

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

Date: 1 February 2024 (Thursday)

Time: 3:30 pm
(Following the first meeting of the Community Involvement, Culture and Recreation Committee)

Venue: Central and Western District Council Conference Room
14/F, Harbour Building
38 Pier Road, Central, Hong Kong

Present:

Chairman

Mr YOUNG Chit-on, Jeremy

Vice-chairman

Mr YEUNG Hoi-wing

Members

Dr WONG Sin-man, Mandy

Mr NG Yin

Mr LUI Hung-pan

Mr LEE Chi-hang, Sidney, MH

Mr QIU Song-qing, MH

Ms JIN Ling, MH

Mr SHIH Jan Noel

Mr WU Man-hin

Ms CHEUNG Ka-yan

Mr YEUNG Hok-ming, MH

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

Mr IP Yik-nam, JP

Ms CHIU Wah-kuen, MH

Mr LAU Tin-ching

Mr LAW Kam-fai

In Attendance:

Ms TSE Wing-ka, Angel

Assistant District Officer (Central & Western)

Ms CHEUNG Kwok-ying, Sherry

Senior Executive Officer (District Council),
Central and Western District Office

Secretary:

Mr YEUNG Lok-san, Rio

Executive Officer (District Council) 5,
Central and Western District Office

Opening remarks

(3:30 pm to 3:31 pm)

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

Item 1: Adoption of the agenda

(3:31 pm)

2. As Members did not have any comments on the agenda, the Chairman announced that the agenda was adopted.

Item 2: Chairman's report

(3:31 pm to 3:33 pm)

3. The Chairman said that the Secretariat had received a Notification of Absence from Meetings from Mr QIU Song-qing before the meeting. He stated that he could not attend the first meeting of the TTC (2024-25) on 1 February 2024 because he had to leave Hong Kong for the third meeting of the 12th Zhaoqing Municipal Committee of The Chinese People's Political Consultative Conference of which he was a member. As Members did not have any comments on the matter, the Chairman announced that Mr QIU Song-qing's application for absence from the meeting was approved by the TTC.

4. The Chairman reminded Members that the annual attendance rate at meetings of committees shall not be lower than 80%, and reiterated that in accordance with the Standing Orders, the meeting shall only give consent to applications for absence filed on the grounds of sickness, attendance at a meeting or an activity on behalf of the District Council (DC), or other reasons considered reasonable by the meeting. He also said that the minutes of meetings of a committee shall record the discussion in a clear and concise manner as far as practicable and on an anonymous basis. Any Member who wished to raise an item or present a paper on an item for discussion at a meeting would be required to submit the paper with a notice in writing to the Secretary 10 clear working days before the meeting. Members were asked to take note of the above.

Discussion items

Item 3: List of Government representatives in attendance at TTC under the Seventh Term of the C&WDC

(C&WDC TTC Paper No. 1/2024)

(3:33 pm to 3:36 pm)

5. The Chairman informed Members that the list of Government representatives in attendance were included in the paper.

6. Besides, the Chairman asked Members to take note of the following terms of reference of the TTC:

- (i) to be consulted by the Government on affairs concerning traffics and roads, public transportation networks, pedestrian systems, parking facilities, cycle tracks, new energy transportation, and newly-emerged modes of transport in the district;
- (ii) to be consulted by the Government on the planning and implementation of traffic and transportation works or works projects (including those in the planning stage and/or under construction) in the district;
- (iii) to assist the Government to publicise and promote projects and activities related to road safety in the district;
- (iv) to collect the views of the people in the district for district matters related to traffic and transportation as requested by the Chairman of the District Council, and to submit to the Government a summary of the views collected and the suggested corresponding measures;
- (v) to provide steer for its working group(s) and to endorse conclusions made by the concerned working group(s); and
- (vi) to report the work of the committee regularly to the District Council and to undertake assignments as commissioned by the Chairman of the District Council.

Item 4: Any other business

(3:36 pm to 4:18 pm)

A. Traffic problems of concern in the Central and Western District

7. The Chairman expressed concern over heavy traffic, road safety, alighting and boarding of passengers, and loading and unloading of goods in the Central and Western District. To promote road safety, the Chairman invited Members to express views on the traffic problems of concern in the Central and Western District, bringing these problems to the attention of Government departments, drivers and pedestrians. The Secretariat would then be tasked to consolidate Members' views for follow-up by relevant departments.

8. Members' views on relevant problems were consolidated as follows:

I. Alighting and boarding of passengers

- (i) The lack of available space at the pick-up and drop-off point at United Centre, Admiralty during peak hours, for example from 8 am to 9 am, had frequently resulted in congestion. Despite regular inspection by the police, conflicts might be unavoidable when law enforcement actions were carried out. While residents in the Peak area had echoed with Government's campaign on "Green Transport" and opted to travel by private cars to Admiralty, park their cars there and transfer to public transport, Members thought that the heavy traffic in the area would be a disincentive to doing so. Different proposals had been discussed, including enlarging the pick-up and drop-off point for private cars. Members hoped that relevant departments would tackle the problem from its root;
- (ii) Residents complained that the tourist coaches of many Mainland study tours were frequently parked near Exit A of HKU MTR Station in Pok Fu Lam, bringing traffic congestion to the area and causing danger to passengers, especially primary school students. Members suggested that relevant departments should implement flow diversion, such as to communicate with tourist coach companies to arrange for the batchwise arrival of coaches in an effort to facilitate smooth traffic and safeguard boarding and alighting passengers;
- (iii) There were frequent loading and unloading of goods from many lorries parked in front of the stores along Des Voeux Road West from Queen Street to Eastern Street. Many goods were also piled up on the pedestrian way. The traffic was obstructed, and pedestrians' safety was at risk. Members suggested that relevant departments should step up enforcement actions.
- (iv) Occasionally, when passengers were boarding and alighting at bus stops, motorcycles slipped between the pavement and the bus. It had posed a serious threat to passengers' safety.
- (v) There were no covered boarding and alighting facilities for Queen's Road West Stop (near Sunglow Building) and Kennedy Town Praya Stop (near Kennedy Town Centre) on the westbound route of trams. Given that yellow lines had been drawn on the road to outline the space for tram passengers to board and alight, other vehicles were supposed not to stop within that yellow-lined space when a tram had stopped. But it was often the case that drivers did not stop their vehicles at an appropriate position, risking the safety of passengers boarding and alighting. Although there had been no relevant accident reports so far, in light of the fact that there were many elderly residents with reduced mobility nearby, Members hoped that Hong Kong Tramways would follow up on the problem proactively by erecting clearer signage. A stitch in time would save nine,

and it would be too late to start dealing with the problem after casualties had occurred; and

- (vi) There were loading and unloading of goods from many parked vehicles outside Central Market, obstructing the traffic. Members suggested that relevant departments should step up enforcement actions and regulation.

II. Traffic congestion

- (i) Traffic on Bowen Road was frequently congested before and after school hours. Members suggested the addition of traffic signals to facilitate smooth traffic; and
- (ii) Traffic congestion near Wing On Centre in Sheung Wan had deteriorated. Members hoped relevant departments would continue looking into an enhanced road planning proposal.

III. Illegal parking and moving

- (i) There were frequent illegal parking and occasional double parking on Jubilee Street near Central Market. Members hoped relevant departments would step up enforcement actions;
- (ii) Residents on Caine Road at Mid-levels complained that couriers of online food delivery platforms often drove in a non-compliant manner and illegally parked their motorcycles, causing danger to other road users. Members suggested writing to the platform operators in the capacity of the C&WDC to reflect the problem;
- (iii) Although an “Ahead Only” road sign had been erected at the intersection near Kwan Yick Building Phase III, Western Street, some vehicles illegally turned left or right, posing a serious threat to pedestrians’ safety. Members asked relevant departments to follow up on and improve illegal turning to prevent traffic accident;
- (iv) After turning left into Western Street from Connaught Road West, there was no clear road sign prohibiting left and right turns at the intersection of Western Street and Des Voeux Road West. Drivers not familiar with the road section would easily contravene relevant regulations, posing a great risk of traffic accidents and pedestrians’ casualties. Members suggested the Transport Department, the Highways Department, and the Lands Department that clear road signs should be erected as soon as possible to provide drivers with clear direction, lowering the possibility of traffic accidents;

- (v) There were frequent illegal right-turns on Aberdeen Street, posing a threat to pedestrians' safety;
- (vi) Illegal parking was severe on North Street and Connaught Road West, narrowing the pedestrian way. Members suggested that relevant departments should step up enforcement actions; and
- (vii) Many trolleys obstructed the pedestrian way on Ko Shing Street, Sheung Wan, forcing pedestrians to walk on the road in danger.

IV. Road design

- (i) Given their extra long body, large coaches with 49 to 55 seats would easily cross lanes and collide with other vehicles when travelling downhill via the narrower roads in the Peak area, causing traffic congestion and safety concern. Members suggested that relevant departments should explore the widening of those roads, or prohibiting coaches with certain body lengths from accessing the Peak area;
- (ii) The new pedestrian signal system outside the Bank of Communications Sub-branch on Smithfield emitted red light onto the ground. Although it was intended to remind pedestrians to pay attention to the traffic when crossing the road, residents complained that the light was less than appealing and was at odds with the cityscape, and thus suggested removing that system;
- (iii) The road section between Second Street and Centre Street (from Island Crest to Sai Ying Pun Market) witnessed crossings of 20 000 to 30 000 persons per day. However, there had been no road crossing facilities. Members suggested the addition of traffic lights or zebra crossing to ensure that pedestrians might safely cross the road.
- (iv) The two traffic signal systems outside Shun Tak Centre were occasionally incompatible. Members suggested that relevant departments should conduct enhancement works to prevent further accidents arising from the misreading of traffic lights;
- (v) As the section of pedestrian way down from Albron Court, Caine Road to Aberdeen Street was only a staircase, some road users were forced to walk on the road in danger, such as buggy users and wheelchair users. Members suggested that relevant departments should improve the road design;
- (vi) There was frequent jaywalking on Des Voeux Road Central near Douglas Street, which gave rise to accidents. Members suggested that relevant

departments should step up enforcement actions and set up road crossing facilities there; and

- (vii) The junction of Belcher's Street and Smithfield was a Type B traffic black spot, meaning that there were two or more fatal traffic accidents in the last five years. In light of the frequent occurrence of accidents involving the elderly, Members hoped that relevant departments would improve the situation proactively.

V. Others

- (i) Crowds often gathered at the waterfront near The Merton, Kennedy Town to take photographs, hampering road traffic and pedestrians' safety. Members suggested that more promotion and education should be given.
- (ii) Members said that the Transport Department had set in place a set of standards concerning traffic black spot, which was defined as a place where six traffic accidents involving pedestrians, or nine involving both vehicles and pedestrians had occurred within the past 12 months. Members had communicated with the Transport Department to see if several places could be listed as traffic black spots, which were all rejected by the Department citing the definition above; and
- (iii) Members said that Citybus circular route number 12A travelling between Admiralty MTR Station and MacDonnell Road carried many secondary school students to MacDonnell Road. Buses serving that route were always full before school hours. Therefore, residents reflected that passengers at stops before the school could not board the buses during that morning period. Members suggested that relevant departments should provide incentives, such as sectional fare, to encourage students to alight one stop earlier, or to encourage residents to wait at stops after the school, so as to alleviate the overcrowding of buses as much as possible. It would ensure that everyone might board the 12A buses in a smooth manner for a higher utilisation of the bus frequencies and thus a win-win situation.

B. MTR Corporation Limited had invited the C&WDC to visit MTR stations

9. The Secretariat had received a letter from MTR Corporation Limited inviting the C&WDC Chairman and Members to visit MTR stations and have a luncheon. The event was now scheduled to 6 February 2024 (Tuesday) at noon, at Admiralty MTR Station. The visit would strengthen TTC Members' understanding towards MTR operation and traffic matters. Interested Members who had not enrolled in, or enrolled Members who were now unable to attend, were asked to contact the Secretariat as early as possible after the meeting.

C. Hong Kong Tramways Limited had invited the C&WDC to visit Whitty Street Tram Depot

10. Besides, the Secretariat had received a letter from Hong Kong Tramways Limited before the meeting inviting Members to visit Whitty Street Tram Depot. The event would be conducted on 7 March 2024 between 3 pm and 5 pm. The event would introduce the locally manufactured tramcars, and the history and current development of tramways, strengthening TTC Members' understanding towards the operation of tramways and other related traffic matters. The Secretariat would later send an invitation email to Members. Members interested in joining the event were asked to complete the reply slip attached to the email and return it for the Secretariat's action.

Item 5: Date of the next meeting

(4:19 pm)

11. The Chairman announced that the next meeting would be held on 18 April 2024. The paper submission deadline would be 2 April 2024.

12. The meeting ended at 4:19 pm.

The minutes were confirmed on 18 April 2024

Chairman: Mr YOUNG Chit-on

Secretary: Ms CHING Wei-see, Raina

C&WDC Secretariat

March 2024