

# 立法會 *Legislative Council*

LC Paper No. CB(4)808/2023

*(These minutes have been  
seen by the Administration)*

Ref : CB4/PL/TP/1

## **Panel on Transport**

### **Minutes of meeting**

**held on Friday, 14 July 2023, from 10:45 am to 12:45 pm  
in Conference Room 2B of the Legislative Council Complex**

**Members present** : Hon CHAN Han-pan, BBS, JP (Chairman)  
Ir Hon CHAN Siu-hung, JP (Deputy Chairman)  
Hon CHAN Hak-kan, SBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBM, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Ir Dr Hon LO Wai-kwok, GBS, MH, JP  
Hon LUK Chung-hung, JP  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS, JP  
Hon Stanley LI Sai-wing, MH  
Hon Dominic LEE Tsz-king  
Hon CHAU Siu-chung  
Hon LAM San-keung, JP  
Hon YIU Pak-leung, MH  
Hon CHAN Hok-fung, MH, JP  
Ir Hon Gary ZHANG Xinyu  
Hon YANG Wing-kit  
Hon TANG Ka-piu, BBS, JP  
Hon YIM Kong

**Public Officers  
attending** : **Agenda Item III**

Ms Ida LEE Bik-sai, JP  
Deputy Secretary for Transport and Logistics 2  
Transport and Logistics Bureau

Miss Joyce KOK Sen-yee  
Principal Assistant Secretary for Transport and  
Logistics 12  
Transport and Logistics Bureau

Miss Rosanna LAW Shuk-pui, JP  
Commissioner for Transport  
Transport Department

Mr LEUNG Sai-ho  
Deputy Commissioner/Planning and Technical  
Services (Ag.)  
Transport Department

Miss Amy TSE Sen-yee  
Assistant Commissioner/Bus & Railway  
Transport Department

Mr Frankie TAI Lap-for  
Chief Engineer/Strategic Studies (Ag.)  
Transport Department

#### **Agenda Item IV**

Mr Edward MAK Chun-yu  
Deputy Secretary for Transport and Logistics 3  
Transport and Logistics Bureau

Mr Percy LEUNG Siu-to  
Principal Assistant Secretary for Transport and  
Logistics 6  
Transport and Logistics Bureau

Miss Tiffany WONG Wing-yan  
Assistant Secretary for Transport and Logistics 6B  
Transport and Logistics Bureau

Mr HO Wai Kee, Ricky  
Assistant Commissioner/Technical Services  
Transport Department

Ms CHEUNG King Sze, Cici  
Senior Engineer/Project 3  
Transport Department

**Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (4)2

**Staff in attendance :** Ms Angela CHU  
Senior Council Secretary (4)2

Miss Cindy FUNG  
Council Secretary (4)2

Miss Mandy LAM  
Legislative Assistant (4)2

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**I. Information paper(s) issued since the last meeting**

Members noted that no information paper had been issued since the last meeting.

**II. Items for discussion at the next meeting**

LC Paper No. CB(4)680/2023(01) - List of outstanding items for discussion

LC Paper No. CB(4)680/2023(02) - List of follow-up actions

2. Members agreed to discuss the following items at the next regular meeting to be held on 20 October 2023:

- 7705TH – Trunk Road T4 in Sha Tin.

**III. Latest Progress of the Traffic and Transport Strategy Study**

LC Paper No. CB(4)680/2023(03) - Paper provided by the Administration

3. At the invitation of the Chairman, the Administration briefed members on the latest progress of the Traffic and Transport Strategy Study (“TTSS”), including the preliminary findings of the Travel Characteristics Survey (“TCS”) 2022, using a PowerPoint presentation. In addition, the Administration had conducted topical studies on individual subjects. In the first half of 2023, duty visits were made to the Mainland, the United

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Kingdom and the Netherlands to gain insight. Based on the preliminary analysis, the Administration had come up with the following four transport strategy concepts:

- (a) building a new generation of Transport Interchange Hubs (“TIHs”);
- (b) introducing “On-demand Public Transport Mode” additionally;
- (c) promoting the development of autonomous vehicles (“AVs”); and
- (d) moving towards application of smart motorway management.

The relevant details were set out in LC Paper No. CB(4)680/2023(03). The Administration advised that after gathering members’ views and refining the recommendations, it targeted to put forward a Preliminary Transport Strategy Blueprint under TTSS by the end of 2023.

*(Post-meeting note: The PowerPoint presentation material was issued to members vide LC Paper No. CB(4)720/2023(01) on 18 July 2023.)*

4. The Panel deliberated (index of proceedings attached in **Appendix**).

Travel Characteristics Survey 2022

5. Some members expressed concern that the TCS 2022, which was completed by the Transport Department (“TD”) in January 2023, might not fully reflect the travel pattern of people in the post-pandemic era. They enquired whether the Administration would make any fine-tuning in light of the actual situation so that future transport strategies would not be skewed by people’s travel pattern during the pandemic. Some other members pointed out that Hong Kong’s current population was ageing rapidly and 30% of the local population would be elderly people within the next decade. They enquired whether the commuting needs and habits of the elderly, including concepts such as road safety and barrier-free accessibility, had been taken into account in TTSS.

6. The Administration advised that when TCS 2022 was conducted, cross-boundary travel between the Mainland and Hong Kong had not yet fully resumed, thus there were not a lot of visitors in Hong Kong at that time. As a result, a survey on visitor arrivals was currently being conducted and the relevant statistics would be incorporated in TTSS. With regard to the commuting needs of elderly people, the Administration advised that it had been keeping in view the commuting needs arising from an ageing population. For instance, measures to be implemented by the Road Traffic Legislation (Enhancing Personalized Point-to-point Transport Services) (Amendment) Bill 2023 would include increasing the maximum passenger

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seating capacity of taxis from five to six. This measure was introduced in consideration of the commuting needs of wheelchair users.

New generation of Transport Interchange Hubs

7. Some members expressed concern about the Administration's proposal to build a new generation Transport Interchange Hub ("TIH") in Hung Shui Kiu New Development Area ("NDA"). Noting that the current design of Hung Shui Kiu Station of the Tuen Ma Line would not include air conditioning facilities, they considered that it could hardly provide comfortable public transport services to the public. The Chairman also pointed out that Hong Kong's existing public transport interchanges were inadequately equipped and the environment at those interchanges were unsatisfactory. He enquired whether the Administration had any plans to improve the situation.

8. The Administration said that Hung Shui Kiu Station of the Tuen Ma Line would be an elevated station designed to use natural ventilation. In addition, the Administration would also consider exploring better utilization of underground space by constructing underground passageways to link relevant TIH facilities. In response to members' enquiries as to whether a new generation TIH would be built in Sunny Bay or in the Northern Metropolis, the Administration advised that the concept could be applied to other suitable sites in Hong Kong and its application was not confined to the Hung Shui Kiu/Ha Tsuen NDA and the Kau Yi Chau Artificial Islands ("KYCAI"). The Administration said that it would also take the opportunity to improve existing public transport interchanges and interchange facilities in Hong Kong. For example, with "HKeToll" to be implemented at Aberdeen Tunnel, TD planned to utilize the freed-up area at Aberdeen Tunnel Toll Plaza to construct a bus-bus interchange with a view to improving the capacity of passengers' waiting area and enhancing the efficiency of the bus network. The Administration was currently consulting the relevant District Councils on the said improvement measures.

On-demand Public Transport Mode

9. Some members enquired about the positioning of public light buses ("PLBs") under TTSS and the measures put in place by the Administration to improve the operating environment of PLBs. The Administration said it recognized that public transport services other than rail were in competition with one another and understood the difficulties faced by various operators in their operating environment. The Administration was studying the possibility of introducing a new operation mode under which technology

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would be used to flexibly deploy vehicles of different passenger capacities (e.g. buses or PLBs) according to the time of the day and passenger demand, so as to achieve better operational efficiency.

10. In this regard, a member enquired whether bus companies would have to acquire PLB and taxi licences under such mode. The member also pointed out a significant disparity in passenger numbers between buses and PLBs. Based on calculations that drivers' salaries accounted for approximately 60% of operating costs, the introduction of an on-demand public transport arrangement would result in higher labour costs for operators. It was therefore expected that the fares for such a service would not be cheap. It was hoped that the Administration would take note of this point.

11. The Administration advised that the practical operation arrangements for the conceptual On-demand Public Transport Mode would be subject to further study and exploration, and that it would continue to gather valuable input from members and the trade at this stage. The Administration also pointed out that the concept of the On-demand Public Transport Mode was to make the best use of limited resources to provide better service to passengers. For example, during off-peak hours, the operator would have the flexibility to deploy vehicles of different passenger capacities and plan routes in a way that allowed vehicles to reach their destinations without having to pass by all the stops along the route where there might be no waiting passengers.

Promotion of the development in and collaboration with the Guangdong-Hong Kong-Macao Greater Bay Area

12. Members generally supported the policy direction of the Administration to enhance Hong Kong's transport connectivity with other cities in the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA") and establish good connectivity with Shenzhen. Some members suggested that the Administration should apply technology to analyze the flow of inbound and outbound passengers at various boundary control points ("BCPs") so that the frequencies of public transport services could be easily adjusted. They also suggested that the Administration should provide frequent cross-boundary commuters with monthly pass concessions for the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") and enhance the convenience of customs clearance. Some members were concerned about the future development of cross-boundary buses, while others enquired about the feasibility of developing cross-boundary air taxi services.

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13. The Administration advised that it had been keeping in view traffic developments in the Mainland cities of GBA and would study the introduction of Mainland cities' traffic management concepts that were applicable to Hong Kong into Hong Kong's infrastructure. On boundary-crossing facilities, the Government had been continuously monitoring crowd movements at immigration control points, and the reconstruction or conversion works of land BCPs currently underway would also improve the convenience for people passing through immigration clearance. In addition, the working group set up by the Mainland authorities and the Hong Kong Government would also explore how the new arrangements for cross-boundary transport infrastructure could further facilitate cross-boundary travel.

14. On the suggestion to offer monthly pass concessions to XRL passengers, the Administration advised that as the Hong Kong section of XRL connected with the high-speed rail network on the Mainland, the fare-setting approach adopted for XRL in Hong Kong must align with that adopted on the Mainland. Regarding the development of cross-boundary buses, the Administration advised that cross-boundary bus operators were currently still facing manpower shortages, but once the situation improves, the Administration would explore the development of new bus routes with the operators. As to the suggestion on air taxis, the Administration said that its feasibility could be explored.

Inter-departmental cooperation

15. Several members pointed out that as the implementation of the concepts under TTSS would involve inter-departmental cooperation, the Transport and Logistics Bureau should discuss the overall planning for various transport infrastructure with other government departments as early as possible to ensure the smooth implementation of the recommendations under TTSS in the future.

16. In relation to the planning for the Hung Shui Kiu/Ha Tsuen NDA and KYCAI, the Administration advised that TD continued to maintain close liaison with works departments, such as the Planning Department, the Civil Engineering and Development Department and the Highways Department, to ensure that the relevant transport strategy concepts were both viable and practical. The Administration had also requested the offices responsible for coordinating various major development projects to reserve space for future traffic and transport facilities in their planning and design. In addition, when planning the bus depot in the Northern Metropolis, the Administration had already reserved land for charging or hydrogen refuelling facilities for new energy buses.

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Traffic issues in old districts and remote areas

17. A few members pointed out that the recommendations of TTSS mostly focused on NDAs, and yet the traffic issues in other parts of Hong Kong, particularly old districts and remote areas, remained unresolved. In this regard, members enquired whether the Administration would consider implementing the new transport initiatives in old districts.

18. The Administration advised that while it would be relatively easier to implement the relevant applied technology in NDAs as compared to old districts, the initiatives set out in TTSS would also include improvements to existing transport infrastructure. For example, smart motorway management would initially be implemented in new trunk roads and, if the results were satisfactory, the relevant technology would then be introduced for use in old trunk roads when renewing the facilities there. Furthermore, the Administration would collaborate with various stakeholders in conducting AV trials on existing roads, such as the Hong Kong Science Park and the Hong Kong International Airport. Although recommendations regarding traffic issues in remote areas were not included in TTSS, the Administration had all along been working on improving the traffic conditions in these areas. Regarding the measures to tackle traffic issues in Kowloon East, the second Central Business District in Hong Kong, the Administration advised that it had been following up the matter in the context of daily traffic planning and management at the district level, and would continue to maintain close communication with the local District Council on the relevant tasks.

Other concerns

19. Members enquired whether the implementation of the projects recommended under TTSS could be expedited, and which projects were expected to be launched during the current legislative session. The Administration responded that TTSS would take the approach of “implementing while studying”, and the pilot scheme for smart motorways to be taken forward at the southbound lane of Ting Kau Bridge, was expected to commence in 2024-2025. In addition, with the passage of the Road Traffic (Amendment) (Autonomous Vehicles) Bill 2022 in May 2023, AV trials could also be implemented as soon as possible.

20. A member suggested that elements conducive to tourism development should be integrated into transport planning to facilitate tourists travelling around Hong Kong. The Administration advised that it would



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endeavour to accommodate the needs of the Culture, Sports and Tourism Bureau in tourism development.

**IV. Real-time adaptive traffic signal system**

LC Paper No. CB(4)680/2023(05) - Paper provided by the Administration

21. At the invitation of the Chairman, and with the aid of a PowerPoint presentation, the Administration briefed Members on the financial proposal for the implementation of the real-time adaptive traffic signal system (“RTATSS”), details of which were set out in the Administration’s paper. The Administration proposed to create a new commitment of \$62,304,000 for installing sensors and ancillary equipment at about 50 suitable independent signalized junctions to implement RTATSS and promote smart traffic management. The proposed computing system would instantly analyze images and data of real-time vehicular and pedestrian flows collected by the sensors using artificial intelligence and allocate appropriate traffic signal time before instructing traffic signal controllers (“TSCs”) to give commands for traffic signal control. Upon obtaining the funding approval from the Finance Committee (“FC”) of the Legislative Council, the Administration planned to take forward the project in the first quarter of 2024 and start installing RTATSS at selected independent signalized junctions from 2025 by phases. The entire project was expected to complete in mid-2027.

*(Post-meeting note: The PowerPoint presentation material was issued to members vide LC Paper No. CB(4)720/2023(02) on 18 July 2023.)*

22. The Panel deliberated (index of proceedings attached in **Appendix**).

*Implementation of the project*

23. While Members generally supported the implementation of RTATSS to expedite the promotion of smart traffic management, they considered that the project taking until mid-2027 to complete and commence operation was an unduly long time. Some Members pointed out that the pertinent technology had already reached a high level of maturity, and more advanced technologies were already in widespread use in a number of cities on the Mainland. As Hong Kong was far behind in implementing smart mobility initiatives, they considered that it was unnecessary for the Administration to conduct further trials of RTATSS, and that the system should be installed on

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a wider scale at more linked signalized junctions. Some Members also expressed concern about the installation cost of RTATSS.

24. The Administration responded that TD launched a RTATSS pilot project at five selected independent signalized junctions in 2021 and gradually began the installation and trial of RTATSS at eight linked signalized junctions at Tung Chung Town Centre in 2022. Data showed that installation of RTATSS at independent signalized junctions could reduce delays by about 5% to 10%. To expedite the progress, the financial proposal for independent signalized junctions was currently being put forward first, before the expected completion of system trials at linked signalized junctions in mid-2024. Subject to FC's approval of the financial proposal, the Administration would proceed with the project in the first quarter of 2024. Efforts would be made to expedite the implementation progress, with the hope that the first batch of RTATSS could commence service by 2025. With regard to linked signalized junctions, should the outcome be satisfactory, the Administration would consider extending RTATSS to all suitable linked signalized junctions throughout the territory.

25. Regarding the expenses for installing sensors and ancillary equipment, it was estimated that each set of equipment would cost approximately \$1.1 million, which was slightly lower than the approximately \$1.3 million spent per set during the launch of the pilot project in 2021. Works contracts would be awarded through open tender, which was expected to further reduce the costs.

26. Members asked how the 50 independent signalized junctions for the implementation of RTATSS were selected. The Administration responded that drawing on previous experience, RTATSS had more significant effects on the junctions with the following characteristics: those with vehicular and pedestrian flows in different directions which were prone to more dynamic and irregular variations within a short period of time; those with sufficient junction capacity to allow flexible allocation of traffic signal green times to the direction with heavier vehicular flow; those with vehicular flows in a certain direction that was prone to dynamic variations and thus causing heavy traffic; and those where pedestrians, upon pressing the pushbutton at the pedestrian crossing, often left the crossing before the pedestrian signal was on. Papers on the proposed project had been submitted to relevant District Councils, which supported or raised no objection to the proposed project. The Administration welcomed proposals from Members and the public regarding the locations of independent signalized junctions that fulfilled the above conditions. TD would take the views received into consideration.

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27. Some Members enquired whether an upper limit would be set for the allocation of traffic signal times to avoid vehicles from the direction with lower vehicular flow having to wait for a long time before being allocated green time. Some other Members expressed the view that in hot or rainy weather, pedestrians would generally wait to cross the road at locations farther away from junctions or in places with shelter, which might make it difficult for the system to detect pedestrians' need to cross the road. Therefore, they suggested that the Administration provide covers at the locations of signalized junctions for public convenience.

28. The Administration responded that the system calculated the optimal green traffic signal times for vehicles and pedestrians at any particular moment through traffic control logical algorithms so that appropriate traffic signals could then be adopted. An upper limit would be set for the allocation of traffic signal times for traffic flows in different directions. As to the suggestion of providing covers at junctions, it might not be feasible as the Administration would need to take into account the geographical environment of various signalized junctions, including the conditions of underground facilities at the locations concerned. However, the Administration would review the utilization situation of junctions among pedestrians and adjust the size of pedestrian waiting areas as appropriate to better accommodate actual needs.

*Use of data and security issues*

29. Members noted that RTATSS could collect real-time traffic data in a more extensive manner when compared with conventional traffic signals. Some Members enquired whether the data would be made public to assist motorists in grasping real-time traffic conditions. Other Members enquired whether the system's security measures could prevent hackers from breaking in.

30. The Administration pointed out that TD had previously completed the installation works of 1200 traffic detectors along strategic routes at the end of 2020. The data collected by the traffic detectors had been disseminated to the public through TD's website, mobile applications and the Government's public information portal, to assist motorists in grasping real-time traffic conditions. The Administration would examine the actual use of the data collected by RTATSS to the commuters. On security issues, the data collected by the system would be encrypted during transmission while the computing system would be protected by a firewall. The Administration would engage independent consultants every two years to conduct detailed security audits of the system to ensure its safety.

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*Conclusion*

31. The Chairman concluded that Members were generally supportive of the project but expressed concern that RTATSS was only being installed at independent signalized junctions and had yet to be extended to linked signalized junctions. In addition, Members considered that smart elements of the system should be strengthened in order to promote smart traffic management more effectively.

**V. Any other business**

32. There being no other business, the meeting ended at 12:40 pm.

Council Business Division 4  
Legislative Council Secretariat  
24 August 2023

## Panel on Transport

**Proceedings of the meeting**  
**held on Friday, 14 July 2023, from 10:45 am to 12:45 pm**  
**in Conference Room 2B of the Legislative Council Complex**

Time marker	Speaker(s)	Subject(s)	Action required
<b><i>Agenda Item I – Information paper(s) issued since the last meeting</i></b>			
<a href="#">000328</a> – <a href="#">000406</a>	Chairman	Information papers issued	
<b><i>Agenda Item II – Items for discussion at the next meeting</i></b>			
<a href="#">000407</a> – <a href="#">000431</a>	Chairman	Items for discussion proposed by the Administration	
<b><i>Agenda Item III – Latest Progress of the Traffic and Transport Strategy Study</i></b>			
<a href="#">000432</a> – <a href="#">000556</a>	Chairman	Opening remarks	
<a href="#">000557</a> – <a href="#">002304</a>	Chairman Administration	Presentation of paper by the Administration	
<a href="#">002305</a> – <a href="#">002850</a>	Chairman Deputy Chairman Administration	Enquiry about whether the findings of Travel Characteristics Survey 2022 would be fine-tuned in light of the actual situation after the pandemic	
<a href="#">002851</a> – <a href="#">003317</a>	Chairman Mr CHAN Hok-fung Administration	Enquiry about whether the Administration would consider implementing new transport initiatives in old districts  Suggestion that the Administration should study the feasibility of cross-boundary air taxis	
<a href="#">003318</a> – <a href="#">003824</a>	Chairman Ir Dr LO Wai-kwok Administration	Suggestion that the Administration should take a multi-dimensional approach to transport planning  Recognition of the Administration's direction in promoting the development in and collaboration with the Guangdong-Hong Kong-Macao Greater Bay Area	
<a href="#">003825</a> – <a href="#">004248</a>	Chairman Mr YANG Wing-kit Administration	Suggestion that the Administration should discuss the overall planning for various transport infrastructure with other government departments as early as possible	

Action

Time marker	Speaker(s)	Subject(s)	Action required
<a href="#">004249</a> – <a href="#">004821</a>	Chairman Ir Mr Gary ZHANG Administration	Suggestion that the Administration should consider building a new generation Transport Interchange Hub in Sunny Bay  Expressing concern that Hung Shui Kiu Station was not designed with air conditioning  Enquiry about whether the Administration would consider enhancing convenience of customs clearance	
<a href="#">004822</a> – <a href="#">005300</a>	Chairman Mr CHAU Siu-chung Administration	Enquiry on the measures to improve the operating environment for public light buses  Suggestion that the Administration should provide monthly pass concessions for passengers making frequent cross-boundary trips	
<a href="#">005301</a> – <a href="#">005757</a>	Chairman Mr Frankie YICK Administration	Pointing out that the Administration should provide a clear explanation to the public regarding the costs that would be incurred under its proposed “On-demand Public Transport Mode”	
<a href="#">005758</a> – <a href="#">010151</a>	Chairman Mr Kenneth LAU Administration	Suggestion of building more transport hubs in the Northern Metropolis  Enquiry on whether the Administration would consider building another high-speed rail station	
<a href="#">010152</a> – <a href="#">010658</a>	Chairman Mr YIM Kong Administration	Suggestion that the Administration should offer monthly pass concessions for Guangzhou-Shenzhen-Hong Kong Express Rail Link passengers  Suggestion that the Administration should apply technology to analyze passenger flows and flexibly adjust service frequencies at boundary control points, the airport and marine ferry terminals	
<a href="#">010659</a> – <a href="#">011243</a>	Chairman Mr Michael TIEN Administration	Suggestion that more affordable fares should be charged under the “On-demand Public Transport Mode”	
<a href="#">011244</a> – <a href="#">011746</a>	Chairman Mrs Regina IP	Enquiry about the consultancy fees for transport studies	

Action

Time marker	Speaker(s)	Subject(s)	Action required
	Administration	Enquiry about whether the implementation of the projects recommended under the Traffic and Transport Strategy Study (“TTSS”) could be expedited  Enquiry about how the traffic issues in remote areas would be resolved	
<a href="#">011747</a> – <a href="#">012310</a>	Chairman Mr TANG Ka-piu Administration	Enquiry about whether the commuting needs and habits of elderly people had been taken into account in TTSS  Enquiry about the transport strategy for the Kowloon East Central Business District	
<a href="#">012311</a> – <a href="#">012909</a>	Chairman Administration	Enquiry on whether there were any plans to improve the facilities at existing transport hubs  Enquiry about the future development of cross-boundary buses  Suggestion that the administration should reserve land for the use of new energy transport in its land use planning	
<a href="#">012910</a> – <a href="#">013101</a>	Chairman Mr YIU Pak-leung Administration	Suggestion that tourism development should be integrated into transport planning	
<a href="#">013102</a> – <a href="#">013109</a>	Chairman	Conclusion	
<b><i>Agenda Item IV – Real-time adaptive traffic signal system</i></b>			
<a href="#">013110</a> – <a href="#">013204</a>	Chairman Administration	Opening remarks	
<a href="#">013205</a> – <a href="#">014024</a>	Chairman Administration	Presentation of paper by the Administration	
<a href="#">014025</a> – <a href="#">014352</a>	Chairman Mr CHAN Hok-fung Administration	Enquiry about whether the data collected by the real-time adaptive traffic signal system (“RTATSS”) would be made public to assist motorists in grasping real-time traffic conditions  Concern about the network security of the system	

Action

<b>Time marker</b>	<b>Speaker(s)</b>	<b>Subject(s)</b>	<b>Action required</b>
<a href="#">014353</a> – <a href="#">014707</a>	Chairman Deputy Chairman Administration	Concern about the time required for the implementation of RTATSS  Considering that the Administration should speed up the application of RTATSS and extend the system to linked signalized junctions	
<a href="#">014708</a> – <a href="#">015030</a>	Chairman Ir Dr LO Wai-kwok Administration	Considering that the time required for the implementation of RTATSS was too long  Expression of the view that Hong Kong was lagging far behind Mainland cities in implementing smart transport initiatives	
<a href="#">015031</a> – <a href="#">015414</a>	Chairman Mr Michael TIEN Administration	Suggestion of providing covers at the locations of signalized junctions for public convenience  Suggestion that the Administration should include terms in tender documents requiring contractors to provide system programme codes, which would facilitate future system upgrades and maintenance	
<a href="#">015415</a> – <a href="#">015507</a>	Chairman Mr YIM Kong Administration	Enquiry about whether an upper limit would be set for the allocation of traffic signal times to avoid vehicles from the direction with lower vehicular flow having to wait for a long time before being allocated green time	
<a href="#">015508</a> – <a href="#">015644</a>	Chairman Mr YIU Pak-leung Administration	Enquiry on how the 50 independent signalized junctions were selected for the implementation of RTATSS	
<a href="#">015645</a> – <a href="#">015724</a>	Chairman	Conclusion	
<b><i>Agenda Item V – Any other business</i></b>			
<a href="#">015725</a> – <a href="#">015730</a>	Chairman	Closing remarks	



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Council Business Division 4  
Legislative Council Secretariat  
24 August 2023