

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

Date : 1 August 2024 (Thursday)

Time : 2:30 pm

Venue : 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

Co-opted Members

Mr WONG Jia-jun, Alwin
Mr KWOK Kit-chun

Guests:

Item 3

Mr LO Sai-nam, Anthony	Engineer/Central & Western 1, Transport Department
Mr CHU Man-kit	Senior Engineer 6/W, Highways Department
Mr THAM Chun-yin	Engineer 6-5/W, Highways Department

Item 4

Ms CHEUNG Po-yee	Western District Operation Officer, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Miss CHIU Kwan-kiu, Natalie	Engineer/Central & Western 2, Transport Department

Item 5

Ms CHEUNG Po-yee	Western District Operation Officer, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department

Item 6

Mr WONG Ka-hei, Daniel	Senior Executive Officer (District Management), Central and Western District Office
Mr WONG Ka-chun, Tommy	Executive Officer (District Management)1, Central and Western District Office
Mr KO Kwok-kuen	Officer-in-Charge of Central District Event Management Office, Hong Kong Police Force
Ms CHEUNG Po-yee	Western District Operation Officer, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Miss CHIU Kwan-kiu, Natalie	Engineer/Central & Western 2, Transport Department
Mr CHENG Chi-wai, Raymond	Engineer/Central & Western 3, Transport Department

Item 7

Mr KO Kwok-kuen	Officer-in-Charge of Central District Event Management Office, Hong Kong Police Force
Mr LEUNG Wing-yin	Officer-in-charge of Central District Traffic Team, Hong Kong Police Force
Miss CHIU Kwan-kiu, Natalie	Engineer/Central & Western 2, Transport Department

In Attendance:

Miss LIU Yuen-ting, Katherine
Mr HO Hon-tung

Assistant District Officer (Central & Western)
District Engineer/West, Highways Department

Secretary:

Ms CHING Wei-see, Raina

Executive Officer (District Council)2, Central and Western
District Office

Opening Remarks

(2:30 pm – 2:31 pm)

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

Item 1: Confirmation of the minutes of the 3rd TTC meeting held on 13 June 2024

(2:31 pm – 2:32 pm)

2. As Members did not have any comments, the Chairman announced that the minutes were confirmed.

Item 2: Chairman's Report

(2:32 pm – 2:33 pm)

3. The Chairman said that the list and timetable of major traffic improvement works (as at the end of July 2024) had already been circulated among Members for reference before the meeting, and that the Secretariat did not receive any comments from Members.

Discussion Items

Item 3: Provision of an additional lane at the exit of the Hong Kong-bound tube of the Western Harbour Crossing (C&W TTC Paper No. 22/2024)

(2:33 pm – 3:10 pm)

4. Representatives of the Transport Department (TD) and the Highways Department (HyD) introduced the details of the provision of an additional lane at the exit of the Hong Kong-bound tube of the Western Harbour Crossing (WHC), such as the background, objectives and project details, and consulted the Committee on the above issue.

5. Several Members supported the project regarding the provision of an additional lane at the exit of the Hong Kong-bound tube of the WHC and believed that this would help relieve traffic congestion arising from the bottleneck of Central/Sheung Wan-bound traffic. In addition, they expressed some views on the project, which were consolidated as follows:

- (i) Members believed that congestion at the WHC was mainly caused by excessive traffic at its entrance, resulting in a bottleneck. Hence, congestion might not be relieved directly by setting up an additional lane at its exit.

- (ii) Members asked the departments for a detailed construction timetable and some specific photomontages of the project. Besides, they asked whether the works would mainly be carried out during evening non-peak hours, with the hope that congestion at the WHC would not be intensified during the construction period, thereby minimising the impact of the works on drivers and nearby residents as much as possible. Should the users be affected to a certain degree, it was hoped that the departments could be well-prepared to communicate with residents.
- (iii) In addition to the provision of an extra lane, Members also recommended that the departments could first improve the existing facilities to relieve congestion, such as adjusting the time intervals of the traffic signals near the exit, setting up clearer signs, rectifying the cut-off distances and widening the locations where multiple lanes would merge into one, with a view to finding a solution to congestion in the long run.
- (iv) There was only one single lane for Central/Sheung Wan-bound traffic at the exit of the Hong Kong-bound tube of the WHC, resulting in frequent congestion during peak hours. Members asked whether the departments would implement any proposals to improve the situation in the future.
- (v) Often would a substantial number of buses and goods vehicles operate at the exit of the Hong Kong-bound tube of the WHC during peak hours. Members recommended that dedicated bus lanes be set up during specific periods, such that big buses could conveniently enter the bus stops, thereby diverting traffic in an appropriate manner.
- (vi) Owing to a relatively complicated design, drivers would often be misled by traffic signals at Sun Yat Sen Memorial Park, resulting in accidents. It was recommended that the departments should review the design.
- (vii) In the past, members of the public expressed that various issues, such as noise, air and light pollution, would arise because of road works. It was recommended that the departments should ask their contractors to set up a 24-hour complaint hotline during the tendering process, such that residents could seek assistance where necessary.

6. Representative of the HyD gave the following responses:

- (i) As the three lanes for Central/Sheung Wan-bound traffic at the exit of the WHC would merge into two, congestion originating from this bottleneck would be extended to the Kowloon entrance of the WHC. Hence, it was believed that traffic flow could be streamlined by setting up an additional lane at the exit, thereby relieving the existing congestion.
- (ii) The department would set out a detailed design upon confirmation of the

feasibility of the project items. It was anticipated that an invitation to tender of the project would be sent to engage the contractors in the third or fourth quarter this year, and that the project could be commenced in the middle of next year the earliest and be commissioned by 2026. The department and its contractors would look into the possibility of carrying out the project whilst keeping the existing number of lanes as far as possible.

- (iii) As the new lane would be located at the lawn outside the tunnel exit, the project could be carried out without having an impact on regular traffic flow. Apart from some demolishing works and the installation of new road signs, the project would be carried out by the department during daytime. Besides, the department would also notify every stakeholder, such as residents and the District Council, ahead of the construction works.
- (iv) As regards the issue with cut-offs, there would be discussions around the provision of various road markings and traffic signs with the relevant departments.
- (v) Noting the views by Members, the department would ask its contractors to set up a 24-hour hotline by incorporating some terms into the works contract, with which the public could raise their enquiries and views.

7. Representative of the TD gave the following responses:

- (i) Previously, some improvement works were carried out by the department at the Connaught Road Central Flyover, so there were two Central-bound and one North Point-bound lanes at present.
- (ii) As the design of traffic lights at Sun Yat Sen Memorial Park would involve the traffic flow at Eastern Street North and beneath the Eastern Street Flyover, it was necessary to strike a balance between the traffic capacity of various junctions. Besides, the pocket locations were designed in the hope of extending the period for which traffic from the WHC could pass the junction under the green lights, thereby relieving congestion. The department would keep in view the situation and make improvements in a timely manner.
- (iii) As the setting up of dedicated bus lanes during peak hours would involve the overall planning of tunnel traffic, it had to be discussed further with colleagues responsible for the Kowloon section.
- (iv) With a viaduct and a flyover pier next to the junction at Eastern Street, there might not be sufficient space to set up an additional lane. The department would keep in view the situation and improve traffic flow as far as possible to prevent congestion.

**Item 4: Request for the Government to step up regulation on the equipment compliance of bicycles on roads and the wearing of protective gear by cyclists
(C&W TTC Paper No. 24/2024)**

(3:11 pm – 3:23 pm)

8. Several Members expressed their views on the relevant issue, which were consolidated as follows:

- (i) The majority of bicycle users, such as cycling enthusiasts and delivery couriers, failed to comply with the government's guidelines to set up some basic equipment, nor did they follow traffic regulations. While efforts in publicity and education were important, Members believed that it was equally important for the departments to step up law enforcement at bicycle accident black spots. Besides, additional road signs should be put up to remind drivers and pedestrians to be aware of their own safety.
- (ii) As most hillside roads and slopes in the Central and Western District only had one single lane for each direction, accidents would occur easily under dim lights during nighttime, putting people's lives in danger.
- (iii) To safeguard all road users, Members recommended that the relevant departments should step up law enforcement and check whether bicycle users had set up the necessary equipment, such as headlamps, rear reflector lamps and sirens. Meanwhile, the relevant departments should also step up their efforts in promoting the importance of traffic safety and encourage bicycle users to wear a bicycle helmet and a reflective vest, thereby minimising the number of accidents and casualties.

9. Representative of the TD said that as bicycles were seen as a vehicle in Hong Kong, those riding a bicycle on the road were equally responsible for abiding by the laws and regulations applicable to drivers, including the Road Traffic Ordinance and the Road Users' Code. The department had all along worked closely with the Police and the Road Safety Council to educate cyclists through various publicity means, with a view to raising their awareness over the relevant laws and regulations, asking them to respect the rights of various road users and enhancing their safety awareness.

10. Representative of the Hong Kong Police Force (HKPF) gave the following responses:

- (i) The Police concurred that in addition to law enforcement, it was important to educate the public at the same time. As bicycle safety was one of the HKPF's Selected Traffic Enforcement Priorities, the Police would continue to target contraventions involving bicycles and carry out random checks, thereby safeguarding cyclists and other road users.
- (ii) Besides, the Road Safety Teams of the Police would promote road safety to all road

users, including cyclists. For instance, they would publish and distribute the Road Safety Bulletins and promotional publications, organise road safety seminars for delivery platforms and promote messages of bicycle safety, such that cyclists would be aware of road safety issues that required attention. If Members or residents detected frequent breaches of the driving regulations by cyclists in a certain area, it was also recommended that they could inform the Police for enhanced law enforcement.

Item 5: Concern about the problem of illegal U-turns at Ka Wai Man Road, Kennedy Town

(C&W TTC Paper No. 25/2024)

(3:24 pm – 3:36 pm)

11. Several Members expressed their views on the relevant issue, which were consolidated as follows:

- (i) With the commencement of the works for public housing development at Ka Wai Man Road and Ex-Mount Davis Cottage Area, members of the public noticed an increase in the number of heavy dump trucks at Victoria road. As the sites were close to schools and elderly care homes, accidents might occur easily with heavy traffic during peak hours. Recently, there were also complaints about vehicles that damaged facilities by making illegal U-turns. In view of the above issue, it was hoped that the relevant departments could improve the traffic facilities.
- (ii) As a number of re-development projects would be carried out within the district in the future, there would only be a surge in the number of large vehicles passing by. Members recommended that the lanes nearby should be widened, and that additional parking bays should be set up. Alternatively, other feasible proposals should be adopted, such that large vehicles could make a U-turn securely.
- (iii) Members recommended that the relevant departments should carry out maintenance work on a regular basis, explore the possibility of installing convex mirrors and put up clear signs asking drivers to drive slowly or pay attention whilst driving. In the meantime, locations where drivers could make a U-turn should be specified clearly for them to drive with a clear line of sight. Members also recommended that traffic wardens should be deployed to direct traffic at key junctions during peak hours, such that accidents would not occur.
- (iv) Members raised doubts over the functionality of the eight convex mirrors installed at the scene by individual parties. In the light of the views by the TD and the Road Safety Council, Members would also like to know whether the removal of these convex mirrors should be considered for the avoidance of a confusing line of sight. Members asked whether the department would adopt

other measures to assist the drivers for them to understand road conditions more securely.

12. Representative of the TD gave the following responses:

- (i) As observed at the scene, the eight convex mirrors were installed by individual parties, such that drivers passing by could understand the road and traffic conditions more easily.
- (ii) Nevertheless, images shown on the convex mirrors, particularly the location, distance and speed of the vehicles, would differ from the actual circumstances from time to time. As a result, the TD would not place any convex mirrors on a public road under normal circumstances.
- (iii) With respect to vehicles making U-turns, the department would pay attention to the feasibility of streamlining the design of Ka Wai Man Road to offer U-turn facilities should a re-devolvement project that could solve the existing on-site limitations be carried out nearby in the future.

Item 6: Concern about the road safety hazards arising from tourists’ “photo-taking” behaviour in the Central and Western District
(C&W TTC Paper No. 26/2024)

(3:37 pm – 4:01 pm)

13. Several Members expressed their views on the relevant issue, which were consolidated as follows:

- (i) Often would members of the public neglect traffic safety when they took pictures at popular check-in spots, such as Kennedy Town Praya. As a result, it was recommended that the departments could strengthen safety measures by setting up pedestrian barriers or other facilities to stop pedestrians from crossing the road.
- (ii) Members recommended that the Police’s report hotline be displayed in popular check-in spots for the public to lodge complaints. Besides, some relevant information could be put up in common check-in spots as an encouragement for the public to report the issue, thereby minimising dangerous situations.
- (iii) Since the government proactively promoted the overall strategy of “Tourism is everywhere in Hong Kong”, the number of tourists taking popular in-depth travel itineraries in the Central and Western District had been on the rise. In the past, safety hazards, such as the behaviours of those taking pictures in the middle of a crowded street, were observed in various check-in spots, resulting in frequent

occurrence of accidents. Therefore, Members hoped that the relevant departments could plan ahead by deploying additional staff to inspect these locations, such that the current situation could be improved. In the meantime, efforts in publicity and education should be stepped up, thereby raising public awareness over safety issues and ensuring personal safety of tourists and local residents. While tourism was promoted, it was anticipated that a balance between safety and travel experience of tourists could be struck.

- (iv) While Members understood that tourists were in the mood of taking pictures with the best angle, they would still have to abide by the existing laws and regulations. Hence, it was recommended that the departments should create a safer space for them to take pictures through widening the pavements and putting up additional signs. Besides, tourists should be educated and encouraged to follow the regulations through publicity and education, such as explaining Hong Kong's traffic regulations on a regular basis, thereby minimising the impact on traffic safety. Members stressed that any disputes arising from the issues should primarily be diverted and managed based on Hong Kong's image as an international city.
- (v) Members believed that the effectiveness of various measures, such as publicity, promotion and patrol, should be reviewed by observing the changes in the number of complaints, such that tourists would not be discouraged from visiting owing to enhanced law enforcement. In addition, Members recommended that the departments should consider the application of technologies, such as setting up CCTVs, thereby achieving the deterrent effect whilst enhancing the efficiency on surveillance. However, this might result in privacy concerns to a certain extent.
- (vi) While there had not been serious accidents arising from tourists' check-in activities so far, it was necessary to take precautionary measures as soon as possible, thereby improving the situation and preventing accidents. At present, the departments should enhance their efforts in publicity and implement some short-term measures in various locations, particularly in the vicinity of Forbes Street, to make sure that the check-in locations were safe. In the long run, it would be optimal to set up pedestrian crossings and refuge islands as soon as possible to offer tourists with a safe check-in spot.
- (vii) In addition to calling the 999 Report Hotline, Members would like to know whether the Police could offer alternatives for members of the public to contact the relevant departments directly should they face an issue relating to the check-in hotspots.

14. Representative of the Western District Police gave the following responses:

- (i) The Western District Police said that while they would endeavour to improve safety measures, it would, honestly speaking, be difficult to deploy its staff to

monitor every location at all times. Hence, it was believed that an upgrade to the hardware would be of paramount importance. The Police had promoted the message of safety awareness on various platforms, such as Xiaohongshu, implemented temporary traffic measures and would continue to look into long-term solutions with other relevant departments, such as road closures. Besides, the Police recommended that residents and members of the Senior Police Call could be encouraged to participate in local services as volunteers by maintaining order together, thereby coping with the increase in the number of tourists during summer holidays.

- (ii) To safeguard pedestrians and tourists, the TD was also planning to set up pedestrian crossings at the entrance of Cadogan Street Promenade and beside the stonewall trees at Forbes Street, so as to enhance safety when pedestrians crossed the road. The Police would deploy its staff to monitor the locations on a regular basis and take measures where necessary, with a view to maintaining road safety and ensuring smooth traffic.
- (iii) If members of the public came across an issue with check-in hotspots and needed to report a crime, the Police recommended that they could call the 999 Hotline to contact them at any time, such that the relevant departments could offer suitable assistance.

15. Representative of the Central District Police said that tasks targeting the issue, such as setting out a checklist and deploying police officers to actively patrol various check-in hotspots, had already been in place. In addition, the Police would educate tourists through various publicity means, such as offering safety advice to individual tourists and groups taking part in in-depth itineraries. Besides, they would evaluate the impact of check-in activities on traffic safety on a regular basis and adjust the corresponding measures in the light of the statistics. Furthermore, the Police would consider adopting additional warning measures by putting up signs to raise the safety awareness of tourists. Noting the precious views by Members, the Police pledged to keep in view the development of tourism and would deploy its staff to keep the traffic in order in a timely manner, thereby safeguarding the public.

16. Representative of the Central and Western District Office (C&WDO) said that they had all along been working with the Police by organising publicity and educational activities in various check-in spots. To tie in with the existing signs in Traditional Chinese and English, signs in Simplified Chinese were also put up by the C&WDO on the parapets of Kennedy Town New Praya in recent months, so as to remind tourists to be aware of their own safety in a comprehensive manner. In the recently opened Cadogan Street Promenade, security staff had also been deployed by the C&WDO to be on duty 24 hours a day to stop tourists from engaging in dangerous check-in activities. For enhanced accessibility of the promenade, the C&WDO was having a discussion with the TD and the HyD over widening the promenade, setting up additional pedestrian crossings and encouraging tourists to turn the promenade into a new check-in spot. The C&WDO would keep in view the issue where tourists would take pictures in check-in spots and suggest improvement measures in a timely manner.

17. Representative of the TD said that the department was planning to carry out widening works at part of the pavement at Forbes Street. To assess the traffic impact of the project, the department would have a trial run at the location in October. Meanwhile, the department was having a study on a programme of setting up additional crossing places at Cadogan Street with the HyD and the C&WDO.

**Item 7: Request for proper handling of the road safety problem at Gage Street
(C&W TTC Paper No. 27/2024)**

(4:02 pm – 4:12 pm)

18. Several Members expressed their views on the relevant issue, which were consolidated as follows:

- (i) Members referred to the District Outline Zoning Plan where the section at Gage Street was set out and asked whether preparations had been made to widen the section during re-development, thereby offering additional space to pedestrians.
- (ii) Recently, complaints were received from members of the public who mentioned that it would be dangerous when vehicles turned from Gage Street into Aberdeen Street. To ensure a clear line of sight, drivers of a relatively lengthier vehicle had to drive forward, which would lead to accidents easily. As it was stated by the TD that installation of a convex mirror was not recommended, Members would like to know whether other suggestions could be adopted to improve the situation.
- (iii) Large crowds would gather at the junction between Gage Street and Graham Street. Many tourists would also visit the nearby area. However, tourists would often take pictures and check in at this section of the slope, which was narrow and steep. Moreover, goods from large vehicles would often be unloaded in the construction sites nearby, making the situation where pedestrians and vehicles scrambled for space gradually more serious. Members hoped that the departments could put up additional signs to remind pedestrians to be aware of their own safety whilst stepping up publicity efforts, such that accidents would not occur.
- (iv) As the stalls at Gage Street were located by the roadside, members of the public who did the shopping would often be required to stand on the lanes, which was extremely dangerous. Members hoped that the relevant departments could come up with a long-term solution.
- (v) Often would delivery motorcyclists make illegal turns from Hollywood Road into Peel Street or Graham Street, resulting in severe breaches of the traffic regulations. Hence, it was recommended that the Police should step up law

enforcement, such that similar contraventions would not happen again.

19. Representative of the Central District Police said, with regard to the issue with traffic safety at Gage Street, that the Police would continue to educate various stakeholders in nearby construction sites, thereby raising their awareness over traffic safety. Also, the Police would continue to deploy additional manpower for inspections, so as to combat the issue where delivery motorcyclists failed to abide by driving regulations. Meanwhile, the Police would consider having surprise inspections at irregular intervals to raise the effectiveness of law enforcement, thereby preventing these contraventions from occurring again as far as possible. To maintain traffic safety, the Police would keep in view the behaviours of the delivery motorcyclists and step up law enforcement.

20. Representative of the TD said that to enhance road safety, the “SLOW” road marking had already been painted by the department at Gage Street, and that the “Pedestrians on or crossing road ahead” traffic sign had also been put up as a reminder for drivers to reduce their speed and pay attention to pedestrians when they passed by the section. As regards traffic arrangements on the construction sites of the re-development project, the department would continue to maintain close liaison with the persons-in-charge of the relevant construction sites and ask them to review and improve the arrangements on works vehicles, such as reducing the number of works vehicles that entered Gage Street as far as possible and minimising the number of works vehicles entering the construction sites via Gage Street at lunch hours or during other periods with a relatively greater pedestrian flow. The persons-in-charge were also reminded to pay attention to the driving safety of the works vehicles.

Item 8: Any Other Business

(4:13 pm – 4:14 pm)

21. The Chairman said that there were no other business.

Item 9: Date of the Next Meeting

(4:15 pm)

22. The Chairman announced that the next meeting would be held on 17 October 2024. The paper submission deadline would be 30 September 2024.

23. The meeting ended at 4:15 pm.

The minutes were confirmed on 17 October 2024

Chairman: Mr YOUNG Chit-on, Jeremy

Secretary: Ms CHING Wei-see, Raina

Central and Western District Council Secretariat
October 2024