

Page 1	Page 3
<p>1 Tuesday, 16 October 2018</p> <p>2 (10.21 am)</p> <p>3 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN,</p> <p>4 MS AMY LEE, MS AMY TSE, MR PATRICK WONG, MR YK CHAN, MR</p> <p>5 WILLIAM SHUM, MR TONY YAU</p> <p>6 CHAIRMAN: Good morning, Mr Chan, and good morning to your</p> <p>7 colleagues.</p> <p>8 We understand that the Commissioner for Transport is</p> <p>9 required elsewhere at the moment, but she will join us</p> <p>10 when her duties elsewhere permit her to do so.</p> <p>11 First of all, apologies to you and to everyone else</p> <p>12 for the delayed start. As I think a lot of people have</p> <p>13 experienced today, there have been transport</p> <p>14 difficulties, ironically, as it were, for this</p> <p>15 particular committee, and Prof Lo had particular</p> <p>16 difficulties, but now we are ready to start and I would</p> <p>17 ask Ms Wong to begin the questioning.</p> <p>18 Examination by MS MAGGIE WONG (continued)</p> <p>19 MS MAGGIE WONG: Yes. Thank you, Mr Chairman, and thank</p> <p>20 you, ladies and gentlemen, for coming.</p> <p>21 I will touch upon the topic of resting facilities</p> <p>22 first -- I haven't finished with the topic on speed</p> <p>23 limit, but given it is a policy matter, I will wait</p> <p>24 until the Commissioner for Transport to arrive before</p> <p>25 further questioning.</p>	<p>1 MS MAGGIE WONG: So the meeting was -- the task force was</p> <p>2 only set up in December 2017; is that the case?</p> <p>3 MR PATRICK WONG: Yes.</p> <p>4 MS MAGGIE WONG: Can you tell us why you set up this task</p> <p>5 force?</p> <p>6 MR PATRICK WONG: Basically, I think by setting up this task</p> <p>7 force, as mentioned in the paper, we noted that there</p> <p>8 are some outstanding applications, in particular for</p> <p>9 provision of ancillary facilities, in particular those</p> <p>10 submitted to other departments concerned.</p> <p>11 It took rather a long time to process this</p> <p>12 application, so, with a view to expediting the handling</p> <p>13 or assessing this application, we set up this task force</p> <p>14 to take the lead to invite the departments concerned as</p> <p>15 well as the franchised bus operators to come together,</p> <p>16 so that we can have, you know, a face-to-face discussion</p> <p>17 so that we can find out how we can expedite and what</p> <p>18 sort of problems are encountered in assessing this</p> <p>19 application, and so forth.</p> <p>20 MS MAGGIE WONG: Is it intended that this task force would</p> <p>21 be a standing committee, rather than on an ad hoc basis?</p> <p>22 MR PATRICK WONG: Basically, we target to hold such task</p> <p>23 force meetings ongoingly, until and unless we have</p> <p>24 resolved all the applications, especially those</p> <p>25 complicated or difficult ones, may I say, could be</p>
Page 2	Page 4
<p>1 So, on the resting facilities, may I ask some</p> <p>2 general questions first: can you let us know, in your</p> <p>3 new submission filed on 3 October 2018 -- you</p> <p>4 mentioned -- that's TD-1 (TD-5?) at page 1825 -- this is</p> <p>5 a paper that you submitted at annex 3, titled, "Provision</p> <p>6 of ancillary facilities for bus captains at public</p> <p>7 transport interchanges and bus termini", and if I may</p> <p>8 invite you to paragraph 13 first, at line 3. You</p> <p>9 mentioned that "the Transport Department has set up</p> <p>10 a task force on monitoring of the provision or upgrading</p> <p>11 of public transport ancillary facilities at public</p> <p>12 transport interchanges, bus stops and termini" since</p> <p>13 2007, and the representatives include the Lands</p> <p>14 Department, GPA and Housing Department as well as FB</p> <p>15 operators "have been invited to attend the task force</p> <p>16 meeting for exchanging views and reviewing the progress</p> <p>17 of the applications".</p> <p>18 Can you tell us about some of the 2017 task force:</p> <p>19 when was it set up?</p> <p>20 MR YK CHAN: May I invite Mr Wong to reply to this question?</p> <p>21 MS MAGGIE WONG: Yes.</p> <p>22 CHAIRMAN: Certainly.</p> <p>23 MR PATRICK WONG: As mentioned in the paper, I think the</p> <p>24 task force first meeting was held on 21 December and we</p> <p>25 had another meeting on 27 August.</p>	<p>1 settled.</p> <p>2 May I supplement some more, because for talking</p> <p>3 about ancillary facilities, we are talking about -- in</p> <p>4 addition to handling such application we are also</p> <p>5 discussing with the concerned department about, at the</p> <p>6 request of the bus companies, how to improve the design</p> <p>7 or in particular the size of such facilities like the</p> <p>8 rest rooms, because, as mentioned in the paper, somehow</p> <p>9 the TD is not delegated to approve the size of such</p> <p>10 facilities, over something. In order to improve the</p> <p>11 efficiency, we suggested to, say, the Lands Department</p> <p>12 to explore whether the delegation could be provided to</p> <p>13 Transport Department to approve such applications.</p> <p>14 CHAIRMAN: Can you just help me with the acronyms -- what</p> <p>15 does "GPA" mean?</p> <p>16 MR PATRICK WONG: Government Property Agency.</p> <p>17 CHAIRMAN: Thank you.</p> <p>18 MS MAGGIE WONG: Thank you, Mr Wong. You mentioned about</p> <p>19 the limitations of the Transport Department in approving</p> <p>20 kiosks or the size of the kiosk.</p> <p>21 You mentioned in your submission, I believe at</p> <p>22 paragraph 10 -- in fact, you stated there that there are</p> <p>23 four venues in which the franchised bus operators can</p> <p>24 apply for permission or submit applications to build</p> <p>25 facilities, and the first one is of course the Transport</p>

Page 5	Page 7
<p>1 Department, under the Land (Miscellaneous Provisions)</p> <p>2 Ordinance, but the Transport Department, in approving</p> <p>3 the installation of ancillary facilities, would be</p> <p>4 limited to a size not exceeding 4.62 square metres base</p> <p>5 area and 7.09 square metres roof area on unleased and</p> <p>6 unallocated government land.</p> <p>7 That's the first situation.</p> <p>8 The second is if the size exceeded the specified</p> <p>9 area, they would have to apply to the Lands Department</p> <p>10 directly.</p> <p>11 The third is where it concerned public transport</p> <p>12 interchanges that have been assigned to the Financial</p> <p>13 Secretary Incorporated, the franchised bus operators</p> <p>14 have to submit applications to Government Property</p> <p>15 Agency directly.</p> <p>16 And the fourth is where the bus termini or public</p> <p>17 transport interchanges fall within the jurisdiction of</p> <p>18 the Housing Department or Link REIT areas, FB operators</p> <p>19 will have to submit applications to them directly.</p> <p>20 So there are four venues.</p> <p>21 Can I ask about this: have these four departments</p> <p>22 considered collaborating their efforts or setting up</p> <p>23 a task force so that, when the FB operators or</p> <p>24 franchised bus operators apply for permission, there</p> <p>25 could be a uniform channel or there could be one channel</p>	<p>1 of applications. For the Lands D and Housing</p> <p>2 Department, normally the franchised bus operators are</p> <p>3 required to submit their applications to them for</p> <p>4 processing.</p> <p>5 But for the task force, we sort of try to get the</p> <p>6 concerned departments together so that to discuss</p> <p>7 whether the processing of the application could be</p> <p>8 streamlined or fast-tracked.</p> <p>9 CHAIRMAN: When did the Lands Department delegate authority</p> <p>10 to the Transport Department to approve these</p> <p>11 constrained-size applications?</p> <p>12 MR PATRICK WONG: I don't have the information but it's been</p> <p>13 delegated for some time because, according to my memory,</p> <p>14 it was something like 2 square metres, very small one,</p> <p>15 some years ago, but I don't have the information now</p> <p>16 about that.</p> <p>17 CHAIRMAN: This delegation as it currently stands, is it</p> <p>18 five, ten, 20 years old? Do you have some idea? If you</p> <p>19 can't, say so, and then you can provide it to us later.</p> <p>20 MR PATRICK WONG: I think maybe more than 20 years.</p> <p>21 CHAIRMAN: And why is it constrained to these peculiar</p> <p>22 figures, 4.62 square metres base? Where does that come</p> <p>23 from?</p> <p>24 MR PATRICK WONG: The size, basically, we took into account</p> <p>25 the advice and, at the time, the size of the provision</p>
Page 6	Page 8
<p>1 that they could achieve that purpose, rather than going</p> <p>2 through different places?</p> <p>3 MR PATRICK WONG: Basically, at the moment, the FB operators</p> <p>4 have to submit application to the concerned departments</p> <p>5 direct, but for some cases, like the GPA, because -- let</p> <p>6 me explain, for the GPA, why GPA, because the PTI are</p> <p>7 actually owned by the FSI, and the Transport Department</p> <p>8 basically is the coordinator for that PTI. So, for</p> <p>9 handling such application, Transport Department can play</p> <p>10 a role to pass the application on some cases to the GPA</p> <p>11 for processing, because normally GPA will ask for the</p> <p>12 advice from TD, whether we support the application</p> <p>13 first, so that they can process the subsequent</p> <p>14 formalities.</p> <p>15 And for the oversize facilities, because as</p> <p>16 mentioned in the paper, because the constraint or -- may</p> <p>17 I use the word "constraint" of the law, so it has to be</p> <p>18 processed by the Lands Department, and they have the</p> <p>19 standing procedures to process the application, like</p> <p>20 other provision of facilities.</p> <p>21 And for the Housing Department, because they are</p> <p>22 under the Housing Authority, and they have procedures</p> <p>23 too.</p> <p>24 So, to answer your questions, except GPA -- for TD,</p> <p>25 we can work together with GPA to pass or in the process</p>	<p>1 of similar activities normally used by the franchised</p> <p>2 bus operators.</p> <p>3 CHAIRMAN: So, whenever this was done, you took the existing</p> <p>4 size of facilities; is that it?</p> <p>5 MR PATRICK WONG: Yes.</p> <p>6 CHAIRMAN: And these are these curious kiosks, I think</p> <p>7 they're called, that one finds in bus stations. They</p> <p>8 come from decades ago, do they not?</p> <p>9 MR PATRICK WONG: I think there were different types of</p> <p>10 kiosks, as Mr Chairman mentioned. For those, some older</p> <p>11 ones, they have around 2 metres square size still exist,</p> <p>12 as far as I know, and for the size mentioned here,</p> <p>13 I think -- I quote example, it's like the size,</p> <p>14 Mr Chairman, you went to the West Kowloon Station, the</p> <p>15 size of the rest room is within the size of that -- the</p> <p>16 size so that we can approve, the TD can approve, with</p> <p>17 the delegation from the Lands D direct.</p> <p>18 CHAIRMAN: Has no consideration been given to enlarging</p> <p>19 these rest facilities from these extraordinarily cramped</p> <p>20 conditions?</p> <p>21 MR PATRICK WONG: Yes. I think, as mentioned in the paper,</p> <p>22 at paragraph 16, we have actually discussed with the</p> <p>23 Lands D whether to enlarge the size of such facilities</p> <p>24 to 6.21 metres squared base area, and 11.14 metres</p> <p>25 squared for the roof area.</p>

Page 9	Page 11
<p>1 CHAIRMAN: When was that suggestion first put forward?</p> <p>2 MR PATRICK WONG: I don't have the actual time, but</p> <p>3 according to my colleagues, around 2015 to 2016. We</p> <p>4 have to check.</p> <p>5 CHAIRMAN: Why is that not a matter that's been resolved, if</p> <p>6 that's been there for two to three years?</p> <p>7 MR PATRICK WONG: I think we did chase the Lands Department</p> <p>8 before that, even before the hearing, as far as I know,</p> <p>9 and still it's being handled by the Lands Department.</p> <p>10 CHAIRMAN: So if, as I imply by my question, there's been</p> <p>11 delay, it's the Lands Department who are at fault? Is</p> <p>12 that what we are to understand?</p> <p>13 MR PATRICK WONG: I think, to put the things correct,</p> <p>14 I think, basically, through the delegation, I think the</p> <p>15 TD can approve the provision ourselves, so we can</p> <p>16 fast-track the process, the applications. Actually,</p> <p>17 now, the bus companies can apply to the Lands D, but for</p> <p>18 such provision they have to be considered with other</p> <p>19 formalities, like they have to enter a tenancy agreement</p> <p>20 and pay the rent, and so on, and so forth.</p> <p>21 So we are hoping to have that delegation soon so</p> <p>22 that we can adopt the fast-track mode.</p> <p>23 CHAIRMAN: To try to persuade you to answer my question</p> <p>24 directly, if there is culpability in delay, it's not the</p> <p>25 Transport Department? You have made your request. The</p>	<p>1 approved in some the PTIs, public transport</p> <p>2 interchanges, for them to use.</p> <p>3 CHAIRMAN: This is a sticking-plaster approach; it is not</p> <p>4 a solution to what is an obvious problem, is it?</p> <p>5 MR YK CHAN: No.</p> <p>6 CHAIRMAN: Ms Wong.</p> <p>7 MS MAGGIE WONG: You earlier stated that you have discussed</p> <p>8 with the Lands Department about this enlargement of the</p> <p>9 kiosk, the size of the kiosk. Do you have any written</p> <p>10 correspondence about this?</p> <p>11 MR PATRICK WONG: Yes.</p> <p>12 MS MAGGIE WONG: Would you be happy to provide to us?</p> <p>13 MR PATRICK WONG: We can provide afterwards.</p> <p>14 CHAIRMAN: What we would ask for is correspondence that</p> <p>15 illustrates the chronology of the requests and the</p> <p>16 responses, so that we can understand from the documents,</p> <p>17 no doubt, where the problem lies in this delay.</p> <p>18 MS MAGGIE WONG: Thank you.</p> <p>19 May I just clarify one answer that you provided</p> <p>20 earlier about this delegation having been there for</p> <p>21 20 years. Is it the size -- also include the size of</p> <p>22 the ancillary facilities with that specific area? Is it</p> <p>23 in place for over 20 years; is that the case?</p> <p>24 MR PATRICK WONG: I think the delegation is with the size,</p> <p>25 and as far as I recall, it was about 2 square metres.</p>
Page 10	Page 12
<p>1 delay is caused by the Lands Department; do I understand</p> <p>2 you correctly?</p> <p>3 MR YK CHAN: Mr Chairman, the Transport Department is</p> <p>4 discussing with the Lands Department to enlarge the size</p> <p>5 of the kiosks, to be approved by the Transport</p> <p>6 Department. I think different departments will have</p> <p>7 their own priorities, and also procedures to follow.</p> <p>8 CHAIRMAN: So is the answer, "Yes, it's the Lands</p> <p>9 Department"?</p> <p>10 MR YK CHAN: I would say we are still discussing with them.</p> <p>11 CHAIRMAN: Well, is it the Transport Department's</p> <p>12 culpability? Whose is it?</p> <p>13 MR YK CHAN: I cannot say.</p> <p>14 CHAIRMAN: Really?</p> <p>15 Thank you.</p> <p>16 Ms Wong.</p> <p>17 MR YK CHAN: Can I also supplement a point here? For those</p> <p>18 small -- the size that we have been delegated with the</p> <p>19 authority to approve nowadays, the bus companies also</p> <p>20 have options to apply not only one kiosk. So in terms</p> <p>21 of size, really the bus companies can see if they have</p> <p>22 the need for more space, then they can certainly --</p> <p>23 CHAIRMAN: Quite obviously they have the need for more</p> <p>24 space. Visiting any bus station tells you that.</p> <p>25 MR YK CHAN: And indeed more than one kiosk has been</p>	<p>1 MS MAGGIE WONG: I mean how old is this figure implemented,</p> <p>2 this 4.62 square metres' space area, for how long or</p> <p>3 since when?</p> <p>4 MR PATRICK WONG: I think we have to check and advise.</p> <p>5 Around 2000, but we have to check the exact year.</p> <p>6 Roughly.</p> <p>7 MS MAGGIE WONG: Thank you.</p> <p>8 Can I ask, before I go into some documents, what is</p> <p>9 the role of the Planning Department in terms of granting</p> <p>10 ancillary facilities to the franchised bus operators?</p> <p>11 What is the role of the Planning Department?</p> <p>12 MR PATRICK WONG: As far as I know, I think the Planning</p> <p>13 Department is not too involved in the actual</p> <p>14 construction or planning of the PTI, because the</p> <p>15 Planning Department would, as far as I know, it's to</p> <p>16 decide or set the land status for that particular piece</p> <p>17 of land. If it is designated for the construction of,</p> <p>18 say, residential development or a housing estate, the</p> <p>19 relevant -- may I say it's a project proponent, say, for</p> <p>20 the development of such piece of land, for example</p> <p>21 Housing Department or Housing Authority or some private</p> <p>22 developer, they will propose in the construction of such</p> <p>23 residences or facilities the need to include a public</p> <p>24 transport interchange, something like this, and we will</p> <p>25 discuss with the project proponent on the actual</p>

Page 13	Page 15
<p>1 requirement.</p> <p>2 MS MAGGIE WONG: So it is at the planning stage of the</p> <p>3 construction of bus facilities, is that the case, that</p> <p>4 the role is mainly to do with the planning of the</p> <p>5 construction of the bus terminus?</p> <p>6 MR PATRICK WONG: I think it would not be construction but</p> <p>7 the designation of the piece of land for the particular</p> <p>8 use and any requirement for the use of such land, and</p> <p>9 conditions, and so forth.</p> <p>10 MS MAGGIE WONG: Is there, within the Transport Department,</p> <p>11 a Transport Planning and Design Manual governing the</p> <p>12 provision of passenger facilities and also facilities in</p> <p>13 general for public transport interchange, et cetera; can</p> <p>14 you confirm that?</p> <p>15 MR PATRICK WONG: Yes.</p> <p>16 MS MAGGIE WONG: Which section would that be?</p> <p>17 MR PATRICK WONG: I think it's volume 9, chapter 2.7.</p> <p>18 MS MAGGIE WONG: What about the public transport</p> <p>19 interchange; would that be chapter 8 as well?</p> <p>20 CHAIRMAN: Mr Wong said chapter 2.7. What do you mean by</p> <p>21 "chapter 8 as well"?</p> <p>22 MS MAGGIE WONG: Chapter 2, is that related to -- first of</p> <p>23 all, do you mind telling us what chapter 2 is?</p> <p>24 MR PATRICK WONG: I'm not sure about the source of your</p> <p>25 information, I think according to TPDM they have</p>	<p>1 facilities and toilets, because the provisions there are</p> <p>2 quite loose, so we would need your help on this.</p> <p>3 MR PATRICK WONG: Okay.</p> <p>4 CHAIRMAN: Do you have the hard copies in front of you now?</p> <p>5 MR PATRICK WONG: No.</p> <p>6 MS MAGGIE WONG: We will --</p> <p>7 CHAIRMAN: I'm asking Mr Wong. Do you have it in front of</p> <p>8 you now?</p> <p>9 MR PATRICK WONG: I don't have a hard copy, sorry, no.</p> <p>10 CHAIRMAN: Do you have a soft copy?</p> <p>11 MR PATRICK WONG: It's actually in our TD homepage. Sorry,</p> <p>12 it's ...</p> <p>13 MS MAGGIE WONG: It's not. I don't think so.</p> <p>14 CHAIRMAN: Well, wherever it is, can you access it and give</p> <p>15 us a copy? And can that be done now?</p> <p>16 MR PATRICK WONG: Yes, we can access it and give you</p> <p>17 a copy -- I don't have it -- I can have it now but</p> <p>18 according to my colleagues, it's not directly from the</p> <p>19 TD homepage. We have to extract.</p> <p>20 CHAIRMAN: Wherever it comes from, can somebody do it now,</p> <p>21 so we can print off hard copies?</p> <p>22 MS AMY LEE: Mr Chairman, we have in fact passed a CD copy</p> <p>23 to the secretariat, about the transport design and</p> <p>24 planning manual. So we agree that the secretariat can</p> <p>25 use the TDPM, print the hard copy for the members and</p>
Page 14	Page 16
<p>1 different volumes, and for public transport, it's under</p> <p>2 volume 9, and there are different chapters, and</p> <p>3 according to my information here, chapter 2.7 is about</p> <p>4 the size standards for bus terminus facilities.</p> <p>5 MS MAGGIE WONG: Can you provide us with the relevant</p> <p>6 section which sets out the relevant requirements in</p> <p>7 relation to toilet, washroom and canteen facilities for</p> <p>8 bus operators?</p> <p>9 CHAIRMAN: Well, first of all, are those matters dealt with</p> <p>10 in chapter 2.7?</p> <p>11 MR PATRICK WONG: Mr Chairman, it's also chapter 8, about</p> <p>12 public transport interchange.</p> <p>13 CHAIRMAN: And can you provide us with the terms of whatever</p> <p>14 this document sets out?</p> <p>15 MR PATRICK WONG: I think the relevance, for the chapter,</p> <p>16 it's chapter 8.4, about the design requirements for</p> <p>17 public transport interchange.</p> <p>18 CHAIRMAN: Can you help us with a reference, where this</p> <p>19 material is to be found?</p> <p>20 MS MAGGIE WONG: Mr Chairman, this is material which we</p> <p>21 retrieved, but we haven't had the official source from</p> <p>22 the Transport Department. We wonder if the Transport</p> <p>23 Department could provide us with the relevant paragraphs</p> <p>24 that point to the granting of facilities specifically</p> <p>25 for franchised bus operators, in relation to resting</p>	<p>1 committee's reference.</p> <p>2 CHAIRMAN: Very well. Thank you for that information. May</p> <p>3 I ask the secretariat that that is done now, that these</p> <p>4 chapter references are printed off as hard copy.</p> <p>5 Yes, Ms Wong.</p> <p>6 MS MAGGIE WONG: Whilst that is being processed, can I ask</p> <p>7 a general question: about all these chapters 2 and</p> <p>8 chapter 8 -- first of all, on the screen is "Extracted</p> <p>9 from chapter 2 (Franchised Bus) of volume 9 (Public</p> <p>10 Transport) of Transport Planning and Design Manual".</p> <p>11 This particular chapter, can you tell us when was</p> <p>12 this reviewed or when was this chapter 2 reviewed or has</p> <p>13 it ever been reviewed, this chapter, or updated?</p> <p>14 MR PATRICK WONG: Sorry, I don't have the information. We</p> <p>15 have to check.</p> <p>16 MS MAGGIE WONG: And the other part that you mentioned is</p> <p>17 8.4, concerning --</p> <p>18 CHAIRMAN: Before we leave 2.7.11.4 -- an extraordinary way</p> <p>19 of referencing things but can we have that back on the</p> <p>20 screen:</p> <p>21 "... toilets, washroom and canteen facilities for</p> <p>22 operator's staff will not be required in a bus terminus</p> <p>23 if such facilities are available in nearby development."</p> <p>24 That's the provision. Isn't this the difficulty we</p> <p>25 have heard about for months now with bus captains having</p>

Page 17	Page 19
<p>1 to go into nearby shopping malls to find toilets?</p> <p>2 MR PATRICK WONG: To answer your question, Mr Chairman,</p> <p>3 I don't think we have taken that course in our</p> <p>4 consideration or in our dealings with the franchised bus</p> <p>5 operators for provision of those ancillary facilities or</p> <p>6 planning any facilities for the public transport</p> <p>7 interchange.</p> <p>8 CHAIRMAN: Where does this provision come from? How long</p> <p>9 has it been there? It's an extraordinary provision.</p> <p>10 MR PATRICK WONG: As I answer -- we have to check. I can't</p> <p>11 give you the exact date for that, when that clause,</p> <p>12 2.7.11.4, was included. I'm afraid we have to check and</p> <p>13 advise later.</p> <p>14 CHAIRMAN: Very well.</p> <p>15 Yes, Ms Wong.</p> <p>16 MS MAGGIE WONG: Thank you. About this provision about</p> <p>17 toilets -- if such facilities are available in nearby</p> <p>18 development -- if you wish to review this particular</p> <p>19 chapter or this particular paragraph, who would you need</p> <p>20 to consult?</p> <p>21 MR PATRICK WONG: I think we can include such review in our</p> <p>22 task force for discussion. I can't give you a straight</p> <p>23 answer, whether there's a particular department which</p> <p>24 should be involved at this stage, because -- I can say,</p> <p>25 if the Transport Department and the bus companies decide</p>	<p>1 CHAIRMAN: What does the acronym mean?</p> <p>2 MR TONY YAU: That means we can propose the changes and</p> <p>3 circulate --</p> <p>4 CHAIRMAN: What is "TPDM"?</p> <p>5 MR TONY YAU: Transport Planning and Design Manual.</p> <p>6 CHAIRMAN: Thank you. So this a Transport Department</p> <p>7 decision?</p> <p>8 MR TONY YAU: Yes.</p> <p>9 CHAIRMAN: Thank you.</p> <p>10 MS MAGGIE WONG: Now, the TPDM working group, since when did</p> <p>11 you form this TPDM working group?</p> <p>12 MR TONY YAU: I think maybe we prepared the document, we set</p> <p>13 up the working group, it's internal with other</p> <p>14 department representatives and THB representative.</p> <p>15 MS MAGGIE WONG: What are the other department</p> <p>16 representatives?</p> <p>17 CHAIRMAN: No, the question was "when", not why, where, how;</p> <p>18 "when".</p> <p>19 MR TONY YAU: Maybe when we draft the Transport Planning --</p> <p>20 CHAIRMAN: Just think before you answer. Just give us</p> <p>21 a date.</p> <p>22 MR TONY YAU: I don't have the exact information right now.</p> <p>23 CHAIRMAN: Thank you. Can you give us a rough idea?</p> <p>24 MR TONY YAU: I think maybe in around 1980s.</p> <p>25 CHAIRMAN: 1980s?</p>
Page 18	Page 20
<p>1 whether that course should be taken, for example,</p> <p>2 I think that should be the actual situation as we are</p> <p>3 dealing with, the public transport operators and the</p> <p>4 government departments, because we didn't take that into</p> <p>5 account for not providing the facilities -- if such</p> <p>6 facilities are available in nearby developments, it's</p> <p>7 not actually in line with what we are doing now.</p> <p>8 CHAIRMAN: Let me ask a simple question. This is</p> <p>9 a Transport Planning and Design Manual. Can you change</p> <p>10 this manual, that is the Transport Department, or do you</p> <p>11 have to consult others?</p> <p>12 MR TONY YAU: Chairman, maybe I can supplement.</p> <p>13 CHAIRMAN: Let's have a simple answer to a simple question.</p> <p>14 Who can change this: Transport Department --</p> <p>15 MR TONY YAU: We can change this.</p> <p>16 CHAIRMAN: So it is entirely within the Transport</p> <p>17 Department?</p> <p>18 MR TONY YAU: We have the TPDM working group and compliance</p> <p>19 with the Transport Bureau --</p> <p>20 CHAIRMAN: We don't need a long answer. This can be done</p> <p>21 within the Transport Department; is that right?</p> <p>22 MR TONY YAU: We can initiate the change and consult in the</p> <p>23 working group.</p> <p>24 CHAIRMAN: Who gives approval to it taking place?</p> <p>25 MR TONY YAU: The TPDM working group.</p>	<p>1 MR TONY YAU: Yes.</p> <p>2 CHAIRMAN: Thank you.</p> <p>3 Yes, Ms Wong.</p> <p>4 MS MAGGIE WONG: Thank you.</p> <p>5 How regularly do they meet?</p> <p>6 MR TONY YAU: There's no regular meeting of the working</p> <p>7 group, but when there's any proposals to revise the</p> <p>8 TPDM, they will circulate the document to the working</p> <p>9 group members and, if necessary, a meeting will be</p> <p>10 arranged to discuss their comments.</p> <p>11 CHAIRMAN: So who is the convenor of this group?</p> <p>12 MR TONY YAU: Transport Department.</p> <p>13 CHAIRMAN: Who?</p> <p>14 MR TONY YAU: Deputy commissioner of the Transport</p> <p>15 Department.</p> <p>16 CHAIRMAN: Anyone by name?</p> <p>17 MR TONY YAU: Now it's Mr WL Tang.</p> <p>18 CHAIRMAN: Thank you.</p> <p>19 MS MAGGIE WONG: What would be the criteria for putting</p> <p>20 forward proposal to this working group?</p> <p>21 MR TONY YAU: I think the Transport Department can propose</p> <p>22 any change to the working group, for consideration.</p> <p>23 MS MAGGIE WONG: You mentioned earlier that there are other</p> <p>24 department representatives.</p> <p>25 MR TONY YAU: Yes.</p>

Page 21	Page 23
<p>1 MS MAGGIE WONG: Who are they?</p> <p>2 MR TONY YAU: I do not have the information. I remember</p> <p>3 this includes Highways Department and police.</p> <p>4 MS MAGGIE WONG: Does that include the Planning Department</p> <p>5 as well?</p> <p>6 MR TONY YAU: I have to check. I have to check whether it</p> <p>7 is included.</p> <p>8 CHAIRMAN: Please provide us with that information.</p> <p>9 MR TONY YAU: Yes.</p> <p>10 MS MAGGIE WONG: May I ask a hypothetical situation first:</p> <p>11 if the franchised bus operators or the trade union</p> <p>12 complained about the resting facilities for many years,</p> <p>13 saying that it's insufficient facility, the kiosk is too</p> <p>14 small, and things of that sort, where Transport</p> <p>15 Department staff were present and were aware of the</p> <p>16 situation, would that sort of matter be brought to the</p> <p>17 attention of the working group, the working group of</p> <p>18 this TPDM, Transport Planning and Design Manual?</p> <p>19 MR PATRICK WONG: For answering this question, I think it's</p> <p>20 been dealing with two situations. One is for the</p> <p>21 existing bus termini or public transport interchange</p> <p>22 which do not have such facilities, as we responded</p> <p>23 earlier, we have a mechanism to work with the franchised</p> <p>24 bus operators to provide such ancillary facilities,</p> <p>25 through applications, and we want to adopt a fast-track</p>	<p>1 MR PATRICK WONG: Yes.</p> <p>2 CHAIRMAN: Are you familiar with this particular site, in</p> <p>3 any event?</p> <p>4 MR PATRICK WONG: Yes.</p> <p>5 CHAIRMAN: Have you visited it since the report?</p> <p>6 MR PATRICK WONG: I think not after the date, but before.</p> <p>7 CHAIRMAN: But you have visited it before?</p> <p>8 MR PATRICK WONG: Yes.</p> <p>9 MS MAGGIE WONG: Can I take you to some of the complaints</p> <p>10 voiced by the bus captains in this paper, and the</p> <p>11 walking distance. First of all, on this particular</p> <p>12 page, 1275, if you look at paragraph 1.</p> <p>13 CHAIRMAN: In which bundle?</p> <p>14 MS MAGGIE WONG: This is in MISC-3 bundle.</p> <p>15 We can see, during the visit, in the first</p> <p>16 paragraph, that KMB had put seven structures inside the</p> <p>17 bus terminus, located on the pedestrian pavement near</p> <p>18 the bus terminus of routes 95, 42A, W1 and W2.</p> <p>19 We can see that in some of the photos taken, at</p> <p>20 pages 1279 to 1282.</p> <p>21 1275; have you got that?</p> <p>22 The second is if you scroll down and look at the</p> <p>23 third dot, it is stated there that:</p> <p>24 "All kiosks of KMB and CTB appear to have been</p> <p>25 installed in the terminus after the completion of the</p>
Page 22	Page 24
<p>1 approach to approve such provisions.</p> <p>2 For the TPDM, I think it's talking about whether</p> <p>3 provision of such facilities will be included as a must</p> <p>4 when planning for the new bus termini or bus transport</p> <p>5 interchanges.</p> <p>6 CHAIRMAN: Ms Wong, do you propose dealing with the West</p> <p>7 Kowloon Express Rail bus terminus?</p> <p>8 MS MAGGIE WONG: Yes. I'm going to deal with it now,</p> <p>9 Mr Chairman.</p> <p>10 We have heard complaints from Kowloon Motor Bus</p> <p>11 about the new West Kowloon Station bus termini. The</p> <p>12 complaint is this. They said there is no toilet</p> <p>13 facility within the bus termini, not the public</p> <p>14 transport interchange. They complain that there is no</p> <p>15 toilet facilities or resting facilities for the new West</p> <p>16 Kowloon Station. That's the first complaint.</p> <p>17 The second complaint is there appears to be no</p> <p>18 consultation or planning beforehand, when this West</p> <p>19 Kowloon bus terminus was built.</p> <p>20 May I take you first of all to the report on the</p> <p>21 West Kowloon Station bus terminus visit on 3 October</p> <p>22 2018 by the chairman of the committee and the</p> <p>23 secretariat in the afternoon of 3 October 2018.</p> <p>24 Did you have a chance to read this site visit</p> <p>25 report?</p>	<p>1 construction works, as all kiosks had to be put on</p> <p>2 concrete slabs on top of the brick layering and the</p> <p>3 water from the air-conditioning unit had to be collected</p> <p>4 using empty water fountain bottles instead [of] being</p> <p>5 directed to nearby drains."</p> <p>6 The third is:</p> <p>7 "The only toilet available was the public toilet</p> <p>8 immediately outside the far end of the bus terminus,</p> <p>9 which had six urinals and six water closets in the male</p> <p>10 toilet alone."</p> <p>11 The fourth point is:</p> <p>12 "It took the chairman and staff of the secretariat</p> <p>13 about 3 minutes and 38 seconds to walk from KMB's</p> <p>14 terminus supervisor office to the male toilet."</p> <p>15 Now, those four --</p> <p>16 CHAIRMAN: I think, to put that into context, the committee</p> <p>17 had received evidence from Mr Patrick Pang about the</p> <p>18 time it took him to walk, and I think that was slightly</p> <p>19 longer, was it not?</p> <p>20 MS MAGGIE WONG: Yes. He said it took about four minutes.</p> <p>21 CHAIRMAN: Yes.</p> <p>22 MS MAGGIE WONG: But if you go back and forth, it would take</p> <p>23 ten minutes, including the return trip.</p> <p>24 Before I go on further, about these four matters</p> <p>25 identified on site, it appears there hasn't been any</p>

Page 25	Page 27
<p>1 consultation or discussion by the Transport Department, 2 the Planning Department, the bus operators when the West 3 Kowloon bus terminus was constructed. Do you accept 4 this suggestion? 5 MR PATRICK WONG: Pardon, can you repeat the question again? 6 MS MAGGIE WONG: From the observations on site, we can see 7 all these structures -- 8 CHAIRMAN: I think the question is really quite simple. 9 When this bus terminus was planned and constructed, was 10 there any consultation with the franchised bus operators 11 about its construction, its design? 12 MR PATRICK WONG: I don't have the actual information now, 13 but I would have thought that the bus operators should 14 have been consulted before the -- but I can't confirm 15 this. 16 CHAIRMAN: Perhaps we could take Mr Wong to what Kowloon 17 Motor Bus said about this. 18 MS MAGGIE WONG: Yes. The transcript is on 12 September 19 2018, Day 15, page 65, line 8. That's the TSCP-6 20 bundle. Day 15, page 65. 21 If we can start from there, Mr Patrick Pang of 22 Kowloon Motor Bus stated that: 23 "Let me give you some examples." 24 But before that, his complaint is in relation to the 25 fact that in some termini, there are no toilets:</p>	<p>1 found that the designs do not suit certain models of 2 buses, and eventually wholesale modifications must be 3 made at the termini before our buses can use these 4 termini. 5 For older termini, they weren't designed with 6 12-metre-long buses in mind. This is something we 7 understand. But for new termini, we are rather 8 surprised." 9 The complaint, as you can see, by Kowloon Motor Bus 10 is that this terminus, this new terminus, appears to 11 have no consultation with the franchised bus operators, 12 when they constructed the West Kowloon Station. Can you 13 confirm if that is the position or do you have an answer 14 to this? 15 MR PATRICK WONG: I think I can't confirm this statement at 16 this moment. We have to check back, whether there's 17 correspondence -- 18 CHAIRMAN: Well, perhaps in due course you can provide it. 19 MR PATRICK WONG: Yes. 20 CHAIRMAN: Because, if there was consultation, no doubt 21 there was correspondence or there are minutes. 22 MR PATRICK WONG: Yes. Sure. 23 MS MAGGIE WONG: Yes. If I may go back to the site visit 24 report in the MISC-3 bundle as to the other complaints 25 they made, the bus captains' complaints. If we can go</p>
Page 26	Page 28
<p>1 "Even if we can add chemical toilets, but for new 2 termini, I am quite surprised that they have not 3 factored in a permanent toilet. 4 Let me give you some examples. For example, the 5 West Kowloon XRL Station bus terminus. It's a sizeable 6 bus terminus but there is no toilet. For Hung Luen Road 7 in Hung Hom, there is a new terminus to replace the 8 Hung Hom pier terminus. It is a public transport 9 interchange; again, there is no toilet, there is no rest 10 kiosk. For the Hong Kong-Macau-Zhuhai Bridge terminus, 11 as we see now, there will be no toilet. 12 So again I would like to thank you for raising this 13 issue for these resting facilities ...", et cetera. 14 The complaint, if we can go further, at line 25, 15 Mr Patrick Pang continued by stating: 16 "I do not know whether this is a design failure. 17 For termini built in the past, there are permanent 18 resting facilities, including kiosks and toilets, but 19 surprisingly, for some new termini, there are no such 20 facilities. 21 For new termini, apart from a lack of resting 22 facilities, there are design deficiencies as well. For 23 the West Kowloon Station and Hung Luen Road termini, 24 after they were commissioned, the Transport Department 25 invited the bus operators to conduct trials, but we</p>	<p>1 to page 1276, and if we look at the third dot on that 2 page, it started with the words: 3 "For the KMB and CTB routes terminating at this bus 4 terminus, the time between a bus captain arriving at the 5 terminus and starting off the return trip was generally 6 no more than 15 minutes, assuming optimal traffic 7 conditions (ie no delay when arriving at the terminus). 8 When traffic conditions were suboptimal (eg during the 9 morning peak hours), the time could be reduced to only 10 one to two minutes. Some bus captains even had to start 11 the return trip immediately upon arrival at the 12 terminus." 13 And the next paragraph: 14 "The location of the public toilet was considered by 15 the first two KMB bus captains whom the chairman met to 16 be located too far away, as it could take them more than 17 10 minutes to go to the toilet and back to the 18 terminus." 19 The complaint really is, quite apart from no 20 consultation, it's the toilet being located too far 21 away, even though it is situated within the public 22 transport interchange. We can see, from your earlier 23 Transport Planning and Design Manual that one of the 24 paragraphs -- that's chapter 2, paragraph 2.7.11.4 -- it 25 appears from the reading of this paragraph, 2.7.11.4,</p>

Page 29	Page 31
<p>1 the highlighted yellow parts, it appears the problem</p> <p>2 lies in this particular provision, that as long as there</p> <p>3 are such facilities available in nearby developments,</p> <p>4 toilets, washrooms and canteen facilities will not be</p> <p>5 required in a bus terminus.</p> <p>6 So this is the problem, where all this problem</p> <p>7 arises, or this is the source of the problem.</p> <p>8 So my question is this: have you considered, first</p> <p>9 of all, making recommendation to change this particular</p> <p>10 paragraph in the coming future, or would you welcome the</p> <p>11 amendment to this provision?</p> <p>12 MR PATRICK WONG: Let me explain. As mentioned in our</p> <p>13 submission on the paper --</p> <p>14 CHAIRMAN: Before you go on, can you answer the question</p> <p>15 directly, first of all: have you considered recommending</p> <p>16 a change to this provision? Try to answer that "yes" or</p> <p>17 "no".</p> <p>18 MR PATRICK WONG: Yes.</p> <p>19 CHAIRMAN: You have. And can you say when that was</p> <p>20 considered?</p> <p>21 MR PATRICK WONG: Actually, for the toilet --</p> <p>22 CHAIRMAN: Just a date. When?</p> <p>23 MR PATRICK WONG: I think, for amending this, we will</p> <p>24 consider, but -- maybe I answer Mr Chairman.</p> <p>25 CHAIRMAN: You're only being asked about when. When was</p>	<p>1 captains at least ten minutes to travel to and from the</p> <p>2 toilets, how would you construe in terms of resting time</p> <p>3 of bus captains, in ensuring that the bus companies</p> <p>4 would comply with this guideline, when they may not even</p> <p>5 have sufficient time to go to the washroom? How do you</p> <p>6 ensure compliance?</p> <p>7 MS AMY TSE: Mr Chairman, I would like to answer this</p> <p>8 question.</p> <p>9 CHAIRMAN: Yes.</p> <p>10 MS AMY TSE: The guidelines set out the minimum requirement.</p> <p>11 That means the bus operators can, depending on the</p> <p>12 situation, provide more time for their bus drivers to</p> <p>13 have rest, including maybe going to the toilet or taking</p> <p>14 a break.</p> <p>15 CHAIRMAN: So going to the toilet is a rest?</p> <p>16 MS AMY TSE: Yes, that would be including time --</p> <p>17 CHAIRMAN: That's within the rest --</p> <p>18 MS AMY TSE: -- and they could provide more. That would set</p> <p>19 out just the minimum requirement.</p> <p>20 MS MAGGIE WONG: But have you considered the journey time,</p> <p>21 the scheduled, gazetted journey time, that the bus</p> <p>22 operators undertook to provide to the public? Have you</p> <p>23 considered that question, when considering this issue?</p> <p>24 MS AMY TSE: When we process the schedule of service,</p> <p>25 colleagues will go with the bus operators to check the</p>
<p>1 this considered? Are you saying -- the past tense was</p> <p>2 being used before. Are you answering "yes" to the past</p> <p>3 tense?</p> <p>4 MR PATRICK WONG: I think we have internally deliberated,</p> <p>5 but to answer your question, we will review and revise</p> <p>6 that.</p> <p>7 CHAIRMAN: So future tense now?</p> <p>8 MR PATRICK WONG: Future tense.</p> <p>9 CHAIRMAN: Thank you.</p> <p>10 Yes, Ms Wong.</p> <p>11 MS MAGGIE WONG: Thank you.</p> <p>12 And related to this problem is the working</p> <p>13 guidelines, which provides resting time for bus</p> <p>14 captains, and if I may invite you to turn up</p> <p>15 bundle MISC-2 at page 897 to 898.</p> <p>16 This is a table setting out all the guidelines</p> <p>17 through the years, the working guidelines. I'm</p> <p>18 interested, in particular, in the 23 February 2018</p> <p>19 guideline. We can see the "Breaks during duty" in</p> <p>20 particular, that row, which provides that after six</p> <p>21 hours there would be 40 minutes, but within that six</p> <p>22 hours there would be a total of 20 minutes, but no less</p> <p>23 than 12 minutes within the first four hours of duty.</p> <p>24 Now, to quote, for example, this particular West</p> <p>25 Kowloon Station bus terminus, which requires bus</p>	<p>1 bus journey time, and then they will work out</p> <p>2 a timetable that will include the rest time for, say,</p> <p>3 the next departure, that type of timetable, that type of</p> <p>4 frequency, for the bus operators to operate in the</p> <p>5 actual situation.</p> <p>6 Thank you.</p> <p>7 MS MAGGIE WONG: So do I understand you correctly, the</p> <p>8 resting time would include the toilet time; is that the</p> <p>9 position?</p> <p>10 MS AMY TSE: Yes.</p> <p>11 Thank you.</p> <p>12 MS MAGGIE WONG: And going back to that site investigation</p> <p>13 report, there is a second issue that I wish to raise</p> <p>14 with you. It's also at page 1276, bundle MISC-3.</p> <p>15 Because of the problem created concerning the design</p> <p>16 of this West Kowloon bus terminus, the KMB, according to</p> <p>17 the KMB, if we see the third-bottom dot, it starts with</p> <p>18 the paragraph:</p> <p>19 "The terminus supervisor confirmed that according to</p> <p>20 his knowledge, KMB had applied for the installation of</p> <p>21 four chemical toilets in the terminus and was waiting</p> <p>22 for approval from the Transport Department."</p> <p>23 Can I ask you about this: what is the progress of</p> <p>24 this application?</p> <p>25 MR PATRICK WONG: I think we have approved the application</p>

Page 33	Page 35
<p>1 on 28 September.</p> <p>2 MS MAGGIE WONG: 28 September?</p> <p>3 MR PATRICK WONG: Yes.</p> <p>4 MS MAGGIE WONG: There is another issue in relation to this</p> <p>5 resting facilities topic.</p> <p>6 CHAIRMAN: Before you move on, this is a brand-new bus</p> <p>7 terminus, next to a prestigious railway station. Why is</p> <p>8 it necessary to apply and approve chemical toilets?</p> <p>9 MR PATRICK WONG: To answer, Mr Chairman, I think --</p> <p>10 I understand that in just this exchange of views on</p> <p>11 this, because the public toilet in place at the public</p> <p>12 terminus, as mentioned by KMB, is not quite suitable for</p> <p>13 their actual operation, like the scenario you mentioned,</p> <p>14 especially during peak hours, that they need more time</p> <p>15 to go to that public toilet, so we discussed -- actually</p> <p>16 KMB, during the site meeting, mentioned to us that maybe</p> <p>17 they can submit application to put chemical toilets</p> <p>18 there, so that the rest time and the others would not be</p> <p>19 affected, so that their captains can use that chemical</p> <p>20 toilet.</p> <p>21 CHAIRMAN: But if there is a need for toilets inside a bus</p> <p>22 station, and you have approved it, this is a matter that</p> <p>23 should be addressed in the planning, design and</p> <p>24 construction stage, should it not, not an ex post facto,</p> <p>25 after the event, Elastoplast job? It should be done</p>	<p>1 different with that sort of operation, so we have to</p> <p>2 tackle that situation.</p> <p>3 CHAIRMAN: Stacking means parking, does it?</p> <p>4 MR PATRICK WONG: Parking, yes.</p> <p>5 CHAIRMAN: Yes, we saw the parking. The parking is also for</p> <p>6 coaches, is it not?</p> <p>7 MR PATRICK WONG: Yes. Basically, that's exclusive for</p> <p>8 franchised bus parking.</p> <p>9 CHAIRMAN: But the point that you are making is that that's</p> <p>10 different from buses in operation, where the bus driver</p> <p>11 has only a short break?</p> <p>12 MR PATRICK WONG: Initially, yes, for example, if they park</p> <p>13 their bus upon arrival, instead of going straightly to</p> <p>14 the pickup point, they can park there and then go to the</p> <p>15 toilet and then drive back the bus, when there is</p> <p>16 a service at the pickup point.</p> <p>17 CHAIRMAN: Ms Wong.</p> <p>18 MS MAGGIE WONG: Before I go to another document, or</p> <p>19 a letter of reply by the Planning Department, I would</p> <p>20 like to ask you a general question. This problem about</p> <p>21 resting facilities and the planning beforehand has</p> <p>22 actually been raised for a number of years.</p> <p>23 If I may show you one example of the document. It</p> <p>24 is in the trade union bundle, TU-1B, at page 260-206.</p> <p>25 It is a minutes of meeting dated 23 September 2015. As</p>
Page 34	Page 36
<p>1 properly.</p> <p>2 MR PATRICK WONG: Apart from that particular bus terminus</p> <p>3 we can deal with that situation in one of two ways. One</p> <p>4 is we ask the bus companies to give more rest time for</p> <p>5 the bus captains for that bus terminus, because they</p> <p>6 need to spend more time going to that public toilet; or</p> <p>7 alternatively, we may approve the application from the</p> <p>8 bus operators to provide their chemical toilets, under</p> <p>9 that situation, because we can't construct another</p> <p>10 permanent at that location that fast and timely.</p> <p>11 CHAIRMAN: No, but doesn't this highlight the flaw in the</p> <p>12 system? This is a brand-new bus station, the paint is</p> <p>13 hardly dry, and yet you have found it necessary to</p> <p>14 approve an application that KMB have found it necessary</p> <p>15 to make to install toilets inside the bus station.</p> <p>16 Shouldn't these things be anticipated?</p> <p>17 MR PATRICK WONG: I would not dispute Mr Chairman's</p> <p>18 observation, but I think, during my site observation,</p> <p>19 the actual situation came across by the bus companies</p> <p>20 and their captains would be quite -- I wouldn't say</p> <p>21 different, because -- I'm not sure when you went there,</p> <p>22 there are bus stacking area near the toilets, it is also</p> <p>23 for the bus stacking places for those --</p> <p>24 CHAIRMAN: By that you mean parking?</p> <p>25 MR PATRICK WONG: But, of course, actual operation is</p>	<p>1 you can see, it involved the Transport Department,</p> <p>2 police force, Labour Department, Lands Department, and</p> <p>3 the Legislative Councillor and representative of the</p> <p>4 Hong Kong Federation of Bus Industry Trade Unions.</p> <p>5 You can see on this page the persons in attendance</p> <p>6 include the Assistant Commissioner/Bus and Railway</p> <p>7 Division (Principal) of the Transport Department, and</p> <p>8 a number of officers within that division of the</p> <p>9 Transport Department, as well as the police force and</p> <p>10 Lands Department.</p> <p>11 If I may invite you to go to page 260-209, at</p> <p>12 paragraph (ii):</p> <p>13 "The unions expressed that there are insufficient</p> <p>14 facilities at certain bus terminus, although the bus</p> <p>15 companies have applied to install rest kiosks, but due</p> <p>16 to opposition from the local community, eventually they</p> <p>17 can only install a rather small ... kiosks. Therefore</p> <p>18 the unions hoped to understand the standard that the</p> <p>19 department used to review and approve the size ... to be</p> <p>20 installed."</p> <p>21 The second dot stated:</p> <p>22 "The unions expressed that there are no toilets</p> <p>23 within certain bus terminus and the bus captains must</p> <p>24 use the nearby public toilets or toilets in the shopping</p> <p>25 mall. Since the opening hours of the toilets in the</p>

Page 37	Page 39
<p>1 shopping mall may not match with the bus captains' shift 2 hours, therefore it is hoped that when planning for new 3 bus terminus, toilet must be included." 4 And if we go over the page, at page 260-210, this is 5 the response of the Transport Department, and if I may 6 go down to the bottom paragraph, it is stated there: 7 "Besides, the relevant department [meaning the 8 Transport Department] will draw references from 9 established standards to design new and temporary roads 10 and public transport interchange to ensure all roads and 11 temporary traffic arrangement will comply with road 12 safety." 13 Then this sentence: 14 "In planning for new bus termini, the Transport 15 Department will request the bus companies to provide 16 opinions on facilities at the bus termini and 17 arrangement for the relevant necessary facilities. The 18 Transport Department will urge the bus companies to 19 listen to the opinion of their employees about the 20 terminus facilities and to reflect the same to the 21 department." 22 Now, I am just quoting one example, because there 23 are a number of minutes of that nature, pleading for 24 a discussion beforehand in relation to the planning of 25 new bus terminus. And we can see the date is as early</p>	<p>1 franchise, say, is coming soon and we will not process. 2 CHAIRMAN: This is not a question of an expiry. This is 3 a new route, is it not, three routes in West Kowloon? 4 MR PATRICK WONG: Three routes, but we have another 11, 5 actually, inside the bus terminus as well, operated by 6 KMB. 7 CHAIRMAN: Yes. KMB have two of the new routes and Citybus 8 one; is that right? 9 MR PATRICK WONG: Yes, for the new routes. 10 CHAIRMAN: When you have a market dominated by a couple of 11 big players, it doesn't really matter which one of the 12 two gets three routes and the other gets none, because 13 you could consult both, could you not? 14 MR PATRICK WONG: I agree with Mr Chairman's observation. 15 CHAIRMAN: And you would do it on this basis: "We don't know 16 yet who's going to get the routes, but what are your 17 opinions as to what facilities ought to be provided?" 18 That would be easy, would it not? 19 MR PATRICK WONG: Yes, I agree with your observation, but 20 again, we have to check for this particular case whether 21 actually we consulted KMB, because, as I mentioned, 22 there were 11 bus routes operated nearby which were 23 transferred to that bus terminus. 24 CHAIRMAN: Thank you. We understand. Please check, and 25 please provide us with all the material that's relevant.</p>
Page 38	Page 40
<p>1 as 2015, or that's the minutes provided to us. My 2 question is, that this problem has been occurring since 3 2015, at least we can see from the minutes, and we can 4 see from the Transport Department's stance on this that 5 they will request the bus company to provide opinion on 6 facilities at the bus termini. 7 So, in this particular instance of West Kowloon, why 8 was this not done? Do you know? 9 MR PATRICK WONG: As I answered to Mr Chairman earlier, we 10 have to check and advise the committee later on, on our 11 checking whether we actually consulted the bus companies 12 on the case of West Kowloon bus terminus. 13 CHAIRMAN: It's my memory that KMB were saying that the 14 franchise was not allocated until after this design 15 stage, so that that's one reason that the bus company is 16 not involved in giving their opinions. Is there 17 anything you want to say about that? 18 MR PATRICK WONG: I can't comment on that statement until we 19 actually check the actual information from our -- 20 CHAIRMAN: Yes. Perhaps that's one of the matters that you 21 can check so that we can see the connection, if there is 22 one, between -- 23 MR PATRICK WONG: Personally, actually, I handle such case 24 before, but I don't think that would be the 25 consideration, whether the franchise -- the expiry of</p>	<p>1 MR PATRICK WONG: Yes. 2 MS MAGGIE WONG: Yes. Now I'm going to take you to another 3 document. It is a letter of reply by the Planning 4 Department. It is dated 27 September 2018, in relation 5 to the Independent Review Committee's invitation for 6 written submission in relation to rest and toilet 7 facilities at bus termini. 8 It is in MISC-3, page 1313. If I may take you to 9 the second page, paragraph 3, which sets out the 10 question. 11 Now, the first question -- have you had a chance to 12 look at this document before coming to this hearing? 13 MR PATRICK WONG: Yes. 14 MS MAGGIE WONG: And paragraph 3, it stated the question as, 15 "Have the Transport and Housing Bureau and/or the 16 Transport Department drawn to the attention of the 17 Planning Department any difficulties arising in practice 18 for franchised bus operators in providing rest and 19 toilet facilities for their employees at bus termini? 20 If so, please describe the circumstances ... and, if in 21 writing ... copies of the correspondence and ... 22 replies." 23 The reply is this: 24 "The THB [that's the Transport and Housing Bureau] 25 or the Transport Department, has not drawn to the</p>

Page 41	Page 43
<p>1 attention of Planning Department specifically with 2 respect to the difficulties arising in practice for 3 franchised bus operators in providing rest and toilet 4 facilities for their employees at bus termini." 5 Can you confirm if that's the position so far as 6 your department is concerned? 7 MR PATRICK WONG: I can answer that. I don't -- I agree 8 with the reply from Planning D, from their perspective, 9 because they have checked, but as explained earlier, we 10 did not involve Planning D as much in the construction 11 and the provision of facilities at the PTI at that 12 stage. But we have no dispute on the answer to that 13 question provided by Planning D at this stage. 14 MS MAGGIE WONG: Mr Chairman, I'm going to go to, in quite 15 detail, in relation to the Hong Kong Planning Standards 16 and Guidelines, which set out the relevant provisions on 17 public transport terminals in relation to franchised bus 18 services. So would this be a convenient time to have 19 a rest? 20 CHAIRMAN: That's very short, isn't it? It's only two or 21 three lines; am I right? 22 MS MAGGIE WONG: It would engage a number of questions, in 23 particular -- 24 CHAIRMAN: We had a late start. Perhaps we can press on. 25 We'll take a short break, but later.</p>	<p>1 walking distances between modes should be minimal." 2 If I may go back to the letter of the Planning 3 Department, at page 1314, it is stated there, the second 4 paragraph in relation to the second question: 5 "Notwithstanding that, paragraph 4.1.9 ... states 6 that bus termini can form part of a public transport 7 interchange ... In this connection, the HKPSG [that's 8 the Hong Kong Planning Standards and Guidelines] sets 9 out that subject to the availability of space, the 10 operators' facilities including toilets, seating 11 facilities, regulators' office ... which are essential 12 facilities, should be provided at the PTI ..." 13 So the criteria is "subject to availability". 14 "... while the actual size of the PTI should be 15 determined by Transport Department ... As such, the 16 phrase 'other ancillary provisions' could make reference 17 to those essential facilities as specified under PTI." 18 It also continued, stated there: 19 "TD, as the authority on transport matters, has 20 documented technical ... guidelines for provision of bus 21 termini and PTIs (both of which include regulators' 22 offices/kiosks and toilets) in chapters 2 and 8 of its 23 Transport Planning and Design Manual ... respectively. 24 Chapter 8 ... highlighted that detailed guidelines 25 should make reference to TD's TPDM."</p>
Page 42	Page 44
<p>1 MS MAGGIE WONG: Thank you, Chairman. 2 If I may take you first of all to the Hong Kong 3 Planning Standards and Guidelines. Before I go to that, 4 can I address you on the second question which the 5 committee raised with the Planning Department. The 6 question was this: 7 "Have the THB and/or TD asked the Planning 8 Department to particularise the phrase 'other ancillary 9 provisions' as used in paragraph 4.1.6 of chapter 8 of 10 the Hong Kong Planning Standards and Guidelines, perhaps 11 to stipulate the provision of 'rest and toilet 12 facilities'?" 13 This particular paragraph, 4.1.6, is at page 1317 of 14 the same bundle. We can see in paragraph 4.1.6, which 15 set out the standards for bus termini, and the last line 16 stated there: 17 "A regulator's kiosk and the other ancillary 18 provisions would be required." 19 Now, one of the issues raised is: there is no 20 specification or definition of the term "other ancillary 21 provisions", and on top of that, if I may invite you to 22 look at 4.1.9, which is at page 1317 as well, 4.1.9, 23 which stated: 24 "Where they form part of a public transport 25 interchange, access would be physically separated but</p>	<p>1 If we go over the page, it is stated there: 2 "For information, the phrase 'other ancillary 3 provisions' was first incorporated for bus termini in 4 the HKPSG in 1991 and has remained unchanged since then. 5 The current planning standards and guidelines for bus 6 termini in the HKPSG, among other types of public 7 transport facilities, were last reviewed and 8 subsequently promulgated in 2000. That round of review 9 was initiated by the then Transport Bureau and TD to 10 meet the Transport Strategy ... upon completion of the 11 Third Comprehensive Transport Study in 1999. The 12 wording of the amendments to the HKPSG including those 13 for the bus termini and PTI (including specifications of 14 operators' facilities, for example regulators' office 15 and toilet facilities) were based on TD's input." 16 Now, the answer from the Planning Department -- 17 there are a number of issues I wish to raise with you. 18 First, they stated there that this guideline would work 19 hand in hand with the Transport Planning and Design 20 Manual, designed by the Transport Department. Is that 21 the case? 22 MR PATRICK WONG: Yes. 23 MS MAGGIE WONG: So, if you don't make the change in the 24 TPDM, there won't be any consequential change in the 25 Hong Kong planning -- in the HKPSG guidelines? Is that</p>

Page 45	Page 47
<p>1 the position?</p> <p>2 MR YK CHAN: May I answer to this question? I think the</p> <p>3 TPDM sets out the more detailed requirement for setting</p> <p>4 up these ancillary facilities, including toilets. Yes,</p> <p>5 if you change the contents or specification in the TPDM,</p> <p>6 there may be consequential changes to the Hong Kong</p> <p>7 planning standards guidelines, but as you may notice,</p> <p>8 the Hong Kong planning standards guidelines is sort of</p> <p>9 more high-level guidelines, they don't go into</p> <p>10 specifics.</p> <p>11 CHAIRMAN: Well, they go into one specific. For some</p> <p>12 reason, you've got to have a regulator's kiosk in</p> <p>13 standards for bus termini. I'm looking at 4.16 at</p> <p>14 page 1317. But everything after that is left vague, as</p> <p>15 vague as imaginable. "Other ancillary provisions", is</p> <p>16 that to be construed as ancillary to the regulator's</p> <p>17 kiosk, or is it to be construed as ancillary to the</p> <p>18 operation of a bus terminus? This could very easily be</p> <p>19 spelt out. Very simple.</p> <p>20 MR YK CHAN: Yes.</p> <p>21 MS MAGGIE WONG: Now, would you follow up with the Planning</p> <p>22 Department in terms of the more detailed specification</p> <p>23 as to what "other ancillary provisions" entail, namely</p> <p>24 toilets and resting facilities for bus termini?</p> <p>25 MR YK CHAN: Yes.</p>	<p>1 MR YK CHAN: Well, having reviewed the toilets and other</p> <p>2 ancillary facilities, and if there are any changes,</p> <p>3 of course consequential changes need to be made.</p> <p>4 MS MAGGIE WONG: If we go back to the letter at page 1315,</p> <p>5 of the Planning Department, the Planning Department</p> <p>6 stated clearly that the procedure for amending this</p> <p>7 guideline requires your initiation, the THB or TD</p> <p>8 initiation, before amendments could be made to chapter 8</p> <p>9 of the Hong Kong planning standards guidelines, in view</p> <p>10 of the operational needs. So it needs your activation</p> <p>11 of the process, in that regard.</p> <p>12 I'm going to move on to another topic, if I may.</p> <p>13 CHAIRMAN: And what topic is that?</p> <p>14 MS MAGGIE WONG: That's the illegal parking.</p> <p>15 CHAIRMAN: Very well. We will take a break, but since we</p> <p>16 had a late start we will make this a ten-minute break.</p> <p>17 Ten minutes, ladies and gentlemen.</p> <p>18 MS MAGGIE WONG: Thank you.</p> <p>19 (11.48 am)</p> <p>20 (A short adjournment)</p> <p>21 (12.02 pm)</p> <p>22 CHAIRMAN: Ms Wong.</p> <p>23 MS MAGGIE WONG: Thank you. We are moving on to the topic</p> <p>24 of illegal parking. We heard from the trade union and</p> <p>25 the franchised bus operators that it causes a problem to</p>
Page 46	Page 48
<p>1 MS MAGGIE WONG: So you would follow up with the amendment</p> <p>2 of this particular paragraph? Because it's not just one</p> <p>3 paragraph. There is another paragraph in this manual.</p> <p>4 If you go to page 1324, it concerns the design</p> <p>5 requirement for public transport interchanges.</p> <p>6 Page 1324 is part of 4.5.3, paragraph 4.5.3, at 1322,</p> <p>7 which sets out the design requirement for public</p> <p>8 transport interchanges.</p> <p>9 One of the requirements set out there is in (c):</p> <p>10 "Passenger and operators' facilities and security</p> <p>11 and safety installations: such as queue railing,</p> <p>12 toilets, seating facilities, ticket machine ...</p> <p>13 fire-fighting equipment, CCTV, regulators' office ...</p> <p>14 Subject to availability of space, it is recommended that</p> <p>15 these essential facilities should be provided at the</p> <p>16 public transport interchanges."</p> <p>17 Now, what is not provided there is whether the</p> <p>18 toilet is limited to public use or whether it's</p> <p>19 exclusively for the bus captains in a bus terminus. So</p> <p>20 it's not simply the paragraph we have looked at; it is</p> <p>21 this paragraph as well which needs to seek clarification</p> <p>22 or amendment.</p> <p>23 Would you also make consequential amendment to this</p> <p>24 particular paragraph as well, to the Planning</p> <p>25 Department?</p>	<p>1 the bus captains, and some of the incidents of assaults</p> <p>2 on bus captains were caused by illegal parking. We have</p> <p>3 seen examples, emails, in relation to that, which had</p> <p>4 been communicated to the Transport Department.</p> <p>5 I will not take you to those emails and documents,</p> <p>6 but I would like to take you to a letter from the police</p> <p>7 about measures recently taken by police in curbing the</p> <p>8 illegal parking problem. That's bundle MISC-1C at</p> <p>9 page 124-539. That's a letter of the police dated</p> <p>10 10 August 2018.</p> <p>11 If I may take you to paragraph 5, it refers to</p> <p>12 a project, in April 2017:</p> <p>13 "... the 'Energizing Kowloon East Office' led by the</p> <p>14 Development Bureau has proposed to conduct a feasibility</p> <p>15 study of the application of CCTV against illegal parking</p> <p>16 and congestion-related moving offences."</p> <p>17 It includes two phases. The first phase is a:</p> <p>18 "... 21-month phase 1 proof of concept trial on</p> <p>19 'Loading and Unloading Goods Monitoring System' at</p> <p>20 Kwun Tong industrial area ... launched in January 2018."</p> <p>21 Before I go on further, can you explain what this</p> <p>22 "proof of concept" trial is?</p> <p>23 MR PATRICK WONG: The system is down.</p> <p>24 MS MAGGIE WONG: Yes. I think maybe to facilitate you, it</p> <p>25 went to the second phrase. It is stated there that:</p>

Page 49	Page 51
<p>1 "The second phase 24 months EKEO's proof of concept 2 trial on 'illegal parking' will tentatively commence in 3 August 2018. These projects will need policy and 4 financial support as well as legislative amendments and 5 address to privacy concern of the public. More time is 6 required for these complicated projects to develop 7 further." 8 Before I go on, I would also like to take you to 9 a minutes of meeting at page 124-564. We can see there 10 is a "Note of the kick-off meeting on illegal parking, 11 PoC" -- meaning proof of concept -- "trial", and the 12 persons in attendance include the Development Bureau, 13 police, consultant and Transport Department, at the 14 bottom. 15 My question is this: can you explain how the proof 16 of concept trial will detect offences involving illegal 17 parking, or stopping at bus stops? 18 MR YK CHAN: I think the colleagues who were at that meeting 19 are not present here and at hand we don't have the 20 precise information of what that proof of concept trial 21 would mean. 22 MS MAGGIE WONG: So, on this issue, I would assume none of 23 you could assist in detail on the workings of this 24 concept, or proof of concept trial? 25 MR YK CHAN: We don't have the full information, so I think</p>	<p>1 So the Transport Department is working on that 2 already." 3 Can you tell us more about this education plan, in 4 relation to the sort of behaviour expected of 5 passengers? 6 MR YK CHAN: Mr Wong will answer. 7 MR PATRICK WONG: Mr Chairman, actually, we had discussed 8 the publicity planned with the presence of all the 9 franchised bus operators, including -- and also MTR as 10 well, because the problem that they encounter would be 11 that they would like to educate the passengers, to 12 appeal they are considerate and courteous to the 13 operators and their staff while using the public 14 transport services, both franchised buses and the MTR. 15 So we are thinking of producing a video clip to be 16 broadcast at social media, because we thought that for 17 the conventional propaganda on TV may not be too 18 effective, so we are working on that video clip, short 19 video clip, for, say, half a minute or something like 20 this, for each series. We are still working on that. 21 But the theme is we want to use a softer approach 22 rather than hard-line approach to the education, and the 23 theme would be, "Let's be considerate and courteous when 24 using public transport." Basically, we will work out 25 some scenarios on that and we may invite some celebrity</p>
Page 50	Page 52
<p>1 it could be misleading if I talk something that -- 2 CHAIRMAN: No, we understand. You are covering a wide ambit 3 of topics and by all means say if you are not in 4 a position to answer. Thank you. 5 Yes, Ms Wong. 6 MS MAGGIE WONG: If that's the case, I will move on to 7 another topic, on assaults on bus captains. 8 We have heard from the Transport and Housing Bureau, 9 Mr Joseph Lai, that on this topic it is planned that 10 there would be education to be given to the public on 11 the sort of behaviour to be expected. 12 May I take you to the transcript of his evidence 13 first. That's Day 1, page 38. The date is 7 May 2018. 14 If I may draw your attention to the bottom 15 paragraph, Mr Joseph Lai: 16 "Chairman, we are aware of the concern of bus 17 companies and bus drivers in that respect, and I could 18 add that one of the things which the Commissioner for 19 Transport and her colleagues are working on is 20 an education plan, to educate the travelling public on 21 the sort of behaviour expected of them, and also the 22 sort of complaints channels that they could or they 23 should resort to in case of any dissatisfaction with 24 either bus service generally or with the service of 25 a particular driver.</p>	<p>1 to be the actor in the video, something like this. 2 CHAIRMAN: When was this meeting with all the franchised bus 3 operators and the MTR? 4 MR PATRICK WONG: Actually, we have, as far as I remember, 5 say three meetings. The last one, it was I think a week 6 before. I forgot the actual date. 7 CHAIRMAN: When was the first meeting? Over what period 8 have you been discussing it? 9 MR PATRICK WONG: I think it's about a few months ago but 10 I have to provide the exact date for the first meeting 11 after this. 12 CHAIRMAN: Thank you. 13 MS MAGGIE WONG: Thank you. Moving to another topic, if 14 I may. It's in relation to the bus design. I have 15 three aspects that I would like to ask you. 16 First is the front of the bus. We have received 17 evidence from the Community for Road Safety in relation 18 to the design and construction of franchised buses. One 19 of the concerns is they mentioned something about the 20 structure of the bus being not strong enough and as 21 a result of the incident or accident the frontal part of 22 the bus could easily collapse and could injure 23 passengers on the upper front of the bus. 24 I am going to show you some photographs of some of 25 the buses, the condition of the bus after Typhoon</p>

Page 53	Page 55
<p>1 Mangkhut.</p> <p>2 Can I take you first of all to Mr Julian Kwong's</p> <p>3 evidence, Day 7, bundle 3A, 16 July 2018. That's</p> <p>4 page 56, line 3.</p> <p>5 If you look at page 56, line 7, in response to</p> <p>6 chairman's question as to, "What is it that is unsafe at</p> <p>7 the moment about the front of a bus, or relatively</p> <p>8 unsafe?", Mr Julian Kwong expressed that:</p> <p>9 "... the upper deck of a bus, at the front, there is</p> <p>10 very limited space, what we call the concept of crumple</p> <p>11 zone. Safety belts on the upper deck front seats are</p> <p>12 beneficial for certain types of incidents, for example</p> <p>13 a bus braking abruptly, or a bus colliding with a safety</p> <p>14 barrier, colliding with a small passenger car. But</p> <p>15 considering that the double-decker bus collides with</p> <p>16 a container vehicle in the front, or colliding with</p> <p>17 a bridge pier, then the upper deck front passengers,</p> <p>18 even if they are restrained by seat belts, they will</p> <p>19 suffer severe injuries.</p> <p>20 And in this respect, maybe I also invite Dr Kou to</p> <p>21 supplement the information."</p> <p>22 And Dr Kou's evidence starts at line 23. He states:</p> <p>23 "So in an unrestrained or restrained passenger, if</p> <p>24 the occupant compartment collapses, say for example in</p> <p>25 the upper front part of the bus, it is the interior</p>	<p>1 made, of the upper deck?</p> <p>2 MR YK CHAN: I will hand over the question to Mr Shum.</p> <p>3 MR WILLIAM SHUM: We haven't such consideration.</p> <p>4 MS MAGGIE WONG: Why?</p> <p>5 MR WILLIAM SHUM: For the UNECE no. 66, it's mainly related</p> <p>6 to the bus structure, and it provides some technical</p> <p>7 requirement, especially for the single-decked buses</p> <p>8 only. It's for the single-decked bus only.</p> <p>9 MS MAGGIE WONG: Before I go on, can I take you to some of</p> <p>10 the pictures taken after Typhoon Mangkhut. That would</p> <p>11 be in bundle SEC-3 at page 1440, in relation to some of</p> <p>12 the news articles by Oriental Daily, by Economic Times</p> <p>13 and also by Apple Daily.</p> <p>14 We can see at page 1442 some of the tree crotches</p> <p>15 happened to the KMB bus, causing the window to crash, to</p> <p>16 break, and also page 1443 we can see some photos about</p> <p>17 the tree crotch, when it was driven through Po Lam</p> <p>18 North Road.</p> <p>19 And page 1445, we can see the right side of the</p> <p>20 Citybus of route no. 682 was being cut open.</p> <p>21 And at page 1447, we can see the roof of the bus of</p> <p>22 New World First Bus was damaged in the tree collapse.</p> <p>23 So it would appear that it may warrant some studies</p> <p>24 in terms of the rooftop or the front part of the bus, to</p> <p>25 reinforce the structure of the bus. What would you</p>
Page 54	Page 56
<p>1 posterior type of compression that causes serious</p> <p>2 injuries to the occupant in the chest, which we have all</p> <p>3 the major organs inside, and also the abdomen and the</p> <p>4 pelvis, and we know that by this type of compression</p> <p>5 injuries, especially in the chest and pelvis, it would</p> <p>6 result in very severe and even fatal internal bleeding.</p> <p>7 That's the reason why Mr Kwong noted that the upper</p> <p>8 front seats of a double-decker bus, the occupants ...</p> <p>9 restrained or unrestrained, they are at a higher risk."</p> <p>10 Before you answer, can I also take you to Mr Kwong's</p> <p>11 submission in April 2018. That's the Community for Road</p> <p>12 Safety submission, at bundle MISC-2, page 805. It's on</p> <p>13 the topic requiring bus superstructure to have</p> <p>14 sufficient strength to maintain a volume of residual</p> <p>15 space integrity during a rollover test. Page 805.</p> <p>16 Under the heading, "Compartmentalisation", at the</p> <p>17 bottom, "Rollover test to UNECE regulation":</p> <p>18 "This widely accepted regulation requires bus</p> <p>19 superstructures to have sufficient strength to maintain</p> <p>20 a defined volume of residual space integrity during and</p> <p>21 after a rollover test with the objective to promote</p> <p>22 passengers' survival."</p> <p>23 Now, I would like to ask whether the Transport</p> <p>24 Department has considered reinforcing the front part</p> <p>25 structure of the bus, having regard to representations</p>	<p>1 respond to that suggestion?</p> <p>2 MR WILLIAM SHUM: Actually, we shall look into the case, to</p> <p>3 see whether there is any improvement measure applicable</p> <p>4 to have improvement, especially in the bus structure.</p> <p>5 But I would like to supplement that all the buses in</p> <p>6 Hong Kong are manufactured by the three main bus</p> <p>7 manufacturers, and they have confirmed that their bus</p> <p>8 structure are designed in accordance with the European</p> <p>9 standards. This is their confirmation provided to us.</p> <p>10 This is the current situation.</p> <p>11 If there is other improvement areas applicable, such</p> <p>12 as to strengthen -- whether there is a possibility to</p> <p>13 strengthen the structure to handle such situation shown</p> <p>14 in the picture, we can work in this direction.</p> <p>15 CHAIRMAN: Strengthening adds weight, doesn't it, normally?</p> <p>16 MR WILLIAM SHUM: Yes, of course.</p> <p>17 CHAIRMAN: And adding weight reduces the number of</p> <p>18 passengers.</p> <p>19 MR WILLIAM SHUM: Sure. So that's why we have to strike</p> <p>20 a balance between such things.</p> <p>21 At the same time, as we have discussed in the</p> <p>22 working group, we are going to -- for the new bus, we</p> <p>23 are going to have seat belts in all buses, and we are</p> <p>24 also considering to retrofit the seat belts at the upper</p> <p>25 deck, and one of the considerations they point out is</p>

Page 57	Page 59
<p>1 they also have an effect of adding extra weight to the 2 bus.</p> <p>3 So I think these issues will be all together, to be 4 considered in one go.</p> <p>5 MR YK CHAN: Chairman, I would like to supplement from 6 another angle, from an operational angle. Of course, 7 when you see those pictures, the upper deck is damaged 8 by overhanging trees, branches, things like that. But 9 in the normal operation of buses, all the bus routes 10 should have been tested properly before they are 11 supposed to be used to take passengers.</p> <p>12 I'm not sure about the status of those buses being 13 damaged, whether they are actually taken out for a trial 14 or being in actual operation of service, but I would 15 say, seeing those pictures of the upper deck being 16 damaged does not necessarily mean those buses are not 17 safe, because they are not supposed to -- as we always 18 do, they are not supposed to be operated in such 19 conditions that overhanging trees and other obstructions 20 are in the way. So, as my colleague suggests, we will 21 look at those cases and see under what circumstances 22 those buses have been damaged, and see whether there 23 should be any follow-up actions or whether strengthening 24 of the structure is necessary.</p> <p>25 Thank you.</p>	<p>1 announced next month, is a sort of -- I call it 2 softening of the front-end design of a bus. So it's not 3 physical softening, but it's using more curves, looking 4 at the rake of a windscreen, looking at having the 5 spindles for the wipers at the top of the windscreen, 6 not at the bottom, because if they are at the bottom 7 they then become a point of impact for pedestrians if 8 they are hit by the bus and potential injury.</p> <p>9 So I suppose it is trying to make the front end of 10 the design of the bus more forgiving. If a pedestrian 11 is hit by a car at a certain speed, at a relatively low 12 speed generally they will be thrown off the bonnet onto 13 the pavement, onto the road, but at the same speed with 14 a bus, you are more likely to be more seriously injured 15 because of the design of the bus.</p> <p>16 So it's trying to make the front end ... more 17 forgiving in an accident with a pedestrian. In my mind, 18 the likelihood is that is more of a design cost as 19 opposed to an actual manufacturing cost, and the logic 20 would be if that design is proved to be beneficial in 21 London, why wouldn't the likes of Alexander Dennis and 22 Wrights, who supply to the rest of the UK and to 23 Hong Kong, adopt that for buses that they sold into 24 their other markets ... So I think that's a good 25 example of where we might see some good practice and</p>
Page 58	Page 60
<p>1 CHAIRMAN: Your primary position, as I understand it, is you 2 take consolation in the fact that all these buses are 3 manufactured to European standards?</p> <p>4 MR YK CHAN: Yes. Those buses -- you can rest assured that 5 all the buses used in Hong Kong are safe and complying 6 to the European standards, and in normal circumstances 7 they should not be damaged like this.</p> <p>8 MS MAGGIE WONG: The second design I wish to explore with 9 you is -- our expert in this committee, Mr Mike Weston, 10 suggested making changes to the design of the front of 11 the bus, and his evidence is on 27 September 2018. 12 Day 18, page 111, line 5.</p> <p>13 In response to the question raised by the chairman 14 at line 5, in terms of the technology: 15 "One example of that would be ... changes to the 16 design of the front of buses. As I understand it, 17 changes that would modify the box shape of the front of 18 the bus, putting in curves, so that rather than being 19 knocked down and put under the wheels of a bus, the 20 person who has impact with the front of a bus would be 21 knocked sideways; do I understand that change 22 correctly?"</p> <p>23 Mr Mike Weston stated: 24 "Yes. So one of the initiatives that is likely to 25 be included in the bus safety standard, when it is</p>	<p>1 best practice move across into other markets relatively 2 quickly."</p> <p>3 So the long and short of it is, it is suggested in 4 the new bus safety standard programme in London, they 5 try to soften the front end of the bus. Has this new 6 idea been explored within the Transport Department?</p> <p>7 MR WILLIAM SHUM: We will look into this issue.</p> <p>8 CHAIRMAN: So is the answer no, but you will in the future?</p> <p>9 MR WILLIAM SHUM: Yes, "no". Yes, we will do it in future, 10 and we will liaise with Alexander Dennis to see what 11 their proposal will be and see whether there is any 12 possibility to have some trial, something like that.</p> <p>13 CHAIRMAN: Thank you.</p> <p>14 MS MAGGIE WONG: And the third issue I would like to explore 15 with you is the 12.8-metre bus model. We have heard 16 representation from the Federation of Bus Industry Trade 17 Unions, and also other trade unions' representatives, 18 that there are difficulties in manoeuvring this type of 19 rear-wheel steering, a 12-8-metre bus. And the trade 20 unions requested to participate in the testing of these 21 buses, in the oral hearing.</p> <p>22 As to this suggestion, what would the Transport 23 Department say to this?</p> <p>24 MR WILLIAM SHUM: For the 12.8 metres, with steerable tag 25 axles, the design is in compliance with international</p>

Page 61	Page 63
<p>1 safety standards, and currently TD has a two-tier system 2 to whether such design, that is the bus length in 3 12.8 metres with steerable tag axle. 4 The first tier is the type approval, vehicle type 5 approval process, and the second one is the route 6 approval process. 7 For the vehicle type approval process, we will check 8 whether the design is in compliance with the 9 international standards, something like that. 10 And the second one is the route approval process. 11 Currently, we will collaborate with the bus operators 12 and the police to conduct a test run of such bus, that 13 is the 12.8 metres, to ascertain the suitability of 14 existing routes to accept this different design bus to 15 run such bus route. 16 Subject to the route test run, we may apply certain 17 constraints or approval condition to such -- use such 18 type of bus, in using those particular routes. 19 CHAIRMAN: So, in short, it passes the vehicle type process, 20 and the next step is route approval? 21 MR WILLIAM SHUM: First, and then route approval, yes. 22 Also, the franchised bus operators are also required 23 to provide training to the bus captains, to ensure they 24 know how to operate -- at least they know how to operate 25 such kind of 12.8-metre with steerable tag axle buses.</p>	<p>1 (A short adjournment) 2 (12.38 pm) 3 CHAIRMAN: Good afternoon, Ms Chan, and welcome back. Thank 4 you for joining us. We will continue with Ms Wong 5 posing questions. 6 MS MABLE CHAN: Thank you. 7 MS MAGGIE WONG: Yes. Thank you for -- I'm going to deal 8 with two topics with you. First is the speed limit and 9 second is the proof of concept trial. 10 The first topic, on speed limit, we were on to this 11 question about the government would approach speed limit 12 based on the Transport Department's planning transport 13 and design manual. Then you also testified that you 14 would regularly update the speed limit structure in the 15 transport manual based on overseas practice. 16 My first question is this. In terms of this 17 three-band speed limit structure, has the Transport 18 Department carried out any consultancy study or 19 investigation in relation to overseas practice on the 20 speed limit structure? 21 MS MABLE CHAN: I will invite Mr Tony Yau to give the 22 evidence. Thank you. 23 MR TONY YAU: Chairman, no. We haven't any particular 24 consultancy study to review the three-tier speed limit 25 structure.</p>
Page 62	Page 64
<p>1 CHAIRMAN: Where is that requirement stipulated? 2 MS AMY LEE: Mr Chairman, for the new bus model training, 3 all franchised bus operators are required to provide 4 behind-the-wheel training for all bus captains before 5 these bus captains are scheduled to drive these new 6 model buses. 7 CHAIRMAN: The question was: where do we find this 8 requirement? 9 MS AMY LEE: It's in the practice note. 10 CHAIRMAN: Thank you. 11 Before we go on any further, may I ask that somebody 12 from the secretariat comes and helps me with the 13 transcript, which has ceased to work. Just give me 14 a moment. 15 Well done. Thank you. Normal service resumed. 16 MS MAGGIE WONG: Going on to the next topic, it's on speed 17 limit. I know the Commissioner for Transport is not 18 here, but I will ask -- 19 CHAIRMAN: I am told she is about to arrive. May I have 20 an indication of how soon? 21 SECRETARIAT: In a couple of minutes. 22 CHAIRMAN: In that case, what we will do, to allow her to 23 take her seat with more decorum, we will adjourn for 24 a few minutes. Thank you. 25 (12.33 pm)</p>	<p>1 MS MAGGIE WONG: What about any study, apart from the 2 walkability study or the low speed limit zone? 3 MR TONY YAU: The last one is the one that I mentioned in 4 the last hearing, the speed limit review procedure -- 5 CHAIRMAN: May I ask you to be closer to the microphone, and 6 don't feel shy about speaking so we can all hear. 7 MR TONY YAU: Sorry, Chairman. 8 The last one is conducted by the Transport Research 9 Laboratory, TRL, in 1999, on the speed limit review 10 procedures. 11 MS MAGGIE WONG: Do you know that London has carried out 12 a study on the speed limit structure as early as January 13 2013, in its setting local speed limits? There is 14 a paper issued by Transport for London; are you aware of 15 this? 16 CHAIRMAN: Is that Transport for London or the Transport 17 Department? 18 MS MAGGIE WONG: UK Department for Transport. 19 CHAIRMAN: Yes. That was the latest version of a document 20 that had been in being earlier, was it not? 21 MS MAGGIE WONG: Yes. 22 CHAIRMAN: So the question is, did you know about the 23 guidelines, I think they are called, that govern the 24 approach to setting different speed limits, and what we 25 are interested in is lower speed limits. Did you know</p>

Page 65	Page 67
<p>1 about this UK approach?</p> <p>2 MR TONY YAU: Thank you, Chairman. We know about the new</p> <p>3 technical circular issued by the Department for</p> <p>4 Transport, but we have not studied in detail the</p> <p>5 mechanism proposed in the circular.</p> <p>6 CHAIRMAN: Perhaps we could have that document on the</p> <p>7 screen.</p> <p>8 MS MAGGIE WONG: Yes.</p> <p>9 CHAIRMAN: What is the reference?</p> <p>10 MS MAGGIE WONG: That's in bundle SEC-3, page 1003.</p> <p>11 CHAIRMAN: Were you aware that it addresses specifically,</p> <p>12 beneath the heading "Urban speed management", the</p> <p>13 specific speed limit of 20 miles an hour? Were you</p> <p>14 aware of that?</p> <p>15 MR TONY YAU: Yes, we are aware that 20 miles an hour zone.</p> <p>16 That's why, in our submission, we have mentioned our</p> <p>17 study on the implementation of low speed limit zone for</p> <p>18 a trial.</p> <p>19 CHAIRMAN: That's your reference to Islington, is it not?</p> <p>20 You mention Islington in your paper.</p> <p>21 MR TONY YAU: That's right.</p> <p>22 CHAIRMAN: Islington is a bit of an outlier, is it not?</p> <p>23 It's been overtaken by subsequent events.</p> <p>24 MR TONY YAU: Yes, because we know that Islington, after the</p> <p>25 implementation of the 20 miles, the actual travel speed</p>	<p>1 to ensure greater safety for pedestrians and cyclists,</p> <p>2 using the criteria in section 6."</p> <p>3 Now, in principle, would you agree with that view,</p> <p>4 that traffic authorities would need to keep their speed</p> <p>5 limits under review from time to time with changing</p> <p>6 circumstances?</p> <p>7 MR TONY YAU: Yes, agree.</p> <p>8 MS MAGGIE WONG: The second is in relation to the</p> <p>9 introduction of more 20 mile per hour speed limits and</p> <p>10 zones, which is similar to the study that seems to be</p> <p>11 carried out at the moment, which is the walkability</p> <p>12 study and the low limit zones. But can you tell us more</p> <p>13 whether it's only limited to urban routes or urban</p> <p>14 areas?</p> <p>15 MR TONY YAU: Yes. As mentioned in this paragraph, the main</p> <p>16 purpose for setting the low speed limit zones is</p> <p>17 although it will enhance the overall road safety, but</p> <p>18 the main purpose is to enhance the pedestrian safety,</p> <p>19 because there are many research and studies showing that</p> <p>20 with such a low speed limit, the fatality, the fatal</p> <p>21 accidents of vehicle colliding with pedestrians can be</p> <p>22 100 per cent removed.</p> <p>23 So that's why usually the low speed limit zones will</p> <p>24 be proposed in urban areas, with busy pedestrian</p> <p>25 activities, and also protection to vulnerable road users</p>
Page 66	Page 68
<p>1 is only lowered by one.</p> <p>2 CHAIRMAN: Yes. That's history though, isn't it?</p> <p>3 MR TONY YAU: Yes.</p> <p>4 CHAIRMAN: I will leave to Ms Wong to pursue with you, but</p> <p>5 I would be interested to hear from you in due course as</p> <p>6 to how that is where we should take our benchmark.</p> <p>7 Yes, Ms Wong.</p> <p>8 MS MAGGIE WONG: Yes. Can I take you to this document,</p> <p>9 first, and then I'm going to take you to a paper</p> <p>10 prepared also by the Community for Road Safety, in</p> <p>11 advocating safer and attractive streets with lower speed</p> <p>12 limit, and whether the Transport Department would</p> <p>13 consider reviewing or updating the three-band speed</p> <p>14 limit structure.</p> <p>15 If I may take you to this document, bundle SEC-3,</p> <p>16 page 1003, and if I may take you to 1005, which sets out</p> <p>17 the introduction and the key points.</p> <p>18 One of the matters that I would like to ask you is</p> <p>19 whether you agree with some of the principles first.</p> <p>20 It's the last paragraph under "Key points". It's:</p> <p>21 "Traffic authorities are asked to keep their speed</p> <p>22 limits under review with changing circumstances, and to</p> <p>23 consider the introduction of more 20 miles per hour</p> <p>24 speed limits and zones, over time, in urban areas and</p> <p>25 built-up village streets that are primarily residential,</p>	<p>1 such as cyclists, as well as motor cyclists.</p> <p>2 MS MAGGIE WONG: Is this concept applied to the low speed</p> <p>3 limit zone study that the Transport Department is</p> <p>4 carrying out?</p> <p>5 MR TONY YAU: Yes, because the main purpose is to enhance</p> <p>6 the pedestrian safety, so we study that low speed limit</p> <p>7 zone under the walkability study.</p> <p>8 I would like to supplement that the walkability</p> <p>9 study, in addition to studying the urban area, also</p> <p>10 studied the rural area.</p> <p>11 MS MAGGIE WONG: Oh, it's both urban and rural areas?</p> <p>12 MR TONY YAU: Yes.</p> <p>13 MS MAGGIE WONG: How many districts or road sections are we</p> <p>14 studying in this?</p> <p>15 MR TONY YAU: The study is studying the principle, the</p> <p>16 standard, in setting different standards for traffic,</p> <p>17 vehicles, or maybe pedestrian facilities. There are no</p> <p>18 particular -- the study will not be confined to any</p> <p>19 particular district.</p> <p>20 MS MAGGIE WONG: Yes. If I may move on to this paper, on</p> <p>21 some of the underlying principles, and see if you agree</p> <p>22 as well. It's paragraph 27 on page 1012. Under the</p> <p>23 section, "The underlying principles":</p> <p>24 "The aim of speed management policies should be to</p> <p>25 achieve a safe distribution of speeds consistent with</p>

Page 69	Page 71
<p>1 the speed limit that reflects the function of the road 2 and the road environment. This should imply a mean 3 speed appropriate to the prevailing road environment, 4 and all vehicles moving at speeds below or at the posted 5 speed limit, while having regard to the traffic 6 conditions." 7 Now, this paper suggested a mean speed. Is there 8 a difference between a mean speed and 85 percentile 9 speed? 10 MR TONY YAU: The mean speed, that means 50 per cent of 11 vehicle speed is above that mean speed and also 12 50 per cent slower than the mean speed. So it is 13 different from 85 percentile speed. For 85 percentile 14 speed, it's only 15 per cent of vehicles travelling 15 speed is above the 85 percentile speed. 16 MS MAGGIE WONG: So, in relation to this adoption of mean 17 speed, what would the Transport Department say to this 18 mean speed as opposed to using 85 percentile speed, that 19 is currently the practice of the Transport Department? 20 MR TONY YAU: I'm not sure whether this paragraph is using 21 the mean speed as the consideration of the speed limit 22 review. We have to check, because just from this 23 paragraph it's not clear that they use the mean speed. 24 MS MAGGIE WONG: Yes. I'm going to take you to some 25 evidence in due course, Mr Yau, but just assume for the</p>	<p>1 "-- history of collisions, including frequency, 2 severity, types and causes; 3 -- road geometry and engineering ... 4 -- road function ... 5 -- composition of road users ... 6 -- existing traffic speeds; and 7 -- road requirement ..." 8 Would the Transport Department also agree with those 9 important factors when considering appropriate speed 10 limit? 11 MR TONY YAU: Yes, I agree with that, and in fact our 12 considerations more or less cover those points mentioned 13 in this paragraph. 14 MS MAGGIE WONG: If we move on to paragraph 31, it set out 15 an approach called, I believe, cost/benefit analysis. 16 It's: 17 "Before introducing or changing a local speed limit, 18 traffic authorities will wish to satisfy themselves that 19 the expected benefits exceed the cost. Many of the 20 costs and benefits do not have monetary values 21 associated with them, but traffic authorities should 22 include an assessment of the following factors", 23 which includes six factors. 24 First, collision and casualty savings; conditions 25 and facilities for vulnerable road users; impacts on</p>
Page 70	Page 72
<p>1 present purposes it is the mean speed that the Transport 2 Department is adopting, the Department for Transport is 3 adopting. What would the Transport Department's view be 4 on this matter? 5 MR TONY YAU: I think, to our understanding, it is a common 6 practice. Most of the jurisdictions are using 85 7 percentile speed. If you set the speed limit at -- if 8 you set the mean speed at the speed limit, that means 9 half of the vehicles will be speeding. 10 CHAIRMAN: And what you want to achieve is to set a speed 11 limit that most drivers feel is the right speed for the 12 road, and only 15 per cent are miscreants; is that it? 13 Is that the approach? 14 MR TONY YAU: Thank you, Chairman. Because the actual speed 15 is one of our considerations. Another consideration is 16 the accident rate. That means most of the vehicles 17 travel at that speed and the accident rate is low, that 18 means that it's safe to travel at that speed, so we 19 should consider that in setting our speed limit. 20 MS MAGGIE WONG: I'll come back to this topic when we deal 21 with the appropriate evidence. 22 Just reading on from this document, at paragraph 30, 23 it specified a number of important factors when 24 considering appropriate speed limit. It sets out six 25 factors there:</p>	<p>1 walking and cycling and other mode shift; congestion and 2 journey time reliability; environmental, community and 3 quality of life impact; and the costs, including of 4 engineering and other physical measures including 5 signing, maintenance and cost of enforcement. 6 As to these six factors, would the Transport 7 Department also agree on this cost/benefit analysis? 8 MR TONY YAU: Thank you. I think this is the most 9 interesting part that we are interested in. It brings 10 out the concept of cost/benefit analysis, and the cost 11 will cover the time saving, vehicle operating cost, also 12 CO2/NOX emissions, journey time, and reliability. 13 I think those factors, if we consider in doing the 14 cost/benefit analysis, will be useful. So we are 15 interested in these suggestions and we will study 16 further, to see any chance we enhance our current 17 system. 18 MS MAGGIE WONG: So this has been the consideration in the 19 current study, or will you consider in future? Which 20 one is it? 21 MR TONY YAU: I think not in the context of a cost/benefit 22 analysis, as suggested in this article. So we are 23 interested in it and we will study in details. 24 MS MAGGIE WONG: If I may take you to the section on the 25 different speed limits proposed. One of the sections</p>

Page 73	Page 75
<p>1 that I would like to take you to is section 5 at 2 page 1020, which set out the speed limit appraisal tool. 3 If I may draw your attention to paragraph 66, this 4 appraisal system or appraisal tool is that it will 5 provide a tool to: 6 "... help local authorities to assess the full costs 7 and benefits of any proposed schemes and help make 8 evidence-based decisions to introduce local speeds that 9 reflect the needs of all road users." 10 And they have published that online, and the three 11 factors that they have identified in the tool are in 12 paragraph 66. The first is forecast mean and 85th 13 percentile speeds for speed limit changes; forecast 14 changes to journey time, business and personal users, 15 vehicle operating costs, et cetera; and appraise changes 16 in speed limits to six different, or perhaps seven 17 different speed limits: 20, 30, 40, 50, 60, and on dual 18 carriageways, 70. 19 Now, what would the Transport Department say in 20 relation to this speed limit appraisal tool that is 21 adopted in this paper? 22 MR TONY YAU: We are interested in this appraisal tool as 23 well. In particular, this appraisal tool can forecast 24 the mean and 85 percentile speed after the speed limit 25 change, as well as the forecast of journey times,</p>	<p>1 residential, shops, where people frequent. 2 On this matter, what is your view on this, or the 3 department's view on this? 4 MR TONY YAU: I think we concur with this view. As 5 I mentioned before, the low speed limit zone is mainly 6 to enhance pedestrian safety. That's why the zone or 7 the area proposed in this paragraph, it mentions that -- 8 you can see that there would be many pedestrians on the 9 road, just like the school/residential area, the 10 pedestrians will run on the footpath, as well as on the 11 road carriageway. 12 MS MAGGIE WONG: If I may finish this 20 mile per hour zone 13 before we break. If we go over to paragraphs 95 and 96. 14 95 mentioned that there was: 15 "Research into signed-only 20 mile per hour speed 16 limits which shows that they generally lead to only 17 small reductions in traffic speeds. Signed-only 20 mile 18 per hour speed limits are therefore most appropriate for 19 areas where vehicle speeds are already low." 20 Then, going over to the next paragraph: 21 "20 mile per hour limits covering most streets in 22 Portsmouth have demonstrated that it is possible to 23 introduce large-scale 20 mile per hour limits in some 24 built-up environments. Traffic speeds in most of the 25 streets treated were relatively low (less than 20 miles</p>
Page 74	Page 76
<p>1 which -- those forecasts cannot be done under our 2 current system, so it is also the suggestion that we are 3 interested in and we will study in details. 4 MS MAGGIE WONG: On this note, we can see, if we go on to 5 read one more section, it's in relation to the 6 advocating of the different speed zones, at different 7 speed limits and zones. 8 If I can take you, first of all, to the 20 mile per 9 hour zones, at page 1025, paragraph 89. And at 10 paragraph 89 it specified that 20 mile per hour zones 11 are very effective at reducing collisions and injuries. 12 I think, Mr Yau, you earlier mentioned there were 13 studies about reducing speed limit would reduce 14 casualties. 15 Then paragraph 90 mentioned that: 16 "20 mile per hour zones are predominantly used in 17 urban areas, both town centres and residential areas, 18 and in the vicinity of schools ... shops, markets, 19 playgrounds and other areas with high pedestrian or 20 cyclist traffic, though they should not include roads 21 where motor vehicle movement is the primary function. 22 It is generally recommended that they are imposed over 23 an area consisting of several roads." 24 Now, they are advocating a zone based on whether -- 25 the use of that zone and whether it's related to</p>	<p>1 per hour) to start with. The early evidence suggests 2 that it is likely that some speed and casualty 3 reductions have taken place and this is consistent with 4 previous research that has indicated that 20 mile per 5 hour limits without traffic calming reduce mean speeds 6 by about 1 mile per hour on average." 7 In relation to this, would you agree with some of 8 the suggestion made here that 20 mile per hour limits 9 can be used in some of the built-up environments and on 10 streets where the speed limit is already low and 11 populated? 12 CHAIRMAN: The speed limit is already low or the actual 13 speed? 14 MS MAGGIE WONG: The actual speeds are already low. 15 MR TONY YAU: Yes, we agree with that. These two paragraphs 16 mention two points. One is the traffic impact. Whether 17 the low speed limit point can be implemented 18 successfully, maybe you may anticipate some motorists 19 may have different views, if you set such a low speed 20 limit zone. So the main point we consider is to reduce 21 the traffic impact. So, for urban area, that means the 22 average actual speed is low. If we lower the speed 23 limit, we will not have any traffic impact, because the 24 actual average speed is already low. But we can, by 25 this initiative, decrease the variance of speed limit,</p>

Page 77	Page 79
<p>1 that means the acceleration or deceleration rate would 2 be decreased.</p> <p>3 The second point, I mentioned before, is such a low 4 speed limit zone requires the road design and they need 5 traffic calming measures, so that the road design itself 6 is self-enforcing and the actual speed will be lower.</p> <p>7 MS MAGGIE WONG: Yes, Mr Chairman. I see the time. 8 CHAIRMAN: Very well. 9 MS MAGGIE WONG: It's convenient. 10 CHAIRMAN: Given that we lost time this morning, we are 11 going to, if it doesn't inconvenience anyone, take 12 a shorter lunch break, and what I propose is that we 13 resume at 2.15. Does that create any problems for 14 anybody? 15 MS MABLE CHAN: No. 16 CHAIRMAN: Thank you. 2.15 it is then. 17 (1.04 pm) 18 (The luncheon adjournment) 19 (2.15 pm) 20 CHAIRMAN: Good afternoon. 21 Ms Wong. 22 MS MAGGIE WONG: Yes. If we may finish off this document on 23 setting local speed limits. We had finished the 24 20 miles per hour limit, but to wrap this matter up, 25 they also stated, at page 1028, paragraph 108, that</p>	<p>1 I note it illustrates in table 1, 30 miles is 2 equivalent to 48 kilometres per hour, and then 40 is 3 equivalent to 64, and then 50 is equivalent to 80.</p> <p>4 I think our current speed limit structure is more or 5 less similar to this one, except for the low speed limit 6 zone. That's why we are now studying to see whether the 7 low speed limit zone can be introduced, as a trial, and 8 if the trial is a success, we may consider to include a 9 low speed limit zone in our current speed limit 10 structure.</p> <p>11 MS MAGGIE WONG: Mr Yau, may I take you back to your paper 12 on this implementation of road safety audit and study on 13 low speed limit zone, annex 2. That's the submission 14 you made on 3 October 2018. That's in TD-5, page 1817. 15 I would like to invite you to look at paragraph 15, at 16 page 1820.</p> <p>17 This paragraph mentions two matters that I will take 18 up with you. The first is, starting from line 4, where 19 you stated that: 20 "... it is observed that for some cities simply 21 imposing a low speed limit zone cannot automatically 22 ensure that travelling speeds are reduced or the overall 23 accident rate is correspondingly brought down." 24 I would like to first of all show you two papers 25 that have been produced recently, in May 2018, which</p>
Page 78	Page 80
<p>1 30 miles per hour is the standard speed limit for urban 2 areas, but a 40 mile per hour limit may be used where 3 appropriate and in exceptional circumstances a 50 miles 4 per hour limit may be considered.</p> <p>5 And paragraph 109 specified that the roads suitable 6 for 40 miles per hour are generally higher quality 7 suburban roads or those on the outskirts of urban areas 8 where there is little development; and in paragraph 110, 9 50km [sic] per hour limit is meant for higher quality 10 roads.</p> <p>11 CHAIRMAN: That's miles per hour, not kilometres. 12 MS MAGGIE WONG: Yes. 50 miles per hour limit may also be 13 used on higher-quality roads where there is little or no 14 roadside development. And table 1 sets out the limits, 15 the different speed limits, in miles per hour, and where 16 limits should apply.</p> <p>17 In other words, they have divided it up by different 18 zones, different purpose of the zones, and whether there 19 is development in that particular zone, in deciding the 20 appropriate speed limit.</p> <p>21 As to this matter, I would like to ask whether the 22 Transport Department would consider reviewing this paper 23 and see whether the criteria used in table 1 would be 24 applicable in Hong Kong. 25 MR TONY YAU: Thank you, Chairman.</p>	<p>1 suggested that if average speed is reduced by even 2 1 mile per hour, the accident rate would fall by 3 approximately 6 per cent on urban main roads, and 4 residential roads with low average speeds.</p> <p>5 If I may take you first of all to two documents 6 which are not currently in the bundle. The first is 7 an article by a Mr Rod King, and it is dated 23 May 8 2018. If I may distribute that. (Handed).</p> <p>9 This article is dated 23 May 2018, headed, "Reducing 10 speed limits from 30 miles per hour to 20 miles per hour 11 typically results in more than 20 per cent fewer 12 casualties", and then it mentions, under the first 13 paragraph: 14 "Speed reduction is significant to casualty levels 15 because: 16 'if average speeds reduced by 1 mile per hour, the 17 accident rate would fall by approximately 6 per cent on 18 urban main roads and residential roads with low average 19 speeds'." 20 Then it mentions a few studies, historic research, 21 and if we go to paragraph 2.2, that's the "Recent 22 Research (early 2008)": 23 "There have been three recent ... studies which have 24 shed allowed us to understand better the impact of 25 20 miles per hour speed limits on casualties."</p>

Page 81	Page 83
<p>1 And it mentioned three studies, one by University of 2 Westminster; second, by the University of West of 3 England; and finally, the council's review, in the third 4 dot: 5 "The council's review of the impact of the 6 introduction of 20 miles per hour ... across Calderdale 7 in West Yorkshire found: 8 -- A 30 per cent casualty reduction over a 3-year 9 period (and later schemes indicate a 40 per cent 10 reduction). 11 -- A 1.9 miles per hour mean reduction in speed 12 (taken from 3.5 million readings with variations in some 13 areas). 14 -- A rate of return of 3.65 pounds for every 1 pound 15 spent ... 16 Overall ... it appears reasonable to assert that: 17 -- Where speeds are reduced to a maximum of 20 miles 18 per hour in built-up areas a decline in casualties of 19 more than 40 per cent will occur. 20 -- In built-up areas, on non-arterial roads, where 21 the speed limit is reduced from 30 to 20 miles per hour 22 there is typically an average decline in casualties of 23 at least 20 per cent." 24 Then later on there is another article, we see, on 25 25 May 2015, "Global consensus that 20 miles per hour is</p>	<p>1 So based on this study -- and in fact this is not 2 the only one because Transport for London has also 3 issued a paper in October 2015, called the Safe London 4 Streets approach, which also stated that the lower the 5 speed limits, the lower the casualties. 6 CHAIRMAN: Are we going to go to that? 7 MS MAGGIE WONG: Yes. Mr Chairman, that would be in the 8 miscellaneous bundle, page 984. 9 CHAIRMAN: Which miscellaneous bundle? 10 MS MAGGIE WONG: MISC-3, page 984. The document starts at 11 page 982. 12 If we go to page 987, we can see at the top: 13 "A 1 mile per hour reduction in speed could reduce 14 the frequency of collisions by around six per cent in 15 urban areas." 16 Then the first paragraph: 17 "The speed of motor vehicles is a contributory 18 factor in many serious and fatal collisions." 19 So, based on all these papers, it appears -- Mr Yau, 20 what the Transport Department stated there, that 21 simply -- 22 CHAIRMAN: Just pausing there, before you pose your 23 question -- we see, at 987, a reference, under the 24 heading, "20mph pilots", the statistic given there, and 25 this is October 2015, is "Almost 25 per cent of the</p>
Page 82	Page 84
<p>1 best practice", and it cited a number of respectable 2 organisations, including WHO, the EU, iRAP, the Global 3 Network for Road Safety Legislators and the OECD, all 4 strongly recommended a lower speed limit, under 30km per 5 hour. 6 If we look over the page, it also confirmed, the UK 7 study, if we go over the page, the third paragraph -- 8 CHAIRMAN: What is the page number? 9 MS MAGGIE WONG: Page 2 -- 10 CHAIRMAN: Yes, thank you. 11 MS MAGGIE WONG: -- at the top, and we can see in the third 12 paragraph. 13 CHAIRMAN: Yes. 14 MS MAGGIE WONG: "And whilst the UK has been a late starter, 15 in the last 10 years over 25 per cent of the population 16 have gained a 20 miles per hour limit on the streets 17 where they live, learn, shop or work. Most of our 18 iconic cities have a 20 miles per hour limit for most 19 roads. 43 per cent of Londoners live on 20 miles per 20 hour roads and 75 per cent of people in inner London 21 boroughs. Even complete counties such as Lancashire, 22 Sefton, Calderdale ... have adopted wide-area 20 mile 23 per hour limits for all. 24 Casualty benefits show impressive reductions of 20 25 plus per cent."</p>	<p>1 capital's roads now have 20 miles per hour speed 2 limits", and the other statistic you gave us earlier was 3 that 43 per cent of Londoners live on 20 miles per hour 4 roads. 5 MS MAGGIE WONG: Yes. 6 CHAIRMAN: Is there any update of that figure in more recent 7 material? For example, the Transport for London 8 document speaks about the number of roads, which is 9 slightly different from urban density of population, but 10 is there any figure, current figure, for the number of 11 roads, the percentage of roads in London that are 12 subject to a 20 mile an hour speed limit? 13 MS MAGGIE WONG: Mr Chairman, may I check that and revert on 14 this? But we have evidence from Mr Mike Weston who 15 testified, showing a plan, that a lot of London boroughs 16 have changed the speed limit to 20 miles per hour. 17 CHAIRMAN: That's the digital map of London showing speed 18 limits, is it not, and it does it by colour? 19 MS MAGGIE WONG: Yes, it does it by colour. 20 CHAIRMAN: Perhaps we can have that map on the screen. 21 MS MAGGIE WONG: Yes. 22 CHAIRMAN: 20 miles an hour is green, isn't it? 23 MS MAGGIE WONG: That would be in bundle MISC-3, page 1226 24 We can see, in this map, that different colour 25 denotes different speed limits, and there are five speed</p>

Page 85	Page 87
<p>1 limits there. Green represents the 20 miles per hour;  2 blue, 30; pink, 40; light brown, 50; and purple, 70. We  3 can see, in the middle part, a lot of the roads have  4 adopted 70 miles per hour.  5 Can you see that, Mr Yau?  6 MR TONY YAU: Yes.  7 MS MAGGIE WONG: And the evidence of Mr Mike Weston --  8 CHAIRMAN: Where does this document come from?  9 MS MAGGIE WONG: This document is a Vision Zero plan taken  10 forward by the mayor's transport strategy. It's issued  11 in July 2018. The document starts at page 1207.  12 With the assistance of Mr Chan, we have found the  13 figure, which is at page 1223. Under the section 3.2,  14 "A new approach to reducing speeds in London", in the  15 first paragraph, it stated:  16 "London has already taken action to reduce speeds,  17 and around a third of streets in London now have  18 a 20 miles per hour speed limit ... The majority of  19 remaining streets have a 30 miles per hour limit, the  20 national urban default limit, with the rest having 40,  21 50 and 70 miles per hour limits."  22 So that's the more updated figure.  23 CHAIRMAN: At page 1226, which is the map you showed us  24 earlier, I notice that next to the term "Figure 10",  25 this is said to be the "proposed speed limits on the</p>	<p>1 or the overall accident rate is correspondingly brought  2 down" -- appears to be overtaken by the documents and  3 statistics I have shown to you. Would you accept that?  4 MR TONY YAU: Yes, in this paragraph I just want to point  5 out that simply by introducing a low speed limit zone  6 without any modification of the road design, the effect  7 may be not so satisfactory.  8 So that's why we are going to study the low speed  9 limit zone, and we will see if it can be coupled with  10 some suitable road design so that the benefit of low  11 speed limit zone can be more significant. We are  12 working on it.  13 CHAIRMAN: Low speed limit zones are accompanied by  14 speed-calming measures, are they not? Isn't that the  15 London approach?  16 MR TONY YAU: If you refer to the SEC bundle --  17 CHAIRMAN: Can you answer the question first and then take  18 us to the material. Is that not the approach?  19 MR TONY YAU: Yes, turn out from the result of trial in  20 different countries.  21 CHAIRMAN: Yes. So you don't just impose a speed limit; you  22 have calming measures. Your starting point is to take  23 places -- urban density, pedestrian density -- where the  24 speed of traffic, the actual speed, is low. Then you  25 impose a speed limit, and you accompany that with</p>
Page 86	Page 88
<p>1 TLRN" -- Transport for London Road Network, I suspect?  2 MS MAGGIE WONG: Yes.  3 CHAIRMAN: What is the actual speed limits? Because there  4 exists, does there not, a digital map?  5 MS MAGGIE WONG: If you go to figure 9 at page 1225.  6 CHAIRMAN: Thank you.  7 MS MAGGIE WONG: That's the current speed limits.  8 CHAIRMAN: And what is the date of the implementation of the  9 proposal?  10 MS MAGGIE WONG: The only date we are able to locate is at  11 page 1223, bottom right-hand corner:  12 "TfL will engage on proposals to reduce speed limits  13 on the TLRN [Transport for London] by:  14 a. Ensuring all of the TLRN within the central  15 London congestion charging zone has a 20 miles per hour  16 limit, to be implemented by May 2020;  17 b. Delivering a programme to reduce speed limits  18 on other locations on the TLRN to address areas of high  19 road danger, delivered over the period until 2024."  20 CHAIRMAN: Thank you.  21 MS MAGGIE WONG: If we can go back to your document, the  22 Transport Department's document -- in annex 2,  23 paragraph 15, as to the comment or the observation that  24 "simply imposing a low speed limit zone cannot  25 automatically ensure the travelling speeds are reduced</p>	<p>1 traffic-calming measures. Is that not the system?  2 MR TONY YAU: Because if you just simply lower the speed  3 limit, the average speed -- or road design, the designed  4 speed, most of the vehicles maybe travel at around  5 40 kilometres per hour. That may be --  6 CHAIRMAN: Concentrate on what I've suggested to you. It's  7 an overall summary. It's put together by component  8 parts. You look at low speed actually happening.  9 Pavements with lots of pedestrians on it. Then you have  10 a speed limit zone, but in order to make it efficient,  11 you have calming measures. Is that not the system?  12 It's as simple as that.  13 MS MABLE CHAN: Chairman, can I take this question?  14 CHAIRMAN: Please do.  15 MS MABLE CHAN: Your presentation and the analysis is  16 correct. The imposition of the low speed limit zone is  17 an area that we are studying and we will look into. The  18 introduction or adoption of calming measures is part and  19 parcel of the package, so as to implement a low speed  20 limit zone.  21 CHAIRMAN: Thank you.  22 MS MAGGIE WONG: This setting local speed limits is actually  23 referred to in a paper presented by the Community for  24 Road Safety in May 2013, where it was presented at the  25 second United Nations Global Road Safety Week.</p>

<p>Page 89</p> <p>1 If I may take you to page 820-25 of bundle MISC-2, 2 it is a paper presented by the Community for Road 3 Safety, and you can see the date, presented at the 4 Energizing Kowloon East Office, 7 May 2013. 5 If I may first take you to 820-57, which sets out 6 the current practice in Hong Kong. It states there that 7 in Hong Kong, the urban speed limit is 50km per hour. 8 Guideline on speed limit is given in volume 6 of the 9 TPDM published by the Transport Department, and it's 10 stated there, clause 6.4.2.5, that: 11 "Generally, speed limits lower than 50 ... are not 12 recommended for public roads, as they require a higher 13 level of enforcement to ensure compliance, and it is 14 doubtful that the lower speed limit imposed will 15 contribute significantly to accident prevention." 16 Then clause 6.5.3.2 also states that: 17 "Justification for a permanent speed limit of 30km 18 per hour will need to be considered on an individual 19 basis having regard to the particular circumstances, 20 including the road environment, design speed and 21 accident rate ... However, narrowness of the road, 22 and/or the existence of isolated hazards along it are 23 not sufficient reasons for the imposition of such 24 a speed limit." 25 So, based on your evidence earlier, it appears these</p>	<p>Page 91</p> <p>1 evidence on Day 8, that would be 17 July 2018, in TSCP 2 bundle 3, page 67, line 14. Mr Julian Kwong said, in 3 response to Mr Chairman's question, explaining the 85 4 percentile approach to speed limit -- at line 14, he 5 stated: 6 "But I would also like to say that 85th percentile 7 speed is not the only value we are looking at. 8 According to the document which the chairman quoted 9 yesterday, the document entitled 'Setting Local Speed 10 Limit, 2013', issued by the Department for Transport of 11 the United Kingdom. 12 In this document actually they are advocating the 13 use of average speed. Average speed is clear, meaning 14 that, say, we have all the 100 vehicles counted, and we 15 have the average of the speed. So they are not using 16 85th percentile speed anymore to determine [speed]. 17 They are now actually using average speed. 18 The idea is the average speed probably reflects what 19 the majority of sensible drivers wish to travel at, the 20 speed which they want to travel at. 21 The significance is that if we use 85th percentile 22 speed, then it may not be in favour of, say, 23 pedestrians. If we use average speed, that can be 24 a better solution." 25 Now, in terms of this idea, what is your view on</p>
<p>Page 90</p> <p>1 two clauses will not be updated as of to date; is that 2 the position? 3 MR TONY YAU: These two clauses are about our current 4 practice on speed limit. So, when we study the 5 feasibility of low speed limit zone, if it will be 6 implemented, this clause of TPDM will be updated 7 accordingly. 8 MS MAGGIE WONG: And if you go to 820-35, the Community for 9 Road Safety is advocating the development of a system 10 for Hong Kong based on 20, 30 and 40km per hour, with 11 different zones, as you can see on the screen: new 12 towns, commercial and tourist areas, industrial zones, 13 residential/household developments, housing estates, 14 et cetera. 15 Has the TD considered the way this is presented by 16 the Community for Road Safety, in terms of delineating 17 different zones for different speed limits? 18 MR TONY YAU: So far, under our study, we concentrate on the 19 low speed limit zone of 30 kilometres per hour zone, not 20 exactly the proposal, the suggestion proposed by the 21 Community for Road Safety. 22 MS MAGGIE WONG: We have finished with this document. Just 23 a general question about the 85 percentile speed. 24 Julian Kwong stated that the 85 percentile speed is 25 not as ideal as average speed. If I may take you to his</p>	<p>Page 92</p> <p>1 this matter? 2 MR TONY YAU: I note that Mr Julian Kwong's evidence refers 3 to setting a local speed limit issued by the Department 4 for Transport. 5 CHAIRMAN: This is the issue that you didn't understand 6 earlier, as to what it actually meant, is that right, 7 whether they were recommending what Julian Kwong says 8 they are? 9 MR TONY YAU: Julian Kwong recommended that we should use 10 mean speed instead of -- 11 CHAIRMAN: Yes, but he is saying that's what the United 12 Kingdom is doing, and you were querying that, were you 13 not? 14 MR TONY YAU: Right. 15 CHAIRMAN: So you are not sure what the UK guidelines is. 16 MR TONY YAU: Yeah, because I just read from the guidelines. 17 CHAIRMAN: No, I understand, but that's your position, isn't 18 it, you are not sure that that is what is meant? 19 MR TONY YAU: No. 20 CHAIRMAN: I'm sorry, I interrupted you. 21 MR TONY YAU: Because I note that in fact both mean speed 22 and 85 percentile speed were considered in the system, 23 but maybe under a matrix with some factors, so that both 24 speeds will be considered. 25 MS MAGGIE WONG: Thank you.</p>

Page 93	Page 95
<p>1 If we also look at the evidence of Mr Mike Weston, 2 the expert, on Day 18, in the transcript of 27 September 3 2018 at page 188.</p> <p>4 Page 188 first, at line 7. First of all, it refers 5 to the map that we have looked at, and then he says: 6 "There's been a trend across the 32 London boroughs 7 to implement more and more 20 mile per hour zones across 8 large residential areas. So 20 miles per hour equates 9 to about 32 kilometres per hour. So we are seeing more 10 and more roads becoming 20 mile per hour speed limited. 11 Most other roads will be 30 or 40, and perhaps a few 50, 12 but in terms of bus routes in London, very few bus 13 routes would operate on roads with a higher than 50 mile 14 per hour speed limit. The majority will be less than 15 that."</p> <p>16 And if we go over to page 194, Mr Mike Weston 17 proposed a number of approaches that we could possibly 18 take. The first is, if we look at line 6, page 194 -- 19 he said the question is: 20 "... somebody should probably first understand what 21 the average speed is ..."</p> <p>22 He also mentioned here the average speed and not the 23 85th percentile speed.</p> <p>24 And then the second question, what the range of 25 speeds are, and then he said:</p>	<p>1 a danger you make some of the wrong decisions." 2 So the approach he suggested is, first of all, to 3 find out what the average speed is, what the range of 4 speed is, and then do the cost/benefit analysis, and 5 having known all these factors, to balance it out with 6 other safety features to see if it is worthwhile on 7 a cost/benefit analysis to conduct a reduction of speed 8 limit.</p> <p>9 He also mentioned this exercise in London has taken 10 five to ten years, at least five to ten years, to 11 complete. So it takes time.</p> <p>12 So my question for the Transport Department is 13 whether, apart from the lower speed limit study, you 14 would consider adopting a similar approach as that 15 advocated by Mr Mike Weston.</p> <p>16 MR TONY YAU: I think, in our study, we will consider that. 17 As I mentioned in the morning session, we are quite 18 interested in the cost/benefit analysis. I think those 19 analyses will be useful for us to compare which option 20 will be the best option to enhance road safety as well 21 as the bus safety.</p> <p>22 MS MAGGIE WONG: Yes. Now, I would like to also ask 23 Mr Yau -- I understand there is a consultancy study by 24 the Transport Department on review of potential roadside 25 safety hazards in the Hong Kong road network, to be</p>
Page 94	Page 96
<p>1 "I think, in London, just to clarify, these 20 mile 2 per hour speed limits apply to all vehicles, not just 3 buses." 4 Then he said: 5 "First, I would suggest there is a case of 6 understanding what the average speeds are on certain 7 sections of road to understand the extent of the 8 problem." 9 Then the second issue is -- so if we look at lines 10 22 to 23, the underlying issue is to find out what the 11 problem is, and then, having done that, one could do the 12 cost/benefit analysis, like what would be the cost if 13 traffic is going to move slower, and the benefit.</p> <p>14 If we look at page 195, line 6, in response to the 15 chairman's question, he answered: 16 "... the logic is, if you do slow all the bus routes 17 down because you don't go as fast, then to run the same 18 frequency you potentially need more buses and more 19 drivers, so there's a cost to that, and it's back to the 20 earlier point, is that more beneficial than fitting 21 other safety features to the buses? It's trying to take 22 an overview of all the options that are available and 23 make an informed choice of all those, as opposed to 24 perhaps picking certain things off one at a time. 25 I think, if you do the latter approach, there is</p>	<p>1 commenced in May 2018. Is that correct? 2 MR TONY YAU: Yes, correct. 3 MS MAGGIE WONG: We need not turn up that document, but for 4 chairman's benefit, it's TD-1, page 372. 5 CHAIRMAN: Is this being performed by Mott MacDonald or is 6 that a different consultancy? 7 MR TONY YAU: This is performed by AECOM. It's a study on 8 the review of road safety hazards. 9 CHAIRMAN: Thank you. 10 MS MAGGIE WONG: And the study would commence on 14 May 11 2018, for completion on 13 November 2020, within 30 12 months' time. 13 I would like to ask -- it appears the consultancy 14 brief is limited to roads that are 70km per hour; is 15 that correct? 16 MR TONY YAU: No, this covers all the Hong Kong road 17 networks, up to 4,200 kilometres of both bounds. 18 CHAIRMAN: That's when you measure the roads going in two 19 directions; in other words, you double 2,000 kilometres? 20 MR TONY YAU: Right, 2,000. 21 CHAIRMAN: That took a bit of working out, and we had to 22 look at what is the length of our roads in Hong Kong. 23 You measure them both ways, for some reason. Anyway, 24 I understand it now. 25 MR TONY YAU: Because the study has to travel each bound.</p>

Page 97	Page 99
<p>1 MS MAGGIE WONG: Yes.</p> <p>2 CHAIRMAN: So it's all roads at all speeds?</p> <p>3 MR TONY YAU: Right.</p> <p>4 MS MAGGIE WONG: Maybe I just wish to clarify, because I can 5 see in the in bundle TD-5, page 1685, if we look at 6 paragraph 2.3, that's the consultancy brief in relation 7 to this study.</p> <p>8 If we look at paragraph 2.3, it is stated there: 9 "To minimise the risk of the existing roads, 10 Transport Department and Highways Department have been 11 jointly conducting road safety check for identifying and 12 rectifying potential roadside safety hazards on existing 13 roads with speed limit of 70km per hour or above."</p> <p>14 So I would like to clarify, the assignment -- we can 15 also see at paragraph 4 that: 16 "The assignment covers the following main tasks for 17 all public roads (approximate bound length of 4,200km) 18 in the whole Hong Kong network ..."</p> <p>19 Then we can see there are a number of matters that 20 invite the consultancy to do, and one of the matters 21 involves, (c): 22 "To conduct RSC to systematically inspect and 23 identify roadside safety hazards on all public roads, 24 including about 200 identified locations adjacent to ... 25 road sections identified by Highways Department in</p>	<p>1 know where I am going, my question is this. Thank you 2 for providing us with the Working Group on Speed Limit 3 Review for the five road sections where the speed limit 4 was reduced. I would like to ask ultimately the 5 question as to whether you would consider appropriate to 6 introduce a review mechanism where, if a particular 7 district council is dissatisfied with the progress or 8 the inaction, or whatever term you phrase it, of the 9 traffic engineer in not reviewing or changing the speed 10 limit, in not changing the speed limit, whether you 11 would consider introducing a review mechanism so that 12 the matter can be brought before the working group to 13 consider whether it is an appropriate case to review the 14 speed limit.</p> <p>15 So my question ultimately hopes to ask you this 16 question, and the question or the documents I'm going to 17 show you --</p> <p>18 CHAIRMAN: Just before you move on -- the traffic engineer 19 doesn't decide the speed limit, does he? He decides 20 whether or not to refer it to others; am I right?</p> <p>21 MS MABLE CHAN: Correct.</p> <p>22 CHAIRMAN: So your question is aimed at should the district 23 councils have an ability to review, presumably as 24 a result of public complaints --</p> <p>25 MS MAGGIE WONG: Yes.</p>
Page 98	Page 100
<p>1 2013".</p> <p>2 So, in fact, because initially, when I read it, it's 3 a bit confusing as to what it covers, so, according to 4 you, it actually covers all roads, not simply limited to 5 70km per hour?</p> <p>6 MR TONY YAU: It should be covered by all roads. It should 7 cover all roads.</p> <p>8 In paragraph 2.3, it mentioned that before this 9 consultancy, TD and Highways staff will conduct a road 10 safety check for roads 70 kilometres or above, because 11 of the resource issue, so we engage a consultant to 12 investigate all the roads.</p> <p>13 CHAIRMAN: So these are two different studies? Transport 14 and Highways Department were doing one at 70 kilometres 15 and above, and now you are doing all roads; two 16 different things?</p> <p>17 MR TONY YAU: For the 70 kilometres roads or higher, this is 18 an internal one.</p> <p>19 CHAIRMAN: Yes.</p> <p>20 MS MAGGIE WONG: Now, I've completed this topic on this 21 particular lowering of speed limit. Unless Mr Chairman 22 has other questions, I will move on to the Tai Po 23 accident more specifically.</p> <p>24 CHAIRMAN: Please do.</p> <p>25 MS MAGGIE WONG: Mr Yau, I would like to ask -- so that you</p>	<p>1 CHAIRMAN: -- the decision of a traffic engineer not to 2 refer the matter for consideration of changing speed 3 limit?</p> <p>4 MS MAGGIE WONG: Yes.</p> <p>5 CHAIRMAN: Thank you.</p> <p>6 MS MAGGIE WONG: Thank you.</p> <p>7 Before I go to documents, may I just ask some 8 general question, without going to the document. Would 9 you accept that in this Tai Po Road accident, there had 10 been complaints by district councillors, from Tai Po 11 District Councillors, on two matters? First is the 12 speed limit of the subject road section. Second is the 13 installation of speed enforcement camera. Will you 14 accept that as a general statement, before the Tai Po 15 accident?</p> <p>16 One in 2015, where the district councillor asked to 17 review the speed limit of the subject road section, and 18 one in 2017, where the Tai Po District Council asked for 19 the installation of speed enforcement camera.</p> <p>20 MR TONY YAU: Thank you, Chairman.</p> <p>21 Based on our records, for the first one we received 22 a request from the district councillor -- they were 23 requesting to install 50 speed limit signs on a road 24 with a speed limit of 50. And for the second one, yes, 25 we have received their request for installation of speed</p>

Page 101	Page 103
<p>1 enforcement cameras.</p> <p>2 MS MAGGIE WONG: So can I clarify that the installing of</p> <p>3 50km speed limit sign on a road with speed limit of 50,</p> <p>4 what I meant is not with a speed limit of 50 but with</p> <p>5 a speed limit of 70, they asked to lower the speed limit</p> <p>6 to 50, from 70 to 50.</p> <p>7 MR TONY YAU: To our record, we received the letter to</p> <p>8 request to install 50 kilometre speed limit signs on</p> <p>9 a road with speed limit of 50.</p> <p>10 CHAIRMAN: I don't think the letter says that. It requests</p> <p>11 a 50 kilometre speed limit sign, but it designates</p> <p>12 a place, and the place clearly had a speed limit of</p> <p>13 70 kilometres per hour. The district councillor</p> <p>14 involved, if my memory is correct, explained to us that</p> <p>15 that was his way of requesting a change in the speed</p> <p>16 limit. Whether or not you understood that to be his</p> <p>17 request is another matter.</p> <p>18 Perhaps we ought to look at the document.</p> <p>19 MS MAGGIE WONG: Yes. If we may look at the documents</p> <p>20 chronologically, the first document I would like to ask</p> <p>21 you to look at is a letter from the Japanese</p> <p>22 International School dated 10 February 2015. The</p> <p>23 English is at 840-84 in the TU bundle.</p> <p>24 CHAIRMAN: This is Ms Ashdown's letter, is that right?</p> <p>25 MS MAGGIE WONG: Sorry, in DC-2B bundle.</p>	<p>1 And:</p> <p>2 "The chairman expressed that the T&amp;TC had received</p> <p>3 a letter from the Japanese International School which</p> <p>4 requested to reduce the speed limit of the road section</p> <p>5 in front of their school from 70km per hour to 50. They</p> <p>6 also invited the T&amp;TC to visit the JIS to discuss with</p> <p>7 their students the traffic problems ..."</p> <p>8 And in paragraph 80:</p> <p>9 "Mr Wong Kwok Leung [that's the engineer of the</p> <p>10 Transport Department] responded that the Japanese</p> <p>11 International School suggested that the speed limit of</p> <p>12 the road section in front of the [school] be reduced</p> <p>13 from 70 to 50 in view of a traffic accident on the</p> <p>14 section of Tai Po Road in front of the Japanese</p> <p>15 International School in 2014 in which a member ... was</p> <p>16 killed. The TD and police were examining the cause of</p> <p>17 the traffic accident ..."</p> <p>18 Then if we drop a few lines:</p> <p>19 "The TD would examine whether the present speed</p> <p>20 limit of that road section was appropriate."</p> <p>21 Then 81:</p> <p>22 "A member, who was the district councillor of the</p> <p>23 constituency concerned, said that he had paid a visit to</p> <p>24 the site ... He indicated his deference to the views of</p> <p>25 the TD and residents in the vicinity of the site</p>
Page 102	Page 104
<p>1 Yes, that's Ms Ashdown's letter.</p> <p>2 This is a letter sent by the Japanese International</p> <p>3 School, I believe to the district council, and if we can</p> <p>4 see right at the first paragraph:</p> <p>5 "I am writing to ask for your help ... outside our</p> <p>6 school a lady was killed whilst crossing the road. The</p> <p>7 speed limit is 70km per hour which probably contributed</p> <p>8 to the severity of her injuries."</p> <p>9 If we drop our eyes down to the last paragraph:</p> <p>10 "I believe that it is important that a 50km per</p> <p>11 hour ... is implemented as soon as possible in order to</p> <p>12 prevent another serious accident happening."</p> <p>13 So this is the first letter.</p> <p>14 Then if I may invite you to go to the minutes of the</p> <p>15 second meeting, dated 13 March 2015, of the Tai Po</p> <p>16 District Council. Bundle DC-2B, page 840-91.</p> <p>17 This is a meeting dated 13 March 2015, and we can</p> <p>18 see the persons who attended, including Assistant</p> <p>19 District Officer (Tai Po)/Highways Department, and also</p> <p>20 Senior Transport Officer of the Transport Department,</p> <p>21 and also other engineers of the Transport Department.</p> <p>22 If we may go to the next page, 840-92, where there</p> <p>23 was "A request from the Japanese International School to</p> <p>24 reduce the speed limit of Tai Po Road section at Tai Po</p> <p>25 Kau".</p>	<p>1 concerned. He would further report to the committee</p> <p>2 after examination by the TD."</p> <p>3 The next document is the letter from the Tai Po</p> <p>4 District Council dated 24 July 2015. That's four months</p> <p>5 after the meeting. That's in bundle DC-2B, page 840-75.</p> <p>6 Then it stated there that:</p> <p>7 "... am a Tai Po District Councillor and have</p> <p>8 recently received requests for assistance from the</p> <p>9 residents in the vicinity of Tai Po Road. This is</p> <p>10 because owing to the absence of speed limit traffic</p> <p>11 signs around the bend of Savanna Garden, traffic</p> <p>12 accidents happened frequently.</p> <p>13 To ensure the safety of road users, your department</p> <p>14 is now requested to expeditiously install the '50km'</p> <p>15 speed limit signs at the above location to remind the</p> <p>16 motorists to pay attention to driving at safe speed for</p> <p>17 prevention of unnecessary incidents."</p> <p>18 Now, the Savanna Garden, that road section, is</p> <p>19 a 70km per hour zone, or the road section is 70km per</p> <p>20 hour.</p> <p>21 CHAIRMAN: Before you go on -- do you accept that? Do you</p> <p>22 need to have a look at a map?</p> <p>23 MR TONY YAU: Yes.</p> <p>24 CHAIRMAN: Let's put the map up, please.</p> <p>25 MR TONY YAU: Yes, the then speed limit was 70.</p>

Page 105	Page 107
<p>1 CHAIRMAN: Thank you.</p> <p>2 MS MAGGIE WONG: But this is not the only document he sent</p> <p>3 According to Mr Chan Siu Kuen, the Tai Po District</p> <p>4 Councillor, he said there were telephone conversations.</p> <p>5 If I may take you to the transcript reference.</p> <p>6 That's Day 6, 14 July, page 9, line 18. It's in TSCP</p> <p>7 bundle 3A.</p> <p>8 Mr Chan stated there, at line 18:</p> <p>9 "At that time, the Transport Department did not give</p> <p>10 me a direct reply. However, I have spoken to them on</p> <p>11 the phone. They said that if the speed is to be reduced</p> <p>12 to 50 they would have to consult residents as well as</p> <p>13 owners corporations. And in 2014, near the Japanese</p> <p>14 International School there was a traffic accident at the</p> <p>15 signal junction, as a result a person was injured, and</p> <p>16 the Transport Department replied to me. He said for the</p> <p>17 speed to be reduced to 50 the TD would have to conduct</p> <p>18 a study, and after the accident they have appealed to</p> <p>19 the public to abide by road traffic regulations. They</p> <p>20 said that from the perspective of the TD, for the speed</p> <p>21 to be reduced to 50, they would have to do a lot of</p> <p>22 consultation and to liaise with the police.</p> <p>23 I have been waiting. And I have been in contact</p> <p>24 with them. Well, Mr Wong of the Transport Department</p> <p>25 has been transferred out. And regrettably we had the</p>	<p>1 councillor sent a letter to the police, in June 2017,</p> <p>2 copied to the Transport Department --</p> <p>3 CHAIRMAN: Am I not correct in remembering that this is the</p> <p>4 letter the Transport Department said they didn't</p> <p>5 receive? Have I got that right?</p> <p>6 MS MAGGIE WONG: This is -- the Transport Department replied</p> <p>7 to the question of the IRC on 13 July 2018, stating the</p> <p>8 Transport Department acknowledged receipt of a copy of</p> <p>9 the police reply to Mr Chan of 16 June 2017.</p> <p>10 CHAIRMAN: So my memory is wrong about that then. Perhaps</p> <p>11 you had better take us through it.</p> <p>12 MS MAGGIE WONG: Yes. That's at TD-1, page 395, at</p> <p>13 paragraph 9.</p> <p>14 In paragraph 9 at page 395, you stated there that:</p> <p>15 "On 21 June 2017, the TD received a copy of [the</p> <p>16 police force's] reply to Mr Chan of 16 June ... which</p> <p>17 stated that 'The Transport Department currently has no</p> <p>18 plan to install fixed speed enforcement camera in the</p> <p>19 captioned road section.'</p> <p>20 Upon receiving [the police's] reply to Mr Chan, the</p> <p>21 TD checked the accident records in the vicinity of</p> <p>22 Tai Po Road near Deerhill Bay and Tai Po Mei and noted</p> <p>23 that there was no record of traffic accident involving</p> <p>24 vehicle speeding over the past three years, and hence</p> <p>25 that there was no plan to install fixed speed</p>
Page 106	Page 108
<p>1 traffic accident at Tai Po Mei. And I approached the</p> <p>2 police, because the TD could not help us. I asked the</p> <p>3 police to install speed cameras and I have been</p> <p>4 following that up."</p> <p>5 Then he repeated that at page 11 --</p> <p>6 CHAIRMAN: I think this establishes the point: we have</p> <p>7 evidence that there was a conversation that makes it</p> <p>8 perfectly clear that the request was for a reduction in</p> <p>9 the speed limit.</p> <p>10 MS MAGGIE WONG: Yes.</p> <p>11 If we may proceed to the letter requesting for</p> <p>12 installation of speed camera. That would be 5 June</p> <p>13 2017. There's also in bundle DC-2B, page 840 --</p> <p>14 CHAIRMAN: We've been through all this evidence before.</p> <p>15 You've tried to put a general proposition to Mr Yau, and</p> <p>16 I think he didn't agree with it, but I think he now does</p> <p>17 agree with it, as to the first matter, that is to say</p> <p>18 this was a request for the reduction of the speed limit,</p> <p>19 when one looks at the location that was involved,</p> <p>20 Savanna Garden, and at the evidence we have received.</p> <p>21 So the second issue is the request to install a speed</p> <p>22 camera, and perhaps you could just summarise it first to</p> <p>23 see if Mr Yau agrees with that.</p> <p>24 MS MAGGIE WONG: Yes.</p> <p>25 The speed camera is in short that the district</p>	<p>1 enforcement camera thereat. Since TD had nothing to add</p> <p>2 to the Police's reply, the TD did not provide a separate</p> <p>3 reply to Mr Chan."</p> <p>4 I believe in your answer to the IRC question, you</p> <p>5 also acknowledge, at paragraph 17 in the same paper, at</p> <p>6 page 400, the last line of paragraph 17, in relation to</p> <p>7 the TD's response:</p> <p>8 "The WG had not been asked on any earlier occasion</p> <p>9 to consider the appropriateness of the speed limit in</p> <p>10 place for that section of road."</p> <p>11 Just to complete the picture, it never reached the</p> <p>12 working group, this request to reduce the speed limit</p> <p>13 and the request to install speed enforcement cameras.</p> <p>14 It stayed at the level of the traffic engineer of the</p> <p>15 relevant traffic division. So --</p> <p>16 CHAIRMAN: First of all, do you accept that, on the</p> <p>17 evidence?</p> <p>18 MR TONY YAU: Yes, I think so.</p> <p>19 MS MAGGIE WONG: And if we accept that --</p> <p>20 CHAIRMAN: Just give me a moment, please.</p> <p>21 MS MAGGIE WONG: Yes. Sorry.</p> <p>22 CHAIRMAN: Thank you.</p> <p>23 MS MAGGIE WONG: And if we accept that, I wouldn't take you</p> <p>24 to the minutes of meeting on 12 February 2018, where you</p> <p>25 have a meeting with the Tai Po District Council, after</p>

Page 109	Page 111
<p>1 the Tai Po accident, in which I believe Ms Chan was also 2 present at the meeting. 3 Basically -- 4 CHAIRMAN: We have been through this before, have we not? 5 MS MAGGIE WONG: Yes. 6 CHAIRMAN: What is the purpose? Can we not summarise this 7 evidence? 8 MS MAGGIE WONG: Yes. The evidence is simply that the 9 Transport Department will review the speed limit -- 10 CHAIRMAN: And that's what it did. 11 MS MAGGIE WONG: And that's what it did, in two months' 12 time, and the working group ultimately sent or reviewed 13 the relevant section. The working group had a meeting 14 on the speed limit review on 27 March 2018, and agreed 15 to the proposed reduction or lowering of the speed limit 16 of the subject road section. 17 CHAIRMAN: What's the reference for that, if you could give 18 it to me? 19 MS MAGGIE WONG: Yes. The reference is at TD-1, page 166 20 That's 27 March 2018. 21 And the minutes which I wish to take you to is at 22 TD-6, page 1923 to 1927. This is the new document you 23 have provided to us recently, on 12 October 2018. 24 If I may take you to the minutes of the Working 25 Group on Speed Limit Review. That would be 1916. If we</p>	<p>1 That's in paragraph (b). 2 But if I may take you to the last sentence, in 3 particular the northbound section: 4 "... the accident rates for the northbound and 5 southbound of the northern section were 1.21 and 1.57 6 respectively, both of which were higher than the 7 territorial average accident rate (1.18 in 2016) for all 8 roads." 9 CHAIRMAN: Which were lower, not higher, isn't that right? 10 MS MAGGIE WONG: Higher. 11 CHAIRMAN: I'm sorry. You are reading from paragraph (b), 12 are you? 13 MS MAGGIE WONG: Yes, the last few lines. 14 CHAIRMAN: Thank you. I was reading higher up. 15 MS MAGGIE WONG: I'm sorry. 16 CHAIRMAN: No, that's my mistake. Thank you. 17 MS MAGGIE WONG: And we can see, based on (e), "considering 18 the above observed 85th percentile speeds and accident 19 rates", it was recommended lowering the speed limit at 20 both bounds of the subject road section to 50 km per 21 hour and retaining the speed limit of the remaining part 22 of the subject road section under review. 23 I believe, Mr Yau, you have stated in the last 24 hearing that one of the criteria is to consider the 25 accident rates, personal injury accident rates, as</p>
Page 110	Page 112
<p>1 can see on that page, the persons present included the 2 Transport Department, the Hong Kong Automobile 3 Association, Institute of Advanced Motorists Hong Kong, 4 and a number of Transport Department officials, 5 including those who are traffic engineers. 6 If I may take you to 1917, that's the section on the 7 subject road section, 4.2. It appears the heading 8 stated there is "Report no. 3 and no. 4", concerning the 9 "Subject road section of Tai Po Road between Tsun 10 King Road and Yung Yi Road, Tai Po, (both bounds)". 11 Can I ask whether these minutes summarise the 12 proposal set out in the report, because we have not been 13 given the report, so we don't know what has been 14 proposed in the report itself. Can you confirm whether 15 the proposal set out in these few paragraphs are the 16 proposals advanced by the transport engineer of the 17 Transport Department? 18 MR TONY YAU: Yes. 19 MS MAGGIE WONG: It's noted, not simply from these minutes, 20 that you have taken -- the pattern is this. You will 21 review the survey 85th percentile speeds during off-peak 22 hours for light vehicles at the concerned road section. 23 That's stated at 4.2.1, paragraph (a). And the second 24 is you will review the accident rates in terms of 25 personal injury accidents per million vehicle-kilometre.</p>	<p>1 compared to the accident rate for the territory, and it 2 appears the statistic would clearly reveal, as noted 3 here, that the accident rates were higher than the 4 territory accident rates in 2016, 1.18. 5 I think we have established that you accepted that 6 there had been complaints from the district councillor 7 to the Transport Department about reviewing or reducing 8 the speed limit of the subject road section. 9 Now, in light of what we have seen, do you consider 10 that there might be a need to introduce a review 11 mechanism where the district councillor can appeal to 12 the working group if the traffic engineer refuses to 13 carry out the study of the subject road section? 14 MR TONY YAU: Yes. I -- 15 MS MAGGIE WONG: Or refer to the working group? 16 MR TONY YAU: Yes, I agree with that. I think we need 17 a mechanism for the traffic engineers to reference 18 whether they can forward the demand from the public to 19 the working groups. So we will review the mechanism of 20 speed limit review, so to duly consider the public 21 opinion. 22 CHAIRMAN: How should that be done? If there is clearly 23 a need to have a mechanism by which you can review 24 a traffic engineer's decision, he being the recipient of 25 a request from a district council for a change of speed</p>

Page 113	Page 115
<p>1 limit, how should that be done?</p> <p>2 MR TONY YAU: I think we should first discuss the new</p> <p>3 mechanism or proposals in the speed limit working group,</p> <p>4 and then the proposer will then consult the district</p> <p>5 council, to seek their comments.</p> <p>6 CHAIRMAN: Thank you.</p> <p>7 MS MAGGIE WONG: Mr Chairman, I'm going to move on to the</p> <p>8 topic of illegal parking and the proof concept trial.</p> <p>9 CHAIRMAN: Yes.</p> <p>10 MS MAGGIE WONG: We have heard evidence from trade unions,</p> <p>11 from Kowloon Motor Bus, from practically all franchised</p> <p>12 bus operators, that there is illegal parking problem,</p> <p>13 and this problem --</p> <p>14 CHAIRMAN: Anybody with eyes would be able to see that.</p> <p>15 MS MAGGIE WONG: Yes.</p> <p>16 CHAIRMAN: So what is it specifically that is relevant for</p> <p>17 us?</p> <p>18 MS MAGGIE WONG: May I ask -- there is a letter from the</p> <p>19 police dated 10 August 2018, in bundle MISC-1C, at</p> <p>20 page 124-539. It mentioned there is a proof of concept</p> <p>21 trial.</p> <p>22 CHAIRMAN: Before we get buried in the detail, what is the</p> <p>23 issue that we would benefit from having the evidence of</p> <p>24 the Transport Department? What is the issue?</p> <p>25 MS MAGGIE WONG: First of all, I think one of the issues</p>	<p>1 I confirm the study involves the matters that I have</p> <p>2 identified is to use a CCTV camera and to observe the</p> <p>3 vehicle for a certain period.</p> <p>4 CHAIRMAN: What is your question then for the Transport</p> <p>5 Department?</p> <p>6 MS MAGGIE WONG: Whether you know much about this proof of</p> <p>7 concept trial and your involvement in this proof of</p> <p>8 concept trial and --</p> <p>9 CHAIRMAN: Well, one question at a time. Let's try those</p> <p>10 two questions first.</p> <p>11 MS MABLE CHAN: Thank you, Chairman. Thank you for</p> <p>12 Ms Wong's question.</p> <p>13 The Transport Department is not involved in this</p> <p>14 feasibility study of proof of concept trial.</p> <p>15 As regards the question about whether any CCTV is</p> <p>16 adopted or how the video images are to be captured and</p> <p>17 to facilitate enforcement, we regret that because we are</p> <p>18 not involved, we cannot shed any light in that regard.</p> <p>19 But just a remark that I may make is that we would</p> <p>20 welcome any pilot study or proof of concept feasibility</p> <p>21 study that may help to promote or enhance the use of</p> <p>22 technology for traffic enforcement matters that fall</p> <p>23 under the prerogative of the police.</p> <p>24 Thank you.</p> <p>25 CHAIRMAN: Yes.</p>
Page 114	Page 116
<p>1 involved is -- it mentions there that they are going to</p> <p>2 review the illegal parking problem by having CCTV</p> <p>3 cameras installed at various parking or stopping places,</p> <p>4 and because there are no details as to how this proof of</p> <p>5 concept trial works, my question is whether it involves</p> <p>6 video recognition of car plate numbers captured in the</p> <p>7 video footage, and whether it would involve a system</p> <p>8 where it involves the computer detecting, for example,</p> <p>9 if a car parked at a specific location and in</p> <p>10 a stationary position or no change of shape, and being</p> <p>11 observed for a few minutes and didn't move, how would</p> <p>12 that trigger the Transport Department or the police to</p> <p>13 carry out enforcement action?</p> <p>14 CHAIRMAN: Well, the Transport Department are not involved</p> <p>15 in carrying out enforcement of illegal parking, are</p> <p>16 they? That's a matter for the police.</p> <p>17 MS MAGGIE WONG: That's a matter for the police.</p> <p>18 CHAIRMAN: The Transport Department's interest, no doubt,</p> <p>19 would be with illegal parking generally, because it</p> <p>20 affects congestion, but more specifically illegal</p> <p>21 stopping in bus stops is an issue that concerns this</p> <p>22 committee.</p> <p>23 MS MAGGIE WONG: Yes. Maybe, because we don't have any</p> <p>24 information about this proof of concept trial, except</p> <p>25 what's stated in the letter from the police, may</p>	<p>1 MS MAGGIE WONG: And the final question I would like to ask</p> <p>2 is the suggestion put forth by Mr Julian Kwong on</p> <p>3 whether it is possible to have a protocol in which even</p> <p>4 though technically the legal speed limit is, for</p> <p>5 example, 70km per hour, but the bus company can, on its</p> <p>6 own, provide guidelines for the drivers in respect of</p> <p>7 certain road conditions to drive at a safer speed or</p> <p>8 a lower speed, and that there be a monitoring mechanism</p> <p>9 to ensure that the exact speed would not exceed the</p> <p>10 protocol that they set. For example, if they find that</p> <p>11 a particular section of the road is dangerous, and</p> <p>12 instead the legal speed limit of 50, they could</p> <p>13 self-impose a lower speed limit, and then the Transport</p> <p>14 Department could take up a more active role in</p> <p>15 monitoring the compliance of this.</p> <p>16 This is what Julian Kwong suggested in his evidence.</p> <p>17 May I know if your department would support that</p> <p>18 position or recommendation?</p> <p>19 MS MABLE CHAN: Thank you, Chairman. We note the remark and</p> <p>20 suggestion from Mr Julian Kwong, and I also follow the</p> <p>21 oral evidence provided by KMB about their previous</p> <p>22 proposal or idea of issuing some guidelines to caution</p> <p>23 or remind bus captains on some particular road sections</p> <p>24 that may merit the imposition of a lower speed in their</p> <p>25 driving.</p>

Page 117	Page 119
<p>1 But I think, as Mr Tony Yau has been giving the oral 2 evidence in response to Ms Wong, I think from the 3 Transport Department's point of view we will attach 4 great importance to the study that we have just 5 commenced, in particular in regard to the imposition of 6 low speed limit zone, with adoption of calming measures, 7 I think that is a more fundamental issue that we should 8 pursue.</p> <p>9 As to whether or not the bus companies will continue 10 to pursue and explore the possibility of issuing 11 guidelines, I think the use of the two-stage speed 12 limiter with retarder will actually do a great step in 13 helping the drivers to adapt to the two statutory speed 14 limits currently practised in Hong Kong's regime.</p> <p>15 So I think the use of technology is an important 16 area that we should pursue. Whether or not the 17 guidelines could help, I think this is an area we can 18 certainly take an open-minded approach, to further 19 discuss with the bus operators.</p> <p>20 Thank you.</p> <p>21 MS MAGGIE WONG: Lastly, we have heard a lot during the 22 course of this hearing about the use of mandatory bus 23 lane, as in Singapore --</p> <p>24 CHAIRMAN: Before you leave this topic -- forgive me for 25 interrupting -- there's a matter that I'd like to draw</p>	<p>1 route near Sha Tin district, Shui Chuen O housing 2 development. The road environment and the gradient for 3 that road from the Shui Chuen O Estate to the main road 4 may cause some risk concerns, and that has led the 5 Transport Department and the bus operator to impose 6 a mandatory bus stop along the road section, so that 7 that will ensure that the bus captains, irrespective of 8 whether or not there are passengers waiting in the bus 9 stop, they will have to -- there is a requirement for 10 them to mandatorily stop in the bus stop, as 11 a mitigation measure, to enhance road safety.</p> <p>12 So I think any systematic assessment of routes will 13 certainly help to consolidate our existing practice and 14 discussions with the bus operators to ensure road safety 15 in respect of routes.</p> <p>16 Thank you, Chairman.</p> <p>17 CHAIRMAN: Obviously, the Transport for London mechanism is 18 more formalised, because the route risk assessment has 19 to be done by the bus operator and then communicated to 20 Transport for London. That ensures that the information 21 is available to both parties, which might result in what 22 you've just described in Sha Tin.</p> <p>23 Is there merit in having such a requirement in 24 Hong Kong; for example, in the forward planning 25 programme, perhaps, bus safety, or somewhere else?</p>
Page 118	Page 120
<p>1 to your attention. It is to be found in Mr Weston's 2 report, which is to be found in EXP-1, and it is at 3 page 142, paragraph 6.4.</p> <p>4 It is this. In London, as Mr Weston says here: 5 "As part of the framework agreement operators are 6 required to produce a route risk assessment for each 7 route it operates. The aim of this RRA is to identify 8 potential risks along a route, for example a difficult 9 junction or the presence of a school which might 10 generate a lot of pedestrian movement at certain times 11 of the day. Drivers allocated to that route would be 12 expected to be familiar with [what should be RRA, 13 I think."</p> <p>14 Now, in Hong Kong, do we have any system where the 15 franchised bus operators are required to produce 16 a similar assessment?</p> <p>17 MS MABLE CHAN: Chairman, at present, there is no such 18 systematic route risk assessment mechanism, though 19 I would like to point out that in our regular liaison 20 with the bus operators, it also comes to our knowledge 21 that certain routes actually warrant specific care and 22 particular measures to ensure that the driver will pay 23 attention to the road environment and pedestrian 24 movement.</p> <p>25 May I quote an example to illustrate? That is a bus</p>	<p>1 MS MABLE CHAN: Chairman, I think we can certainly look at 2 that and consider that, because in the safety chapter, 3 depending on the circumstances of the operational needs 4 of certain bus operators, the analysis of the causes of 5 the accidents sometimes will also point towards a higher 6 accident rate in certain routes.</p> <p>7 So I think the idea of having a sort of more 8 systematic route risk assessment exercise could 9 certainly help in that regard. We can certainly explore 10 that with the bus operators. A possible area will be in 11 the context of the safety chapter.</p> <p>12 Thank you, Chairman.</p> <p>13 CHAIRMAN: We have received evidence addressing the issue of 14 29 sharp bends that were identified internally with KMB 15 at some stage, when recommendations were formulated and 16 they were about to be, it seems, published to the bus 17 drivers, but then it appears not given to them.</p> <p>18 Was the Transport Department made aware by KMB of 19 its, if you like, risk route assessment, 29 sharp bends 20 where your speeds should be lower than the speed limit?</p> <p>21 MS MABLE CHAN: Chairman, based on our best knowledge, the 22 Transport Department was not aware of that internal 23 arrangement regarding those 29 bends.</p> <p>24 Thank you.</p> <p>25 CHAIRMAN: That kind of no doubt exhaustive work that KMB</p>

Page 121	Page 123
<p>1 spent on that project, is that not something that 2 would be useful for you to know about in the Transport 3 Department? 4 MS MABLE CHAN: That would certainly be useful for us to 5 know about and to explore any further idea of having 6 a more systematic risk assessment in respect of routes. 7 Thank you. 8 CHAIRMAN: Thank you. 9 Yes, Ms Wong. 10 MS MAGGIE WONG: May I ask a follow-up question on the 11 systematic risk assessment of certain routes at specific 12 locations, and if the Transport Department, seized of 13 these materials, discovered that there are certain 14 merits in certain road sections which require lowering 15 of speed limits, how would that matter be dealt with? 16 Would that be referred to the Working Group on Speed 17 Limit Review, or would that be referred to the standing 18 committee or Working Group on Enhancement of Bus Safety? 19 MS MABLE CHAN: I think it may not be appropriate for me to 20 respond direct to this question. I think, as 21 I responded to the chairman's suggestion and idea, we 22 will go back and certainly look at how this route risk 23 assessment exercise can be made more systematic and we 24 will take it from there. 25 Thank you.</p>	<p>1 in the Working Group on Enhancement of Bus Safety as one 2 of the road enhancement measures that may be possible 3 for improvement of bus safety, but may I invite Mr Yau 4 to make some observation from the road safety angle? 5 CHAIRMAN: Yes. 6 MR TONY YAU: Thank you, Chairman. 7 The concept they are proposing in Singapore is using 8 a mandatory give way road marking. This is a regulatory 9 marking, it's mandatory. That means the vehicles, when 10 they travel to the traffic lane next to the bus lay-by, 11 all the vehicles have to stop, no matter whether there 12 is a bus leaving the bus lay-by. 13 So I think we need to study whether this is suitable 14 in Hong Kong because -- 15 CHAIRMAN: This is not a proposal in Singapore. This is 16 a system they've got, is it not? 17 MR TONY YAU: It has been implemented in Singapore. 18 CHAIRMAN: Yes. You said "proposed". 19 MR TONY YAU: Sorry. 20 So we need to study whether it is suitable in 21 Hong Kong, because that means, with that mandatory road 22 marking, all the vehicles, the main traffic have to be 23 stopped, so we worry about maybe the rear-end collision, 24 whether the chance will be increased. 25 But the concept --</p>
Page 122	Page 124
<p>1 MS MAGGIE WONG: The last topic is on -- I would like your 2 views, because we have heard some evidence about the 3 system used in Singapore, about the Mandatory Give Way 4 to Buses scheme, and also the bus priority lane that was 5 imposed by the Land Transport Authority in Singapore. 6 If I may refer you to bundle SEC-2, at page 832. 7 The paper actually starts at page 822. It's a research 8 information note on "Franchised bus services in Seoul 9 and Singapore". 10 If we go to 832, paragraph 3.15, one of them is the 11 "Provision of ... Give Way to Buses scheme". So the 12 idea is: 13 "When nearing a bus stop under the scheme, motorists 14 will first see triangular give way markings on the road. 15 These markings indicate that motorists approaching these 16 bus stops need to slow down and watch out for buses 17 pulling out of the bus bay." 18 And there will be signs or road markings like "Give 19 Way to Buses", and there will be a penalty if someone 20 violates this. 21 First of all, would the Transport Department 22 consider this Mandatory Give Way to Buses scheme? 23 MS MABLE CHAN: First of all, may I invite Mr Tony Yau to 24 give his observation from the road safety angle. In any 25 event, this idea or measure can be further looked into</p>	<p>1 CHAIRMAN: Rear-end collision caused by what? Not noticing 2 that a bus has stopped? 3 MR TONY YAU: Because the main traffic, the vehicles have to 4 be stopped, maybe suddenly -- they have to -- 5 CHAIRMAN: There are two kinds of bus stops, aren't there, 6 one where the bus pulls off the road, and the other 7 where it's in the road lane; right? 8 MR TONY YAU: Yes. Can we show the photos? 9 MS MAGGIE WONG: Page 833. 10 MR TONY YAU: As shown in the photos, there's a triangle 11 "Bus". 12 CHAIRMAN: Yes. That's a bus stop that's off the road, is 13 it not? 14 MR TONY YAU: Yes. You can see a lay-by, it's a bus stop. 15 CHAIRMAN: Yes. 16 MR TONY YAU: And it shows a yellow background with 17 an arrow. 18 CHAIRMAN: That's the bus has priority to get back onto the 19 road. 20 MR TONY YAU: Yes. That means all the vehicles have to stop 21 in front of that yellow road marking. 22 CHAIRMAN: What, to leave a gap for the bus? 23 MR TONY YAU: Yes. 24 CHAIRMAN: But if there's no other vehicle in front, does 25 the vehicle have to stop?</p>

Page 125	Page 127
<p>1 MR TONY YAU: But maybe the vehicle behind the stopping 2 vehicle may not stop promptly.</p> <p>3 CHAIRMAN: Aren't you supposed to look at where the vehicle 4 in front of you is, whether or not it's stopped moving 5 or slowing down? Isn't that the primary duty of a 6 driver of any vehicle?</p> <p>7 MR TONY YAU: Right. Yes. So we need to study whether the 8 motorists in Hong Kong -- it's suitable in Hong Kong 9 but --</p> <p>10 CHAIRMAN: What, you think it's too complicated for people 11 in Hong Kong; they can do this in Singapore but our 12 drivers couldn't handle this?</p> <p>13 MR TONY YAU: This is an area we need to study. But the 14 concept of using traffic aids, that means traffic signs 15 or road markings to assist a bus leaving is good. We 16 can refer --</p> <p>17 CHAIRMAN: But do you accept this as a proposition, that it 18 makes socially to give priority to a vehicle with 135 19 passengers on board over and above a vehicle with 20 a chauffeur and a boss sitting in the back? Doesn't 21 that make social sense?</p> <p>22 MR TONY YAU: Yes, I agree.</p> <p>23 MS MAGGIE WONG: And related to this scheme is also the bus 24 lane scheme. We can see how it works at page 831. 25 In short, the system requires little intervention by</p>	<p>1 section.</p> <p>2 Very often, we have been receiving requests for 3 placing more bus stops along busy and congested roads, 4 but with the increasing public expectation on importance 5 to bus safety and priority to be given to buses, we have 6 to strike a balance in this regard.</p> <p>7 In any event, we will look into that seriously in 8 our standing working group forum.</p> <p>9 Thank you.</p> <p>10 MS MAGGIE WONG: Thank you.</p> <p>11 Mr Chairman, I have completed the questioning, 12 unless the committee would like me to touch on other 13 subjects.</p> <p>14 CHAIRMAN: Yes.</p> <p>15 We have received information in the Chief 16 Executive's policy address about a statement in relation 17 to seat belts being retrofitted on buses. And, as 18 I understand it, there was a statement made by the 19 Secretary for Transport and Housing on some of the 20 details of what appears to be a subsidy. Perhaps you 21 could explore that.</p> <p>22 Do you have the two matters, that is the policy 23 address excerpt, I think it's all of four lines, and 24 then the statement of the secretary? 25 MS MAGGIE WONG: Mr Chairman, I have the policy address.</p>
Page 126	Page 128
<p>1 driver, as the video installed in the bus will 2 continuously monitor the road in front of the bus, so 3 that the video camera would catch those motorists 4 infringing bus lanes. And we can see at page 832 the 5 photograph showing the video camera, and anyone, any 6 motorist, violating this infringing bus lane will be 7 penalised with a fine.</p> <p>8 So this is related to the Mandatory Give Way to 9 Buses scheme. Would you also consider this in your 10 Working Group on Enhancement of Bus Safety?</p> <p>11 MS MABLE CHAN: Chairman, we will take that into account 12 when we explore and consider the idea of Mandatory Give 13 Way to Buses scheme in the working group.</p> <p>14 I would also like to add that, as the chairman has 15 also pointed out, any particular measure to give 16 priority to buses, in particular when they pull out of 17 the bus stop, will make sense. The issue that we will 18 have to look carefully into is that in Hong Kong is a 19 very congested environment where the bus stops may be 20 perhaps provided along the street, where there may only 21 be two lanes, and there is high traffic flow. We need 22 to be careful to look into whether this mandatory scheme 23 can really help, in all circumstances, and if not, the 24 fundamental question is whether or not that bus lay-by 25 or bus stop is suitable to be placed on that road</p>	<p>1 I need to dig up the statement by the Chief Executive on 2 the exact amount.</p> <p>3 CHAIRMAN: Why don't we take a five-minute break. If you've 4 finished, then we are going to review what other 5 questions we have, and then we can finish the oral 6 evidence in short compass.</p> <p>7 But let's take until 4 o'clock. Thank you. 8 (3.54 pm) 9 (A short adjournment) 10 (4.04 pm)</p> <p>11 CHAIRMAN: Yes, Ms Wong.</p> <p>12 MS MAGGIE WONG: Thank you for the time.</p> <p>13 Mr Chairman, we have retrieved the Chief Executive's 14 2018 policy address and her statement afterwards as to 15 the amount that would be subsidised by the government in 16 retrofitting existing buses with appropriate safety 17 devices and retrofitting all seats on the upper deck of 18 some buses with seat belts.</p> <p>19 The relevant paragraphs can be shown on the screen: 20 "Secretary for Transport and Housing announced at 21 the press conference" --</p> <p>22 CHAIRMAN: Can't we deal with the Chief Executive's policy 23 address first?</p> <p>24 MS MAGGIE WONG: Yes. The Chief Executive's 2018 policy 25 address at paragraph 264. It stated there:</p>

Page 129	Page 131
<p>1 "To further enhance the operational safety of 2 franchised buses, the government will subsidise 3 franchised bus operators in retrofitting existing buses 4 with appropriate safety device, including retrofitting 5 all seats on the upper deck of some buses with seat 6 belts." 7 And following on that policy address, if we can go 8 to the statement by the Secretary for Transport and 9 Housing at the press conference on the Chief Executive's 10 policy address. It is stated on the screen -- we have 11 extracted the Chinese and the English translation, and 12 if I may read into the record: 13 "With a view to further enhancing the operational 14 safety of the franchised buses, we propose to subsidise 15 the franchised bus operators for retrofitting of three 16 safety devices on appropriate existing buses, including 17 the electronic stability control system, speed limiters 18 with retardation function, and seat belts for all seats 19 on the upper deck of long-haul buses running on 20 expressways with fewer stops. We will be funding 21 80 per cent of the relevant cost, involving about 22 \$500 million. For the remaining cost as well as the 23 subsequent maintenance and repair works, they will be 24 borne by the franchised bus operators." 25 CHAIRMAN: Yes.</p>	<p>1 MS MABLE CHAN: Yes, Chairman. 2 So the seat belt will undergo a cost/benefit 3 analysis, covering technical, operational and financial 4 feasibility. 5 As regards the ESC and the retarder, as reflected in 6 our deliberations of the working group, various bus 7 operators have already been giving thought to installing 8 or retrofitting these two devices on their existing 9 buses. So, again, the money will be made available and 10 on a matching basis, as an incentive to enable the bus 11 operators to achieve early installation of the safety 12 devices. 13 So, in short, the policy address initiative is 14 actually a positive step in responding to the findings 15 and recommendations in the working group, which we have 16 submitted to the committee for your consideration. 17 Thank you. 18 MS MAGGIE WONG: Is there a timetable for installation of 19 these safety devices? Has that been discussed? 20 MS MABLE CHAN: Taking into account the preliminary 21 assessment of the bus operators during the discussions 22 of the working group, the money would be set aside and 23 provided for a six-year horizon from 2019/2020 to 24 2024/2025. Again, I would like to emphasise that the 25 installation of the seat belts will undergo</p>
Page 130	Page 132
<p>1 MS MAGGIE WONG: Would Ms Chan be able to explain perhaps, 2 first of all, when this government subsidy would be 3 implemented in terms of these safety devices? 4 MS MABLE CHAN: Yes. First of all, for the committee's 5 reference, the installation of safety devices, including 6 electronic stability control, the retarder on speed 7 limits, and seat belts, arise from the deliberations at 8 the Working Group on Enhancement of Franchised Bus 9 Safety. The installation will be subject to detailed 10 technical and operational assessment by the bus 11 operators. 12 So, as mentioned in the Chief Executive's policy 13 address and in the statement delivered by the Secretary 14 for Transport and Housing, the government has planned to 15 reserve a total involving about 500 million, to provide 16 funding or financial incentive to facilitate the bus 17 operators to install the various devices. 18 In particular for the seat belts, as we mentioned 19 and responded in giving our oral evidence in previous 20 hearing sessions, the installation of seat belts will 21 particularly have to undergo a detailed assessment, 22 including operational, technical and financial 23 feasibility assessment. So -- 24 CHAIRMAN: Will it have to undergo a cost/benefit analysis 25 or not?</p>	<p>1 a cost/benefit analysis. 2 Thank you. 3 MS MAGGIE WONG: It made reference -- 4 CHAIRMAN: Forgive me for interrupting. This is 5 a conditional statement made by both the Chief Executive 6 and the Secretary for Transport and Housing, and the 7 effect of it is this, as I understand it: subject to 8 a cost/benefit analysis -- let's just take seat belts -- 9 the government is prepared to make a subsidy in the 10 formula that is articulated in the statement, but it's 11 conditional? 12 MS MABLE CHAN: Yes, Chairman. 13 Chairman, can I elaborate on that? 14 CHAIRMAN: Please do. 15 MS MABLE CHAN: This is an attempt by the government to 16 provide and set aside the money as stated in the policy 17 address and also in the secretary's statement for 18 providing the funding. 19 For internal estimate and provision of money, we 20 have said that the funding is to be provided on 21 a six-year horizon, and that has also taken into account 22 the initial guesstimate as provided by the bus 23 operators, taking into account the possible timing for 24 retrofitting. 25 In the statement as mentioned in the policy</p>

Page 133	Page 135
<p>1 address -- may I refer to the policy address paragraph?</p> <p>2 CHAIRMAN: Yes. Can we put that on the screen?</p> <p>3 MS MABLE CHAN: The phrase, the last part of the sentence,</p> <p>4 "including retrofitting all seats on the upper deck of</p> <p>5 some buses with seat belts", this actually reflects what</p> <p>6 we have been explaining and elaborating to this</p> <p>7 committee on the working group's deliberation that it is</p> <p>8 our recommendation in the working group that</p> <p>9 a cost/benefit analysis of retrofitting all seats on the</p> <p>10 upper deck of some buses, ie including long-haul buses</p> <p>11 with fewer bus stops, to be installed with seat belts,</p> <p>12 to be further looked into.</p> <p>13 Thank you.</p> <p>14 CHAIRMAN: I think the phrase you missed out there was "on</p> <p>15 expressways". These are the various caveats.</p> <p>16 MS MABLE CHAN: Yes.</p> <p>17 CHAIRMAN: Long-haul buses, one; running on expressways,</p> <p>18 two; with fewer stops, three.</p> <p>19 MS MABLE CHAN: Yes. Thank you, Chairman.</p> <p>20 CHAIRMAN: May I ask that the transcript for Day 20, which</p> <p>21 is 6 October, be put up on the screen, page 73. I want</p> <p>22 to take you, Ms Chan, to line 24. This is an answer</p> <p>23 that you were giving on this very issue. You said this:</p> <p>24 "Given the retrofitting of the existing buses for</p> <p>25 seat belts appears to be not cost-effective at the</p>	<p>1 MS MAGGIE WONG: Thank you.</p> <p>2 Questioning by THE COMMITTEE</p> <p>3 MEMBER AUYEUNG: Thank you, Chairman. I just have one</p> <p>4 question, going back to Ms Chan.</p> <p>5 During one of the previous hearings, you did mention</p> <p>6 about safety is a shared responsibility among all your</p> <p>7 units, and at the same time, from our expert</p> <p>8 recommendation, there has been a recommendation that</p> <p>9 there should be someone or a unit being responsible for</p> <p>10 safety alone.</p> <p>11 So I just want to hear your opinion again, after all</p> <p>12 this expert opinion: in your mind, are you currently</p> <p>13 happy with safety being shared by all your units, or</p> <p>14 should there be a particular individual or unit being</p> <p>15 responsible for safety only? Thank you.</p> <p>16 MS MABLE CHAN: Thank you for this question, a very good</p> <p>17 question.</p> <p>18 I think I have, in my previous evidence given to</p> <p>19 this committee, provided facts about the current</p> <p>20 division of responsibility amongst various units in the</p> <p>21 Transport Department. I think the current establishment</p> <p>22 serves well in enabling that the policy unit overseeing</p> <p>23 the bus and railway services continues to exercise their</p> <p>24 policy oversight on the provision of franchised bus</p> <p>25 services.</p>
Page 134	Page 136
<p>1 present moment, and it involves a number of</p> <p>2 considerations, obviously, should there be any decision</p> <p>3 to make it a mandatory or statutory requirement for all</p> <p>4 existing buses to be installed with seat belts, in</p> <p>5 particular on the upper deck, we would have to look into</p> <p>6 seriously on how much marginal benefit we can achieve as</p> <p>7 compared with the cost and the technical considerations.</p> <p>8 So, in short, to answer your question, I agree with</p> <p>9 the expert advice that if we want to go forward with</p> <p>10 a mandatory requirement, we have to go through some</p> <p>11 cost/benefit analysis or impact assessment."</p> <p>12 Although that narrow quote relates to the issue of</p> <p>13 being made mandatory, are we to understand that</p> <p>14 a cost/benefit analysis it to be applied to the</p> <p>15 subsidising of retrofitting of any seat belt analysis,</p> <p>16 that that will be the first exercise to see if the</p> <p>17 cost/benefit analysis delivers a positive result?</p> <p>18 MS MABLE CHAN: Yes, Chairman.</p> <p>19 CHAIRMAN: Thank you.</p> <p>20 MS MABLE CHAN: Thank you.</p> <p>21 CHAIRMAN: Yes, Ms Wong.</p> <p>22 MS MAGGIE WONG: I think Ms Chan has addressed my initial</p> <p>23 question on this topic, on cost/benefit analysis, so</p> <p>24 I will have no further questions.</p> <p>25 CHAIRMAN: Thank you.</p>	<p>1 On the other hand, we have the Road Safety and</p> <p>2 Standards Unit, overseeing the general road safety, also</p> <p>3 including a focus on bus safety.</p> <p>4 On the other hand, we have the Vehicle Safety and</p> <p>5 Standards Division, responsible for ensuring the</p> <p>6 compliance of the bus operators in the provision of safe</p> <p>7 buses according to statutory provisions.</p> <p>8 But I would also like to add that with the quick</p> <p>9 development of technology and with the increasing</p> <p>10 expectations on public bus safety, we actually see the</p> <p>11 merit of having, apart from the three units that</p> <p>12 I mentioned, two dedicated units to pursue some of other</p> <p>13 recommendations amongst others. The two dedicated units</p> <p>14 are, one, set up of the transport technology unit, to</p> <p>15 take heed of the latest developments of transport</p> <p>16 technology, including the adoption of technology and</p> <p>17 safety devices to promote bus safety. On the other</p> <p>18 hand, we also propose to set up a dedicated unit to take</p> <p>19 up the issue of road safety audit, and the road safety</p> <p>20 audit will not only focus on the enhancement of the road</p> <p>21 safety system, but to introduce a particular and</p> <p>22 additional system to audit what we are now doing under</p> <p>23 the road safety management system.</p> <p>24 We think that with this enhancement and introduction</p> <p>25 of a road safety audit division, it will help us to take</p>

Page 137	Page 139
<p>1 us a big step forward, in taking into account any public 2 request for review of road environment and other 3 improvement measures to improve road safety and public 4 bus safety, and it also helps to advocate and promote 5 an establishment of accreditations for auditors to audit 6 and check all our roads in Hong Kong.</p> <p>7 So all the issues, a number of issues that the 8 senior counsel has just mentioned about imposition of 9 low speed limit zones, road safety features, will all be 10 taken into account to ensure there is check and balance 11 within the department, and with these extra and 12 dedicated resources we hope that we will have a more 13 holistic approach to drive public transport safety.</p> <p>14 Thank you.</p> <p>15 CHAIRMAN: Thank you.</p> <p>16 MS MABLE CHAN: Thank you, Chairman.</p> <p>17 MEMBER LO: Commissioner, I just have a follow-up question 18 on that. Will this audit team look into a more 19 systematic, regular basis to look at accident statistics 20 with the objective of coming up with rectification 21 measures on a regular basis, so things are being looked 22 at regularly and rigorously over time?</p> <p>23 MS MABLE CHAN: This is exactly what I want to do. Thank 24 you.</p> <p>25 MEMBER LO: A follow-up question is, what about those</p>	<p>1 Thank you.</p> <p>2 CHAIRMAN: Who, in this standing or permanent working group 3 forum, is actually going to do the cost/benefit analysis 4 in respect of the retrofitting of seat belts on some 5 existing buses, with the caveats that have been entered 6 in the Secretary for Transport and Housing Bureau's 7 statement?</p> <p>8 MS MABLE CHAN: Chairman, thank you.</p> <p>9 We would certainly have to put forward some thoughts 10 on the scope and factors to be taken into account in 11 a cost/benefit analysis, and then we will provide papers 12 and agenda items to put up our thoughts for discussion 13 with the bus manufacturers and operators, and we will 14 expect them to provide critical and detailed assessment 15 according to the parameters and the factors that we set.</p> <p>16 So that will provide a basis for us to take forward 17 a cost/benefit analysis. So, at the end of the day, any 18 recommendation on the provision or the dishing out of 19 the subsidy will depend on the completion of the 20 cost/benefit analysis with the submissions from the bus 21 operators.</p> <p>22 CHAIRMAN: The three members that you have identified so far 23 as being members are the bus manufacturers, the 24 Transport Department and the franchised bus operators. 25 I think, when Mr YK Chan was giving evidence, he said he</p>
Page 138	Page 140
<p>1 cost/benefit analyses? Will they also be conducted in 2 this particular unit, for example in the case of safety 3 belts, will they be looked at by this particular team, 4 look into the detail of the cost/benefit analysis?</p> <p>5 MS MABLE CHAN: No. The cost/benefit analysis of the 6 installation of safety on-board vehicle devices, 7 including seat belts, will be looked into under the 8 context of the Working Group on Enhancement of Bus 9 Safety.</p> <p>10 MEMBER LO: So there are three parties, right: the working 11 group, audit team, and technology team? So how would 12 they work together as a coherent unit?</p> <p>13 MS MABLE CHAN: The working group is a standing forum, to be 14 led currently by a deputy commissioner, with the 15 participation of representatives from the bus operators 16 and bus manufacturers. It is a forum for us to meet 17 with the bus operators and bus manufacturers.</p> <p>18 The various units or newly set up teams will no 19 doubt provide their support and input and analysis to 20 the working group. So the working group can take into 21 account the advice and input from these subgroups, but 22 of course the road safety audit and the transport 23 technology unit, they have very specific and dedicated 24 scopes of responsibilities under the areas that I have 25 just described.</p>	<p>1 would welcome participation by members of the Road 2 Safety Council. Do you have in mind any further 3 expansion of this permanent working group forum on 4 standards of bus safety?</p> <p>5 MS MABLE CHAN: I note the evidence provided by Mr Chan 6 about the possible consideration to be given to 7 expanding the membership by including some independent 8 members, say for example from the Road Safety Council.</p> <p>9 Another possible area -- it may not be an additional 10 member but I think certainly we need to look at some 11 professional and academic leaders on transport and 12 transport technology.</p> <p>13 Thank you.</p> <p>14 CHAIRMAN: Do you consider it likely that to do 15 a cost/benefit analysis of this kind on the retrofitting 16 of seat belts to existing buses, in the circumstances 17 that we have defined, that it would be necessary to get 18 consultants, independent consultants, to perform the 19 analysis?</p> <p>20 MS MABLE CHAN: Chairman, on cost/benefit analysis, it is 21 already apparent from the initial feedback received at 22 the working group about the possible costs, including 23 the operational implications, the financial cost -- 24 I think the important part is to identify and analyse 25 the benefit, if so, generated from the installation of</p>

Page 141	Page 143
<p>1 seat belts. We can certainly look into engaging some 2 independent professional to look into that, but we are 3 mindful of the time consideration involved to engage 4 an independent consultant, but apart from that, we can 5 certainly give thought to how to engage sort of 6 an independent expert advice, from that angle.</p> <p>7 I also wish to point out that during the course of 8 the hearings, we are actually very grateful to have the 9 opportunity to look into detail about the expert 10 submissions. In parallel, we have been also getting in 11 touch with the overseas transport authorities, including 12 of course Transport for London. I personally met him 13 two weeks ago --</p> <p>14 CHAIRMAN: That is the commissioner? 15 MS MABLE CHAN: The commissioner. And also, we have 16 actually made arrangement for two of my staff to have 17 a short-term attachment to Transport for London, and 18 this will also provide us a forum and opportunity for us 19 to learn a bit more and see whether any independent 20 expert advice or service could be further engaged to 21 help us with the cost/benefit analysis. 22 Thank you.</p> <p>23 CHAIRMAN: Moving to another topic, expert bundle 1, 24 page 90. This is Prof Stanley's report, where he makes 25 a specific recommendation, and I'd like to draw your</p>	<p>1 the training structure? 2 MS MABLE CHAN: Chairman, my team has actually given serious 3 thought to that. No, there is no specific reference in 4 the practice note at the present moment. Occupational 5 health and safety, however, forms one of the modules for 6 induction and refresher courses. Fatigue management can 7 sit well in that module, and we are ready and prepared 8 to discuss with the franchised bus operators to include 9 the element of fatigue management in conducting their 10 refresher course under the practice notes, under the 11 module of occupational health and safety. That can be 12 done. 13 Thank you, Chairman.</p> <p>14 CHAIRMAN: Ms Wong, are there any questions that you wish to 15 ask arising from the questions that the members have 16 asked? 17 MS MAGGIE WONG: No, thank you, Mr Chairman. 18 CHAIRMAN: Ms Chan and your colleagues, we thank you for 19 assisting us yet again on a long day. 20 This, we anticipate, brings to an end our oral 21 evidence sessions. We thank you very much for your 22 written submissions, but in particular your assistance 23 in giving us answers to the many questions we've 24 peppered you with, and we thank you for that. 25 Closing statement by MS MABLE CHAN</p>
Page 142	Page 144
<p>1 attention to it. 2 It is this, that he has recommended that there be, 3 if you like, greater emphasis on training and in 4 particular the control of training by the Transport 5 Department, and that there should be stipulated training 6 courses/modules. 7 We see, from the practice note, that some of those 8 matters are addressed, but there's one specific matter, 9 in the last three lines of the third paragraph on that 10 page, he recommends this: 11 "The training framework that is developed needs to 12 include a specific component on fatigue management, 13 which could form part of an occupational health and 14 safety module and should extend to supervisors." 15 There is no specific reference to that material in 16 the practice note, is there? That's the first question. 17 MS MABLE CHAN: No in specific terms. 18 CHAIRMAN: So the question then would be this, in general 19 terms. Given that we have had issues and concerns, and 20 they have been expressed in evidence to this committee, 21 about fatigue, in part, for example, resulting from very 22 long working hours -- 14-hour day, 11 hours driving, to 23 be I think 10 hours driving, but very long days, so 24 fatigue is an issue for us -- is this something that 25 ought to be considered to be included specifically in</p>	<p>1 MS MABLE CHAN: Chairman, on behalf of my department, I also 2 want to set for the record in my oral evidence that down 3 from my heart, the Transport Department, me and my team, 4 are very grateful for the untiring efforts of the 5 chairman and members of the committee and for the 6 comprehensiveness in seeking evidence from various 7 stakeholder and parties and in particular from seeking 8 expert submissions from overseas experts. 9 In this regard, we think, yes, we agree, it is 10 a very tough and robust process, but on the other hand 11 we find it very fruitful and valuable. I think we also 12 look forward to receiving candid advice and 13 recommendations from the independent committee, and 14 I also wish to assure the committee that, as I mentioned 15 in response to the chairman's last few questions, that 16 the working group will be turned into a permanent 17 set-up, and we will use that forum to discuss with our 18 stakeholders on various proposals. This is an ongoing 19 exercise and it is not just a six-month task. 20 On that particular respect, we have also indicated 21 in this committee that one of the very tasks is to look 22 into the introduction of a more sophisticated safety 23 performance index, which -- whether or not it can form 24 the basis for us to assess the performance and monitor 25 the performance of bus operators pursuant to the public</p>

Page 145	Page 147
<p>1 services ordinances.</p> <p>2 Another area that I have just responded to members'</p> <p>3 questions is the road safety audit and also the review</p> <p>4 of the speed limit. That is also an area that my</p> <p>5 department will take note and we will learn a bit more</p> <p>6 from the overseas relevant transport authorities, in</p> <p>7 order to take it forward.</p> <p>8 Last of all, we wish to emphasise that we are</p> <p>9 equally concerned about the welfare of bus captains.</p> <p>10 Apart from the hardware of the buses and other on-bus</p> <p>11 safety devices, we think that we cannot afford to not</p> <p>12 pay attention to the welfare of the bus captains, and as</p> <p>13 my colleague on my right has given evidence this</p> <p>14 morning, we have agreed that we will factor in the</p> <p>15 requirement of ancillary facilities in the early</p> <p>16 planning stage in the planning of new transport</p> <p>17 interchanges and bus stops. This is an area that we</p> <p>18 will work even harder to advocate and promote the</p> <p>19 welfare of the bus captains.</p> <p>20 Lastly, let me express our thanks again for the</p> <p>21 chairman's effort and also for your questions in helping</p> <p>22 us to give this matter very serious consideration. Let</p> <p>23 me just stress that safety is of utmost importance and</p> <p>24 the Transport Department will spare no effort in</p> <p>25 advocating it further and in promoting it further.</p>	<p>1 INDEX</p> <p>2 PAGE</p> <p>3 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE .....1</p> <p>4 CHAN, MS AMY LEE, MS AMY TSE, MR PATRICK</p> <p>5 WONG, MR YK CHAN, MR WILLIAM SHUM, MR TONY</p> <p>6 YAU</p> <p>7 Examination by MS MAGGIE WONG (continued) .....1</p> <p>8 Questioning by THE COMMITTEE .....135</p> <p>9 Closing statement by MS MABLE CHAN .....143</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
Page 146	
<p>1 Thank you, Chairman.</p> <p>2 CHAIRMAN: Thank you. In those circumstances, these</p> <p>3 proceedings are at a close. Thank you.</p> <p>4 (4.36 pm)</p> <p>5 (The hearing concluded)</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	