet joined the Scheme. One of these two operators who is operating 6 routes will be replaced by a new operator after the expiry of its passenger service licence on 31 March 2017. The new operator will launch the Scheme as required when the new passenger service licence comes into effect in April 2017. For the remaining 6 routes, the operator concerned has agreed to join the Scheme and preparation work is underway so as to meet the accounting and auditing requirements for participating in the Scheme.

The 2017-18 estimate for reimbursing the GMB operators their revenue forgone as a result of implementing the Scheme is about \$353 million.

Under the Scheme, the Government reimburses the participating public transport operators regularly the revenue forgone as a result of the implementation of the Scheme on an accountable and reimbursement basis. The fare adjustments for the public transport

services currently covered by the Scheme are regulated by the Government. The mode of operation of public light buses (red minibuses (RMBs)) is different from that of GMBs. The routing and fare of RMBs are not regulated by the Government. The Government currently has no plan to extend the Scheme to cover RMBs. Under the current policy, the Government will encourage the conversion of RMBs to GMBs by planning and introducing more new GMB routes. The Government will consider the scope of the modes of public transport under the Scheme in the comprehensive review scheduled to take place in 2018-19.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2949)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned under Matters Requiring Special Attention in 2017-18 that the Transport Department (TD) will oversee the implementation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme). Please advise of the following:

1. Please tabulate the average daily passenger trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators in 2016-17.
2. How many green minibus (GMB) operators have joined the Scheme as at February this year? How many GMB routes are involved? How many GMB routes are yet to be covered by the Scheme?
3. Provision for 2017-18 is \$216.9 million higher than the revised estimate for 2016-17. What is the reason for the substantial increase of nearly 20% in the estimated expenditure? Will the Scheme be extended to cover all GMB routes in this financial year?

Asked by: Hon YUNG Hoi-yan (Member Question No. 28)

Reply:

1. The average daily passenger trips taken under the Scheme in 2016 are listed below:

Public transport operator	Average daily passenger trips taken under the Scheme	
	Elderly <sup>(Note 1)</sup>	Eligible Persons with Disabilities <sup>(Note 2)</sup>
MTR Corporation Limited	318 000	50 000
Franchised bus operators	452 000	63 000
Ferry operators	6 200	800
Green minibus operators	198 000	26 000

(Note 1) Elderly people aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

2 and 3 As at end February 2017, there are 527 GMB routes operated by 160 operators. There are 158 participating GMB operators operating 515 routes, accounting for 99% of the total number of GMB operators and 98% of the total number of routes. There are 2 remaining GMB operators operating a total of 12 routes have not yet joined the Scheme. One of these two operators who is operating 6 routes will be replaced by a new operator after the expiry of its passenger service licence on 31 March 2017. The new operator will launch the Scheme as required when the new passenger service licence comes into effect in April 2017. For the remaining 6 routes, the operator concerned has agreed to join the Scheme and preparation work is underway so as to meet the accounting and auditing requirements for participating in the Scheme.

The estimated provision of Programme (5) for 2017-18 is about \$216.9 million higher than the revised estimate for 2016-17. This is mainly due to, among others, an increase in the estimated expenditure of the Scheme for 2017-18 of about \$211.2 million as compared with the revised estimate for 2016-17, for the main reason of continued rise in the estimated number of beneficiaries under the Scheme, i.e. elderly people aged 65 or above and eligible persons with disabilities, resulting in an increase of about \$199.5 million and \$11.7 million respectively in the Government's reimbursement of the revenue forgone to public transport operators and the relevant administrative costs in 2017-18. Moreover, the estimated provision for transport services for persons with disabilities for 2017-18 is about \$5.7 million higher than the revised estimate for 2016-17, mainly due to an increase in subventions to the Hong Kong Society for Rehabilitation.

**CONTROLLING OFFICER'S REPLY**

**LWB(WW)1089**

**(Question Serial No. 4182)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise on:

- (1) the number of trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators since the implementation of the Scheme and in the past three years in a table;
- (2) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table; and
- (3) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme.

Asked by: Hon CHAN Chi-chuen (Member Question No. 150)

Reply:

The required information is provided as follows:

- (1) and (2) The average daily passenger trips taken under the Scheme each year between 2012 and 2016 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
MTR Corporation Limited (MTRCL)	2012	209 000	33 700
	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
	2016	318 000	50 000
Franchised bus operators	2012	355 400	40 900
	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
	2016	452 000	63 000
Ferry operators	2012	Not yet implemented	
	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
	2016	6 200	800
Green minibus (GMB) operators	2012	Not yet implemented	
	2013	Not yet implemented	
	2014	Not yet implemented	
	2015	160 000	22 000
	2016	198 000	26 000

<sup>(Note 1)</sup> The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

<sup>(Note 2)</sup> Elderly people aged 65 or above.

<sup>(Note 3)</sup> Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(3) Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme up to 28 February 2017 is as follows:

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2017) (\$'000)
MTRCL	835,361
Franchised bus operators	1,696,595
Ferry operators	85,510

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2017) (\$'000)
GMB operators	467,149
Total	3,084,615

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(WW)1090**

**(Question Serial No. 6207)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise on:

1. the number of trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators since the implementation of the Scheme and in the past three years in a table;
2. the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table;
3. the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and
4. the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 1306)

Reply:

The required information is provided as follows:

1. and 2. The average daily passenger trips taken under the Scheme each year between 2012 and 2016 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
MTR Corporation Limited (MTRCL)	2012	209 000	33 700
	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
	2016	318 000	50 000
Franchised bus operators	2012	355 400	40 900
	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
	2016	452 000	63 000
Ferry operators	2012	Not yet implemented	
	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
	2016	6 200	800
Green minibus (GMB) operators	2012	Not yet implemented	
	2013	Not yet implemented	
	2014	Not yet implemented	
	2015	160 000	22 000
	2016	198 000	26 000

<sup>(Note 1)</sup> The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

<sup>(Note 2)</sup> Elderly people aged 65 or above.

<sup>(Note 3)</sup> Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

3. Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme up to 28 February 2017 is as follows:

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2017) (\$'000)
MTRCL	835,361
Franchised bus operators	1,696,595

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2017) (\$'000)
Ferry operators	85,510
GMB operators	467,149
Total	3,084,615

4. According to the public transport operators, they do not have information on the average costs and marginal costs per passenger trip under the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(WW)1091**

**(Question Serial No. 6581)**

Head: (186) Transport Department

Subhead (No. & title): ( )

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

1. Please provide information of orders for rebus dial-a-ride (DAR) services not entertained and their classification (e.g. attending medical appointments, travelling, attending activities, etc.) in the past 5 years.
2. Please provide the turnover of rebus drivers in the past 5 years and the reasons.
3. Please provide the number of DAR service orders not entertained due to driver shortage in the past 5 years.
4. Does the Government take any measures to improve the situation?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 1982)

Reply:

The required information is provided as follows:

1. Rebus operated by the Hong Kong Society for Rehabilitation (HKSR) provide point-to-point transport services for persons with disabilities who have difficulties using general modes of public transport. Rebus offer scheduled route (SR) services to carry persons with disabilities to offices, schools and rehabilitation centres, and DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The number of orders for DAR services not entertained each year from 2012 to 2016 (classified by the intended purpose of using the services) are provided as follows:

Intended purpose of using DAR Services	Number of orders for DAR services not entertained (as at end December of each year)				
	2012	2013	2014	2015	2016
1. Receiving medical treatment	7 795	7 430	5 684	5 172	4 488
2. Attending social activities	2 898	2 534	2 154	1 313	1 106
3. Attending school/training	1 340	1 295	1 060	593	449
4. Receiving rehabilitation treatment	2 630	1 818	1 864	1 757	933
5. Going to work	81	208	328	80	78
6. Others	361	350	396	327	268
Total number of orders:	15 105	13 635	11 486	9 242	7 322

2. The total number of rebus drivers retired and resigned between 2012 and 2016 were 32 and 99 respectively. The HKSR does not keep records on the reasons of resignation of rebus drivers.
3. There are various factors leading to DAR service orders not entertained, including high demands during peak hours. The HKSR does not keep records on the number of DAR service orders not entertained due to shortage of rebus drivers.
4. In 2017-18, the Government plans to allocate provision to the HKSR to procure 17 additional rebuses, with 8 for the provision of additional services and the remaining 9 for the replacement of rebuses with higher vehicle age. Four of the additional rebuses will be deployed to operate 4 new routes on SR services serving a total of 24 wheelchair users and 32 non-wheelchair users, which should be able to cater for the 8 wheelchair users and 22 non-wheelchair users currently on the waiting list for SR services and 26 new applications in the future. As for the remaining 4 additional rebuses, they will be used to provide DAR services and hospital feeder services to address the demand for receiving medical treatment at hospitals. During non-peak periods, rebuses providing SR services will be flexibly deployed for provision of DAR services. With the provision of these additional rebuses, it is expected that an additional 25 400 passenger trips of DAR services can be made.

To optimise the use of the fleet of rebuses and provide services for more persons with disabilities in need, the Government is overseeing a consultancy study conducted by the HKSR on service enhancement of rebuses and urging it to implement the service improvement recommendations put forward in phase one of the consultancy study, including setting up priority for services provision, formulating strategies for deployment of vehicles and drivers, application of communication technology, formulating development strategies for parking sites and facilities, as well as encouraging the applicants to share use the rebus services as far as practicable. After the implementation of these recommendations, it is expected that the operational

efficiency of rehabuses will be enhanced and the existing rehabuses will be able to provide services for more applicants.

The Government will review from time to time the fleet size, routeing and mode of operation of rehabuses. It will also maintain close collaboration with public transport operators to improve public transport services for the convenience of persons with disabilities.

- End -

**CONTROLLING OFFICER'S REPLY****LWB(WW)1092****(Question Serial No. 6652)**Head: (186) Transport DepartmentSubhead (No. & title): ( )Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

1. What were the fleet sizes of rehabuses in the past 5 years?
2. What is the total number of orders entertained each quarter (with a breakdown by intended purpose of appointment)?
3. What is the total number of orders not entertained each quarter (with a breakdown by intended purpose of appointment)?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2341)Reply:

The required information is provided as follows:

1. The fleet size of rehabuses in the past 5 years are provided below:

	Year (as at end December)				
	2012	2013	2014	2015*	2016
Total number of rehabuses	123	129	135	147	156

\* Including 12 rehabuses procured in 2014-15 and 2015-16.

2. The number of orders for dial-a-ride (DAR) services entertained each quarter between 2012 and 2016 with a breakdown by intended purpose of appointment are provided below:

Intended purpose of using DAR Services		Number of orders for DAR services entertained				
		Year				
		2012	2013	2014	2015	2016
First quarter January to March	1. Receiving medical treatment	5 128	5 192	3 714	4 180	4 107
	2. Attending social activities	5 429	5 246	4 768	5 063	5 671
	3. Attending school/ training	4 529	4 506	5 507	6 135	7 561
	4. Receiving rehabilitation treatment	3 754	3 227	2 862	3 117	3 225
	5. Going to work	659	636	703	393	255
	6. Others	455	339	323	411	435
Second quarter April to June	1. Receiving medical treatment	5 196	5 358	4 101	4 353	4 349
	2. Attending social activities	5 060	5 108	4 738	4 858	5 137
	3. Attending school/ training	4 527	4 546	5 835	5 952	7 997
	4. Receiving rehabilitation treatment	3 890	3 448	2 960	3 359	3 447
	5. Going to work	736	605	685	484	396
	6. Others	398	356	383	478	509
Third quarter July to September	1. Receiving medical treatment	6 221	5 374	4 926	4 242	5 359
	2. Attending social activities	5 674	5 196	4 875	5 140	5 641
	3. Attending school/ training	4 628	4 159	5 681	6 784	7 921
	4. Receiving rehabilitation treatment	3 977	3 196	3 140	3 216	3 711
	5. Going to work	694	626	684	542	400
	6. Others	351	370	380	561	489
Fourth quarter October to December	1. Receiving medical treatment	5 039	4 294	4 760	4 113	5 268
	2. Attending social activities	5 669	5 188	5 435	5 564	6 195
	3. Attending school/ training	4 965	4 979	6 210	7 531	7 599
	4. Receiving rehabilitation treatment	3 630	2 902	3 248	3 288	3 831
	5. Going to work	681	644	525	370	394
	6. Others	424	336	430	616	637
Total number of orders:		81 714	75 831	76 873	80 750	90 534

3. The number of orders for DAR services not entertained each quarter between 2012 and 2016 with a breakdown by intended purpose of appointment are provided below:

Intended purpose of using DAR Services		Number of orders for DAR services not entertained				
		Year				
		2012	2013	2014	2015	2016
First quarter January to March	1. Receiving medical treatment	2 137	1 866	1 626	1 521	1 165
	2. Attending social activities	889	705	751	479	273
	3. Attending school/ training	350	279	274	197	100

	4.	Receiving rehabilitation treatment	906	560	506	603	273
	5.	Going to work	12	17	103	19	15
	6.	Others	118	78	80	139	65
Second quarter April to	1.	Receiving medical treatment	1 766	1 655	1 460	1 201	1 361
	2.	Attending social activities	595	412	466	220	209

Intended purpose of using DAR Services		Number of orders for DAR services not entertained				
		Year				
		2012	2013	2014	2015	2016
June	3. Attending school/ training	256	274	288	116	81
	4. Receiving rehabilitation treatment	591	292	413	418	253
	5. Going to work	27	19	81	25	17
	6. Others	75	83	85	59	55
Third quarter July to September	1. Receiving medical treatment	1 493	1 822	1 195	1 220	1 002
	2. Attending social activities	600	573	357	255	240
	3. Attending school/ training	293	277	220	106	149
	4. Receiving rehabilitation treatment	485	411	416	351	186
	5. Going to work	24	75	75	25	12
	6. Others	64	85	102	56	54
Fourth quarter October to December	1. Receiving medical treatment	2 399	2 087	1 403	1 230	960
	2. Attending social activities	814	844	580	359	384
	3. Attending school/ training	441	465	278	174	119
	4. Receiving rehabilitation treatment	648	555	529	385	221
	5. Going to work	18	97	69	11	34
	6. Others	104	104	129	73	94
Total number of orders:		15 105	13 635	11 486	9 242	7 322

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4910)**

Head: (186) Transport Department

Subhead (No. & title): ( )

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

How many additional rehabuses and replacement rehabuses will be procured in 2017-18? What is the waiting time of persons with disabilities and the elderly for rebus services respectively? How will the additional rehabuses shorten their waiting time? What were the passenger number and utilisation rate of the rebus services in 2016-17?

Asked by: Hon LEUNG Kwok-hung (Member Question No. 83)

Reply:

Rehabuses operated by the Hong Kong Society for Rehabilitation (HKSR) provide point-to-point transport services for persons with disabilities (including disabled elders) who have difficulties using general modes of public transport. Rehabuses offer scheduled route (SR) services to carry persons with disabilities to offices, schools and rehabilitation centres, and dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The Government plans to procure 8 rehabuses and replace 9 rehabuses with higher vehicle age in 2017-18. Four of the 8 additional rehabuses will be deployed on SR services and the remaining 4 on DAR services. During non-peak periods, rehabuses providing SR services will be flexibly deployed for provision of DAR services.

The average waiting time of new applicants for SR services was about 2 months in 2016. Four of the additional rehabuses will be deployed to operate 4 new routes on SR services serving a total of 24 wheelchair users and 32 non-wheelchair users, which should be able to cater for the 8 wheelchair users and 22 non-wheelchair users currently on the waiting list for SR services and 26 new applications in the future.

DAR services are operated on a first-come-first-served basis. Intended users are required to make reservation in advance but there is no time restriction for making the reservation.

The daily demand for DAR services varies considerably. It is therefore not possible to give a precise estimate on the time required in advance to secure the provision of DAR services. With the provision of the aforementioned additional rehabuses, it is expected that an additional 25 400 passenger trips of DAR services can be made.

To optimise the use of the fleet of rehabuses and provide services for more persons with disabilities in need, the Government is overseeing a consultancy study conducted by the HKSR on service enhancement of rehabuses and urging it to implement the service improvement recommendations put forward in phase one of the consultancy study, including setting up priority for services provision, formulating strategies for deployment of vehicles and drivers, application of communication technology, formulating development strategies for parking sites and facilities, as well as encouraging the applicants to share use the rebus services as far as practicable. After the implementation of these recommendations, it is expected that the operational efficiency of rehabuses will be enhanced and the existing rehabuses will be able to provide services for more applicants.

The total number of passenger trips and utilisation rates of SR and DAR services in 2016 are provided below:

Rebus services	2016	
	Total number of passenger trips	Utilisation rate of services
SR services	388 100	43%
DAR services	511 600	57%
Total:	899 700	100%

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 6290)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

- a. Regarding the transport services for Persons with Disabilities and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please provide the average daily passenger trips taken under the Scheme and the related expenditure and details in the past 5 years using the table below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme		Amount of subsidy
		Elderly		Eligible persons with disabilities
The Kowloon Motor Bus Company (1933) Limited				
Citybus Limited				
New Lantao Bus Company (1973) Limited				
New World First Bus Services Limited				
MTR Corporation Limited				
Green minibus operators				
New World First				

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme		Amount of subsidy
		Elderly		Eligible persons with disabilities
Ferry Services Limited				
Fortune Ferry Company Limited				
The “Star” Ferry Company, Limited				
Coral Sea Ferry Service Company Limited				
Hong Kong & Kowloon Ferry Limited				
Discovery Bay Transportation Services Limited				
Park Island Transport Company Limited				
Peng Chau Kai To Limited				
Chuen Kee Ferry Limited				
Tsui Wah Ferry Service (H.K.) Limited				
Other ferry operators				

- b. How many cases of abuse of the fare concession were received in the past 3 years? Among these cases, what were the amount of government subsidy involved and the number of prosecutions and convictions?

Asked by: Hon MO Claudia (Member Question No. 61)

Reply:

- a. The average daily passenger trips taken under the Scheme for each year between 2012 and 2016 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
MTR Corporation	2012	209 000	33 700

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
Limited (MTRCL)	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
	2016	318 000	50 000
The Kowloon Motor Bus Company (1933) Limited	2012	256 500	30 100
	2013	288 400	36 400
	2014	312 800	41 600
	2015	327 500	44 500
	2016	336 600	46 800
Citybus Limited	2012	45 000	5 300
	2013	45 900	6 400
	2014	47 800	7 100
	2015	48 100	7 300
	2016	50 900	7 600
New World First Bus Services Limited	2012	51 300	5 000
	2013	53 400	6 200
	2014	54 700	6 800
	2015	53 600	6 900
	2016	56 300	7 100
Long Win Bus Company Limited	2012	2 600	500
	2013	3 000	600
	2014	3 500	800
	2015	4 000	900
	2016	4 300	1 000
New Lantao Bus Company (1973) Limited	2012	Not yet implemented	
	2013	2 600	600
	2014	2 900	700
	2015	3 300	800
	2016	3 400	900
New World First Ferry Services Limited	2012	Not yet implemented	
	2013	2 800	314
	2014	2 800	356
	2015	2 900	395
	2016	3 000	404
Fortune Ferry Company Limited	2012	Not yet implemented	
	2013	113	11
	2014	129	13
	2015	141	16
	2016	162	17
The “Star” Ferry Company, Limited <sup>(Note 4)</sup>	2012	Not yet implemented	
	2013	-	45
	2014	-	46
	2015	-	55
	2016	-	54
Coral Sea Ferry Service	2012	Not yet implemented	

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
Company Limited	2013	78	8
	2014	70	6
	2015	73	6
	2016	83	8
Hong Kong & Kowloon Ferry Limited	2012	Not yet implemented	
	2013	528	70
	2014	566	86
	2015	631	102
	2016	689	117
Discovery Bay Transportation Services Limited	2012	Not yet implemented	
	2013	739	22
	2014	795	33
	2015	869	39
	2016	901	41
Park Island Transport Company Limited	2012	Not yet implemented	
	2013	305	11
	2014	360	16
	2015	406	16
	2016	426	15
Peng Chau Kai To Limited	2012	Not yet implemented	
	2013	8	<1
	2014	12	<1
	2015	12	<1
	2016	14	<1
Chuen Kee Ferry Limited	2012	Not yet implemented	
	2013	105	5
	2014	105	6
	2015	110	10
	2016	114	10
Tsui Wah Ferry Service (H.K.) Limited	2012	Not yet implemented	
	2013	72	8
	2014	84	8
	2015	90	8
	2016	94	8
Other ferry operators <sup>(Note 5)</sup>	2012	Not yet implemented	
	2013	551	55
	2014	545	59
	2015	681	87
	2016	698	87
Green minibus (GMB) operators	2012	Not yet implemented	
	2013	Not yet implemented	
	2014	Not yet implemented	
	2015	160 000	22 000
	2016	198 000	26 000

The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each financial year between 2012-13 and 2016-17 is tabulated below:

Public transport operator	2012-13 Actual \$'000	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Actual \$'000	2016-17 Revised estimate \$'000
MTRCL	86,001	148,371	173,629	206,596	238,759
The Kowloon Motor Bus Company (1933) Limited	95,090	237,125	274,555	304,710	321,951
Citybus Limited	23,076	51,680	55,328	59,656	63,139
New World First Bus Services Limited	17,949	40,826	42,991	43,088	45,263
Long Win Bus Company Limited	2,776	6,680	7,968	9,089	9,933
New Lantao Bus Company (1973) Limited	325	4,414	5,119	5,417	5,559
New World First Ferry Services Limited	21	6,385	8,926	12,106	10,701
Fortune Ferry Company Limited	47	641	777	571	460
The "Star" Ferry Company, Limited	-	2	2	2	2
Coral Sea Ferry Service Company Limited	3	38	36	74	82
Hong Kong & Kowloon Ferry Limited	127	1,990	2,309	2,636	2,885
Discovery Bay Transportation Services Limited	269	4,881	5,728	6,293	6,510
Park Island Transport Company Limited	44	859	1,019	1,174	1,335
Peng Chau Kai To Limited	1	33	36	38	43
Chuen Kee Ferry Limited	17	317	329	378	468
Tsui Wah Ferry Service (H.K.) Limited	12	200	228	254	291
Other ferry operators <sup>(Note 5)</sup>	132	1,572	1,697	2,560	3,031
GMB operators	-	-	492	216,007	287,998
<b>Total</b>	<b>225,890</b>	<b>506,014</b>	<b>581,169</b>	<b>870,649</b>	<b>998,410</b>

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(Note 4) The “Star” Ferry Company, Limited offers free ride for the elderly, so the Scheme is only applicable to eligible persons with disabilities but not elderly passengers taking the “Star” Ferry.

(Note 5) Other ferry operators include Winnertex Limited, Islands Ferry Company Limited and Maris Ferry Service Limited.

- b. The Government has been closely monitoring the implementation of the Scheme. Between 2014 and 2016, a total of 26 complaints/incidents on suspected abuse of the Scheme were received. During site monitoring surveys jointly conducted by the Transport Department (TD) and public transport operators, about 260 suspected abuse cases were found. When implementing the Scheme, the TD has requested the public transport operators to strengthen ticket inspection and passenger identity verification work and arrange surveys to monitor the situation. The public transport operators have also enhanced publicity and reminded passengers to honestly tender the fares payable. At present, non-eligible passengers who are found travelling at the concessionary fares by the MTRCL are liable to a surcharge or even prosecutions. Bus captains or field staff of bus companies, staff of ferry companies and GMB drivers will also observe the boarding passengers. Non-eligible passengers who are found travelling at the concessionary fares will normally be required to pay the shortfall on the spot. Depending on the circumstances, individual cases may be referred to the Police for follow up. As the amount of differential fares in such cases have been deducted from the amount reimbursed to the public transport operators concerned, no Government’s reimbursement has been involved. According to the information provided to the TD by the MTRCL, there were 111 prosecutions instituted by the MTRCL and 104 convictions between 2014 and 2016.

The TD also monitors the public transport operators in implementing the Scheme to prevent any abuse. The TD has established a series of monitoring measures with participating public transport operators, including the establishment of a set of audit and assurance standards to strengthen the internal control system and the deployment of TD staff to conduct on-site inspections on the internal control system adopted by various public transport operators. The TD also regularly examines the records and reports submitted by the public transport operators and Octopus Cards Limited. If suspected abuse cases are detected, the TD will refer them to the Police for follow-up

action. Between 2014 and 2016, the TD detected 1 abnormal case when examining the relevant reports and the case was referred to the Police for follow-up action. The Police subsequently instituted prosecution and a minibus driver was convicted.

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(WW)1095**

**(Question Serial No. 4453)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the implementation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), will the Government provide specific information on:

- a) the total numbers of elderly people and eligible persons with disabilities benefitted and the average daily passenger trips taken under the Scheme in the past 5 years;

Public transport operator	Year	Number of beneficiaries		Average daily passenger trips taken under the Scheme	
		Elderly	Eligible persons with disabilities	Elderly	Eligible persons with disabilities
MTR Corporation Limited (MTRCL)	2012				
	2013				
	2014				
	2015				
	2016				
Franchised bus operators	2012				
	2013				
	2014				
	2015				
	2016				
Ferry operators	2012				
	2013				
	2014				
	2015				
	2016				

Green minibus (GMB) operators	2012				
	2013				
	2014				
	2015				
	2016				

b) the total amount of reimbursement involved in the past 5 years;

Public transport operator	2012-13	2013-14	2014-15	2015-16	2016-17
MTRCL					
Franchised bus operators					
Ferry operators					
GMB operators					
Total					

c) whether the Labour and Welfare Bureau will extend the Scheme in the coming year?

Asked by: Hon SHIU Ka-chun (Member Question No. 192)

Reply:

a) At present, the total number of eligible beneficiaries under the Scheme is around 1.33 million, with about 1.17 million elderly people aged 65 or above and about 160 000 eligible persons with disabilities. The average daily passenger trips taken under the Scheme each year between 2012 and 2016 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
MTR Corporation Limited (MTRCL)	2012	209 000	33 700
	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
	2016	318 000	50 000
Franchised bus operators	2012	355 400	40 900
	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
	2016	452 000	63 000
Ferry operators	2012	Not yet implemented	
	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
	2016	6 200	800
Green minibus (GMB) operators	2012	Not yet implemented	
	2013		

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme <sup>(Note 1)</sup>	
		Elderly <sup>(Note 2)</sup>	Eligible Persons with Disabilities <sup>(Note 3)</sup>
	2014		
	2015	160 000	22 000
	2016	198 000	26 000

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

b) The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each financial year between 2012-13 and 2016-17 is tabulated below:

Public transport operator	2012-13 Actual \$'000	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Actual \$'000	2016-17 Revised estimate \$'000
MTRCL	86,001	148,371	173,629	206,596	238,759
Franchised bus operators	139,216	340,725	385,961	421,960	445,845
Ferry operators	673	16,918	21,087	26,086	25,808
GMB operators	-	-	492	216,007	287,998
Total	225,890	506,014	581,169	870,649	998,410

c) The Government will conduct a comprehensive review on the Scheme in 2018-19.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 5346)**

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please provide the expenditure on reimbursement under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in the past 3 years with breakdown by public transport mode. Please also provide the estimated amount for 2017-18.

Asked by: Hon YIU Chung-yim (Member Question No. 49)

Reply:

The information sought is provided as follows:

In 2014-15, 2015-16, 2016-17 and 2017-18, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme<sup>(Note)</sup> in each financial year is provided below:

Public transport operator	2014-15 Actual \$'000	2015-16 Actual \$'000	2016-17 Revised estimate \$'000	2017-18 Estimate \$'000
MTR Corporation Limited	173,629	206,596	238,759	303,271
Franchised bus operators	385,961	421,960	445,845	513,366
Ferry operators	21,087	26,086	25,808	28,477
Green minibus (GMB) operators	492	216,007	287,998	352,803
Total	581,169	870,649	998,410	1,197,917

(Note)

The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**S-THB(T)02**

**(Question Serial No. S0036)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that for the convenience of motorists, the Transport Department (TD) has also updated the Hong Kong eRouting application to provide information on parking vacancies of about 50 Government and private car parks. Will the Government open up the information to the public (i.e. not limited to government applications)?

Asked by: Hon MOK Charles Peter

Reply:

Currently, operators of commercial public car parks have only agreed to provide their parking vacancy data to the Hong Kong eRouting application of the TD. Since these data belong to private commercial entities, the Government cannot open up the data without their authorisation. The TD has been encouraging operators of commercial public car parks to upload their parking vacancy data to the Government's public sector information portal at the "data.gov.hk" website. The TD is also keeping in view the utilisation of parking vacancy data in the Hong Kong eRouting and plans to upload the parking vacancy data of government car parks in the application to the "data.gov.hk" website in mid-2017. Interested organisations or parties can then make use of the related data on the portal to develop applications for use by motorists.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-THB(T)03**

**(Question Serial No. SV022)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Follow-up question to Reply Serial No. THB(T)149:

- (i) Will the Government provide the total number of parking spaces provided by public car parks in each of the districts in Hong Kong?
- (ii) According to the statistics compiled by the Government, the number of parking spaces provided by public car parks has been decreasing year by year since the financial year 2013-14. How will the Government make up for the shortfall in parking spaces?

Asked by: Hon CHAN Han-pan

(Time of asking the question: 6:34 p.m. on 5 April 2017)

Reply:

The Government has been adopting a transport policy that is based on public transport and has been maintaining a public transport system with wide coverage, high efficiency and diversity. In urban areas and densely developed areas, the public transport networks are relatively well-developed in general. We encourage members of the public to opt for public transport in lieu of private cars when travelling to these areas. Motorists, before making their journeys, should also consider whether there are enough parking spaces at the destinations, and if there are not, they should choose public transport or park their cars in the areas nearby and then interchange to other modes of transport. Lastly, members of the public should consider whether there are suitable parking spaces for parking before buying their cars.

Given the limited land resources in Hong Kong, it is very difficult to provide additional parking spaces in urban areas and densely developed areas. Nevertheless, the Government will continue to provide an appropriate number of parking spaces for private cars through new development projects or redevelopment projects if the overall development permits. However, we also have to consider the need for the use of land or floor area for other purposes. In fact, the supply of parking spaces for private cars could hardly catch up with

the rapid growth in private cars in recent years. Should this be pursued, it will also attract passengers to opt for private cars in lieu of public transport, thereby causing traffic congestion. How the balance should be struck would be based on the policy principles and also the actual situation in the districts.

As at end-February 2017, the total numbers of parking spaces provided by public car parks in various districts in Hong Kong are tabulated as follows:

<b>District</b>	<b>Number of parking spaces provided by public car parks<sup>Note</sup></b>
Central and Western	11 866
Wan Chai	9 999
Eastern	14 404
Southern	8 865
Yau Tsim Mong	17 606
Sham Shui Po	13 005
Kowloon City	12 571
Wong Tai Sin	7 043
Kwun Tong	15 385
Tsuen Wan	11 774
Tuen Mun	11 236
Yuen Long	10 115
North	7 212
Tai Po	7 861
Sai Kung	12 414
Sha Tin	18 878
Kwai Tsing	18 495
Islands	7 744
<b>Total number in Hong Kong</b>	<b>216 473</b>

(Note: including privately operated car parks, government car parks and on-street metered parking spaces available for use by the general public and taking into account parking spaces for private cars, goods vehicles and non-franchised buses.)

The Transport Department (TD) noted that the number of parking spaces provided by public car parks has decreased between the financial years 2013-14 and 2015-16, mainly due to the fact that some short-term tenancy (STT) car parks were taken back to make way for long-term development and some existing public car parks were closed down as a result of the redevelopment of the buildings in which the public car parks were located.

When an STT car park is to be taken back to make way for long-term development, the TD will identify other suitable sites for use as STT car parks having regard to the demand for parking space in the districts concerned, and consider requiring the new development projects on the original site to provide an appropriate number of parking spaces in public car parks. Taking the take-back of the STT car park sites at Lei Yue Mun Path and Yan Yue

Wai, Kwun Tong for residential development as examples, the Government required the developer of the new development project at Lei Yue Mun Path to provide at least 263 public parking spaces in the development, whereas the developer of the development project at Yan Yue Wai was required to provide a temporary public car park within the site of the development after the STT car park ceased operation and to provide a permanent public car park after the completion of the development project, providing parking spaces for 122 private cars, 24 light goods vehicles and 25 heavy goods vehicles/buses.

Regarding redevelopment projects, the Government will require developers to provide an appropriate number of additional public parking spaces under suitable redevelopment projects having regard to the demand for parking spaces in the districts concerned so as to make up for the loss in parking spaces. For example, after the redevelopment of Wharf T & T Square, Kwun Tong, 180 public parking spaces for private cars and 10 public parking spaces for commercial vehicles would be provided; after the redevelopment of the Tsuen Wan Transport Complex Multi-storey Car Park, 100 public parking spaces for private cars and 120 MTR park-and-ride parking spaces would be provided in the newly developed Tsuen Wan 5 development projects of the Tsuen Wan West Station; and after the redevelopment of the Middle Road Car Park, 345 public parking spaces for private cars would be reprovioned under the project.

Through the above arrangements, there was a rebound in the number of parking spaces provided by public car parks in the financial year 2016-17.

Moreover, the TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-THB(T)04**

**(Question Serial No. SV021)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Follow-up question to Reply Serial No. THB(T)166:

Currently, the Hong Kong Police Force issues closed road permits for non-cross-boundary vehicles which enter the Frontier Closed Area in accordance with the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap 374E) (the Regulations), and the Government will not charge these non-cross-boundary vehicles for the issue of the relevant closed road permits. Will the Government consider adopting the above arrangement to replace the regulatory measure under regulation 49 of the Regulations, so that the fees payable for the issue of Lantau Closed Road Permits can be waived?

Asked by: Hon LEUNG Che-cheung

(Time of asking the question: 5:53 p.m. on 5 April 2017)

Reply:

Pursuant to regulation 49 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap 374E) (the Regulations), any person who wishes to drive a motor vehicle on a closed road to a place outside Hong Kong, or on a closed road in Lantau, may apply to the Commissioner for Transport (the Commissioner) for a closed road permit. The Commissioner may issue closed road permits for cross-boundary vehicles or those travelling on the closed roads in Lantau. When issuing the above permits, the Transport Department is obliged under the law to charge the fees prescribed in Schedule 2 to the Regulations. On the other hand, as for the closed roads in the Frontier Closed Area, the existing legislation does not empower the Government to charge fees for the issue of closed road permits to non-cross-boundary vehicles.

Waiving the fees payable for the issue of Lantau closed road permits involves policy considerations and requires amendments to the Regulations. The Government will explore the feasibility of waiving the fees concerned.

**CONTROLLING OFFICER'S REPLY**

**SV-THB(T)05**

**(Question Serial No. SV020)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Is the operation of the vehicles of the People's Liberation Army Hong Kong Garrison (Hong Kong Garrison) in Hong Kong not subject to the regulation of the legislation and the Government of Hong Kong?

Asked by: Hon MO Claudia

(Time of asking the question: 5:40 p.m. on 5 April 2017)

Reply:

According to the information provided by the Security Bureau, Article 14 of the Basic Law stipulates that in addition to abiding by national laws, members of the Hong Kong Garrison shall abide by the laws of the Hong Kong Special Administrative Region (HKSAR), including the applicable provisions of the Road Traffic Ordinance (Cap. 374). The Hong Kong Garrison has been strictly complying with the Basic Law, the Law of the People's Republic of China on the Garrisoning of the Hong Kong Special Administrative Region (Garrison Law) and the laws of the HKSAR, including the applicable provisions of the road traffic legislation.

In addition, according to Article 7 of the Garrison Law, no weapon and equipment, and no material of the Hong Kong Garrison, and no member or vehicle of the Garrison that bears a certificate or a document of certification issued by the Hong Kong Garrison showing that the bearer is on official duty, shall be inspected, searched, seized or detained by any law-enforcing officer of the HKSAR. The Hong Kong Garrison and its members shall also enjoy other rights and immunities prescribed by the laws in force in the HKSAR.

- End -