

**The 20th Meeting of  
the Traffic and Transport Committee of  
the Kowloon City District Council**

Date : 7 March 2019 (Thursday)  
Time : 2:35 p.m.  
Venue : Conference Room, Kowloon City District Office

Present:

Chairman:	Mr LUK King-kwong	
Vice-chairman:	Ir Dr CHENG Lee-ming	(Left at 6:38 p.m.)
Members:	Mr TING Kin-wa	(Arrived at 3:55 p.m.) (Left at 5:07 p.m.)
	Mr SIU Tin-hung, Terence	
	Mr HO Hin-ming, BBS, MH	
	Miss KWONG Po-yin	(Arrived at 2:43 p.m.)
	Mr LAI Kwong-wai	
	Mr YUE Chee-wing, Admond	
	Mr LAM Tak-shing	
	Mr YEUNG Chun-yu, Ronald	(Left at 5:25 p.m.)
	Mr LAM Pok, Jimmy	(Left at 6:15 p.m.)
	Mr SIU Leong-sing	(Arrived at 2:42 p.m.) (Left at 5:25 p.m.)
	Mr HE Huahan	
	Mr YANG Wing-kit	(Arrived at 2:43 p.m.)
	Mr LO Chiu-kit	(Arrived at 3:43 p.m.) (Left at 5:47 p.m.)
	Mr NG Fan-kam, Tony	
	Mr NG Po-keung, MH	(Left at 5:15 p.m.)
	Mr PUN Kwok-wah, JP	(Left at 6:00 p.m.)
	Ir CHEUNG Yan-hong, MH	
	Mr CHO Wui-hung, MH	(Arrived at 2:43 p.m.)
	Mr KWAN Ho-yeung, Roger	
Secretary:	Ms YAU Wing-man, Olivia	Executive Officer (District Council) 1, Kowloon City District Office

Absent: Ms LEUNG Yuen-ting (Absent due to pregnancy/  
postnatal care)

The Hon LEE Wai-king, Starry,  
SBS, JP

Dr the Hon LEUNG Mei-fun,  
Priscilla, SBS, JP

In Attendance: Ms WONG Wing, Eva Senior Executive Officer (District  
Council), Kowloon City District  
Office

Mr WONG Yee-kui Senior Transport Officer / Kowloon  
City, Transport Department

Miss WONG Yuk-ting, Alice Senior Transport Officer / Housing  
Project, Transport Department

Mr MACK Ting-kai Engineer / Hung Hom, Transport  
Department

Ms LUK Nga-yee, Christine Engineer / Kowloon City,  
Transport Department

Mr CHUNG Siu-man District Engineer / Kowloon City  
and Kowloon Bay, Highways  
Department

Mr TAM Ho-chuen District Engineer / Hung Hom,  
Highways Department

Mr HO Chi-kin Officer-in-charge, Traffic Team  
(Sau Mau Ping District), Hong  
Kong Police Force

Mr PO Yiu-wa Officer-in-charge, Traffic Team  
(Kowloon City), Hong Kong Police  
Force

Ms LUNG Ka-kei Patrol Sub-Unit Commander 2  
(Hung Hom Division), Hong Kong  
Police Force

Attendance by Invitation:

Item 2-3, 6-14 Mr FU Ting-hong, Derek Senior Transport Officer / Bus /  
Kowloon, Transport Department

Mr LEE Sui-kit, Donald Transport Officer / Bus / Kowloon,  
Transport Department

	Mr WONG Yue-ting	Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
	Mr Jeff TAM	Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd
	Ms WONG Sau-kuen	Assistant Manager (Planning and Development), The Kowloon Motor Bus Co. (1933) Ltd
Item 6-14	Mr Calvin WONG	Senior Planning Officer, Citybus Limited / New World First Bus Services Limited
	Ms Joyce Wan	Chief Public Affairs Officer, Citybus Limited / New World First Bus Services Limited
Item 15-16	Mr Andy CHAN	General Manager (Property & Land), Urban Renewal Authority
	Mr Mike KWAN	General Manager (Planning and Design), Urban Renewal Authority
	Ms Sarah YUN	Senior Manager (Community Development), Urban Renewal Authority
	Mr Chapman LAM	Divisional Director, MVA Hong Kong Limited
Item 17	Ms O Fong-wa, Julie	Senior Engineer / Major Works, Highways Department
	Mr YEUNG Ka-chun, Henry	Engineer / Major Works, Highways Department
	Mr LAM Wai-keung	Director, WSP (Asia) Limited
	Mr HO Yiu-chung	Associate, WSP (Asia) Limited
Item 18	Mr AU YEUNG Hau-shing	Engineer / Lighting, Highways Department
Item 19	Mr TAI Moon-kwong, Daniel	Senior Environmental Protection Officer, Environmental Protection Department

	Mr KWOK Kwun-ting, Chris	Environmental Protection Officer, Environmental Protection Department
Item 24	Mr LAM Man-san, Roy	Senior Engineer / Major Works, Highways Department
	Mr Ben POON	Senior Resident Engineer, Arup- Mott MacDonald Joint Venture
	Mr WONG Tsz-chung, David	Construction Manager, Gammon Construction Limited
	Mr NG Lap-hay, Andrew	Marine Manager / Harbour Patrol Section (1), Marine Department
	Mr TAI Yu-chung	Senior Assistant Shipping Master / Central, Marine Department

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**The Chairman** of the Traffic and Transport Committee (TTC) welcomed Members, representatives of government departments and organisations to the meeting. He stated that prior to the meeting, the Secretariat received a notification from **Ms LEUNG Yuen-ting** requesting for absence from the meeting due to postnatal care and a medical certificate was submitted in conformity with the Kowloon City District Council Standing Orders (Standing Orders). Members raised no objection to the arrangement. Besides, **the Hon Starry LEE Wai-king** could not attend the meeting due to other engagements and she had, in writing, appointed **Mr Roger KWAN** to handle meeting affairs on her behalf. **Miss Venus So**, Assistant District Officer (Kowloon City), could not attend the meeting due to other official commitments and she was stood in by **Ms Eva Wong** of the Kowloon City District Office (KCDO). The Chairman then reminded Members to declare interests in accordance with the Standing Orders. He also said that if and when the number of Members present at the meeting was less than 12, he would adjourn the meeting according to the Standing Orders. Lastly, he reminded attendees to turn off the ringers on their mobile phones or switch them to vibration mode, and remain silent during the meeting.

### **Confirmation of Minutes of Last Meeting**

2. The minutes of the 19th meeting were unanimously confirmed without amendment by **the Committee**.

## **Matters Arising**

### **Strong Request for Extending Bus Route 5A to Kai Tak New Area**

### **Strong Request for Increasing the Bus Runs of Route 5D and Enhancing the Routing**

**(Papers No. 88/18, 89/18)**

3. **Mr Derek FU, Senior Transport Officer / Bus / Kowloon of the Transport Department (TD)** stated that the Bus Development Division of TD would review the ancillary transport facilities for the district as a whole in a holistic manner and it had always been the Department's policy to encourage residents to make use of the current bus-bus interchange scheme. Concerning the situation in Kai Tak, if people wanted to go to Tsim Sha Tsui from the area of Kai Tak, they could take Citybus Route 20 and transfer to Route 796X free of charge. Route 796X ran at a frequency of less than ten minutes on average during morning peak hours. Also, the Bus Route Planning Programme this year suggested amending the routing of Route 5D. The route would be diverted via Tak Long Estate on the return trip for the convenience of residents. In addition, the Department was currently discussing with the bus company the enhancement of bus services of the special runs of Route 224X. The Department would continue to closely monitor the passenger demand in the district so as to make appropriate arrangements in the future.

4. **Mr HE Huahan** expressed dissatisfaction with the Department's reply and opined that the interchange scheme could not address the aspirations of the public. Since many new housing estates would be completed successively in Kai Tak and the demand for bus services would increase substantially, he hoped that the Department could consider the issue from the perspective of residents and assess their needs. He pointed out that in the rerouting proposal for Route 5D raised by TD, buses were only diverted to the bus stop opposite to Tak Long Estate but not via the six housing estates in the area of Kai Tak as well as Muk On Street. Residents had to take a detour to go into the housing estates and thus the problem was not resolved. Given that Road D2 had been commissioned for a year but the road usage remained low, he commented that the Department should seriously consider enhancing the routing of Route 5D and diverting the route via Road D2 to help satisfy the needs of residents.

5. **Mr Derek FU of TD** responded as follows:

- (i) the Department understood residents' concerns and noted that many new housing estates on Muk On Street were about to be occupied. Thus, the Department was actively considering the enhancement of bus services in the district. Currently, bus lay-bys were planned to be

provided at the entrance of Muk On Street in order to facilitate the designation of bus stops in the future. The Department would consult other government departments later regarding the relevant proposal to obtain their approval before conducting local consultation. It was hoped that the designation of bus stops could help shorten the walking distance of residents;

- (ii) in respect of the interchange between Route 796X and Route 20, the Department noticed that Route 796X heading to Rhythm Garden had spare capacity to take up more passengers;
- (iii) the Department also found that the new pavement on Muk On Street was open to the public in late January this year. The walking time between Muk On Street Roundabout and the Trade and Industry Department would be cut short to around seven minutes and thus residents could arrive at the bus stops more easily; and
- (iv) to serve a population of about 50 000 in Kai Tak Development Area, three new bus routes were open in the district last year. In addition, as there were a number of construction sites around Muk Tai Street, the population would continue to grow in the future. Thus, the Department would consider enhancing the bus services in the district.

6. **Ms WONG Sau-kuen, Assistant Manager (Planning and Development) of the Kowloon Motor Bus Co. (1933) Ltd. (KMB)** agreed to make full use of the newly commissioned road. Also, considering the low utilisation rate of Route 5A, she agreed to expand the bus services of Route 5A to serve more residents.

7. **Mr HE Huahan** stated that owing to the circuitous route and the low frequency of Route 5D, residents in Telford Garden could select other better alternative routes. Thus, Route 5D could not fulfil its function. On the other hand, residents in One Kai Tak had little option but to take Route 20 or Route 608. The two bus lines were totally inadequate to accommodate the needs of residents. He was dissatisfied that the Department insisted to reject the enhancement proposal of the routings of Route 5A and 5D. He requested to issue a letter to the Commissioner for Transport in the name of the Committee, expressing the urgent needs for the enhancement of the two bus routings for the residents and hoping that the Commissioner for Transport could review the justifications for the refusal of the enhancement proposal by the Department.

8. **The Chairman** concluded that as Kai Tak developed and the population in the area continued to rise, the interchange scheme alone could not satisfy the needs of residents. He instructed the Secretariat to issue a letter to the Commissioner for

Transport in the name of the Committee regarding the issue so as to reflect Members' and residents' views.

(Post-meeting notes: the Secretariat had issued a letter to the Commissioner for Transport in the name of TTC to convey Members' views.)

**Strong Request for Control over Random Parking of Large Vehicles Leading to Serious Traffic Congestion in the District**

**Funeral Vehicles Seriously Impacting on Parking Spaces and Traffic Flow in the Old District / Call for Addressing the Problems and Arranging Parking Spaces for Hearses**

**(Paper No. 105/18, 107/18)**

9. Regarding Paper No. 105/18, **Mr PO Yiu-wa, Officer-in-charge of the Traffic Team (Kowloon City) of the Hong Kong Police Force (HKPF)** reported that the Police had implemented the Third Phase of the Road Safety Charter of the Tourism Industry ("the Charter") in 2019, prohibiting all tourist coaches from picking up or dropping off or waiting for passengers at Sung On Street and Chi Kiang Street from 12:00 p.m. to 2:00 p.m. Since the new measure was enforced, the number of complaints had decreased as compared with the same period last year and thus the scheme was deemed effective at an initial stage. As the number of tour groups during the Lunar New Year was unstable, the Police would continue to monitor the situation for one to two months so as to ensure that the situation kept improving.

10. Regarding Paper No. 107/18, **Ms LUNG Ka-kei, Patrol Sub-Unit Commander 2 (Hung Hom division) of HKPF** reported that the Police had always been concerned about the traffic condition of the district. Those roads had been classified as traffic black spots and the Police would conduct joint operations from time to time. The Police had received 29, 56 and 27 complaints and issued 500, more than 500 and more than 300 penalty tickets in December 2018, January 2019 and February 2019 respectively in regard to the situation on the roads. The number of penalty tickets issued far exceeded the number of complaints received, which indicated that the Police had deployed additional manpower to step up enforcement actions. The Police would continue to arrange manpower to patrol at the district and strengthen enforcement actions from 3:00 p.m. to 6:00 p.m. in the future.

11. **Mr MACK Ting-kai, Engineer / Hung Hom of TD** gave a reply as follows:

- (i) in response to Paper No. 105/18, the Department had sent personnel to monitor the situation on Sung On street regularly. They discovered that since the Police had implemented the Third Phase of the Charter,

the traffic congestion caused by tourist coaches parking and stopping illegally at Sung On Street was improved. The Department would continue to conduct monitoring. In addition, the Department had applied to the Lands Department (LandsD) for the use of the vacant land next to Sung On Street in late February and commissioned the Highways Department (HyD) to conduct installation works of ten metered parking spaces for coaches with the aim to facilitate parking of coaches and prevent traffic congestion; and

- (ii) in response to Paper No. 107/18, TD was studying the possibility of developing the open space at Winslow Street near Chatham Road North into a short-term tenancy car park. As works were still in progress on the land at present and were expected to be completed in mid-2019, TD would commence the preliminary work of the proposal once LandsD confirmed that no other development was proposed for the land upon the completion of the works.

12. **Mr Admond YUE** recognised the results of the Third Phase of the Charter achieved by the Police. However, he raised that noting that the Police were stepping up enforcement during peak hours, some of the tourist coach drivers had adjusted the journeys to avoid doing pick-up and drop-off at that period of time. He understood that owing to the manpower constraint, the Police could not always deploy officers to take enforcement actions on Sung On Street in the long run. Thus, he requested TD to mark double yellow lines on the road opposite to Peninsula Square and in front of Sunshine Plaza with a view to forcing tourist coach drivers to park their coaches at nearby car parks.

13. **Mr LAM Tak-shing** said that the number of complaints made by residents in the district was on the rise. He enquired about the locations where enforcement actions were taken and penalty tickets were issued by the Police in respect of Paper No. 107/18. Also, he suggested that TD should consider providing a temporary parking lot at other locations in the district such as the underneath of the Cheong Wan Road flyover and marking double yellow lines at appropriate locations. He requested the Department to conduct joint operations as well in order to remind and demand hearse drivers to park their hearses at appropriate locations and thus avoid affecting residents' livelihood.

14. **Ms LUNG Ka-kei of HKPF** responded that the locations where penalty tickets were issued were Baker Street, Bulkeley Street, Cooke Street, Lo Lung Hang Street and Winslow Street. Moreover, the Police had conducted on-site inspections with the chairpersons of funeral business bodies so as to know more about the

difficulties of stakeholders and also performed advisory and education work in the hope that stakeholders could regulate themselves and thus the situation could be improved.

15. **Mr MACK Ting-kai of TD** made a consolidated reply as follows:

- (i) the Department had examined the feasibility of adding double yellow lines on Sung On Street. However, in view that the addition of double yellow lines would obstruct residents and clinic users from boarding or alighting from vehicles, the Department would consider adopting other measures to forbid tourist coaches to pick up and drop off passengers and park illegally on the street and would report the findings to Members later; and
- (ii) he thanked Mr LAM Tak-shing for suggesting locations for the provision of a temporary parking lot. He noted Member's opinions and would follow up.

16. **Mr NG Po-keung** supported the proposal of providing a temporary parking lot at Winslow Street and wished that the Department could actively consider the proposal so as to address the problem of illegal parking by funeral vehicles. In addition, he agreed that the problem of illegal parking by tourist coaches could not be tackled solely by the law enforcement of the Police. Thus, he hoped that TD could consult residents and shop owners concerning the addition of double yellow lines on Sung On Street.

17. **Mr Admond YUE** clarified that he only requested to mark double yellow lines on one side of the road off the entrance of Sunshine Plaza so that vehicles could still pick up or drop off passengers on the other side of the road. He opined that as the Police could not enforce the law selectively, the addition of double yellow lines could prompt tourist coaches to use nearby car parks and, in so doing, the Police could enforce law in a fair manner.

18. **Mr LAM Tak-shing** requested to continue to discuss the problem of funeral vehicles seriously impacting on parking spaces and traffic flow in the old district at the next meeting so that TD would present concrete and practical solutions to cope with the insufficiency of parking spaces for funeral vehicles.

19. **Mr MACK Ting-kai of TD** made the following response:

- (i) he noted Mr Admond YUE's opinions. He would further study the

feasibility of adding double yellow lines on Sung On Street and give a reply to Members later;

- (ii) he noted Mr LAM Tak-shing's suggestion of marking double yellow lines on Winslow Street. He stated that he had conducted on-site inspection with Members at an earlier time and would examine the possibility of marking double yellow lines on some of the road sections; and
- (iii) regarding the proposal of converting the site on Winslow Street to a temporary parking lot, TD had gained a preliminary understanding from LandsD and noted that some of the local residents opposed to the conversion of the site on Winslow Street to a temporary parking lot. The Department would follow up the issue accordingly.

20. **Mr Admond YUE** suggested to discuss Paper No. 105/18 further at the next meeting.

21. **The Chairman** proposed that TD should conduct a feasibility study for the addition of double yellow lines on Sung On Street and he requested TD to give Members a reply about the outcome of the study later. After consulting Members' opinions, he agreed to continue to discuss the problem of funeral vehicles seriously impacting on parking spaces and traffic flow in the old district at the next meeting so that the Department could roll out concrete solutions for the issue.

## **New Items**

### **Bus Route Planning Programme 2019-2020 of Kowloon City District Strong Opposition to the Cancellation of the Special Runs of Bus Route 8P Again Opposition against the Amalgamation of Bus Routes 41 and 241X (Paper No. 02/19, 04/19, 05/19)**

22. **Mr Derek FU of TD** introduced Paper No. 02/19.

23. **Mr Admond YUE** introduced Paper No. 04/19.

24. **Mr Tong NG** introduced Paper No. 05/19.

25. **Mr Derek FU of TD** said that TD was currently consulting the opinions of the relevant District Councils regarding the programme. TD would study the

suggestions raised by Members and hold discussions with the bus company after the consultation.

26. **Miss KWONG Po-yin** was concerned about the amalgamation of Route 41 and 241X. She commented that the reasons for excluding the road sections in Kowloon City and Hung Hom from the bus route after the amalgamation were not laid out in the proposal. She was of the view that the Department should consider how to deal with the problem of the overlapping of bus routes on Fat Kwong Street in order to shorten the bus journey time rather than excluding the road sections in Kowloon City and Hung Hom from the route. In addition, the amalgamation of bus routes would affect passengers travelling from To Kwa Wan to Tsing Yi. The bus services of the alternative routes, Route 18 and 45, as mentioned by TD were not enhanced to cater for the needs of the affected passengers. Moreover, the number of runs of Route 241X was not increased after the amalgamation and thus residents could hardly accept the entire amalgamation proposal.

27. **Ir Dr CHENG Lee-ming** opposed to the amendment and amalgamation proposal of Route 41 and 241X. He raised that Route 41 connected the commercial and residential areas in Ho Man Tin and on Waterloo Road. As a number of new development projects were launched in the district in recent years, shop owners and residents hoped that the number of runs of Route 41 could be increased and the unstable bus services at present could be improved.

28. **Mr HE Huahan's** views were as follows:

- (i) he requested to upgrade Route 641 to a whole-day-service route;
- (ii) he pointed out that the bus journey of Route 5D was lengthened after the amendment of the routing. Thus, it was unjustified that the bus journey time of Route 5D was shortened after the amendment as indicated in the Paper. He opined that the Department should seriously consider optimising the route by diverting it to Muk On Street so as to provide convenience to residents;
- (iii) he requested to divert the special runs of Route 24 to Muk On Street and enhance the frequency of the route in order to facilitate the access of residents in the six housing estates in the area of Kai Tak; and
- (iv) he welcomed the proposal about Route N213 and he wished that the service hours of the route could be extended to 2 a.m.

29. **Mr LAM Tak-shing** gave the following views and enquiries:
- (i) he was concerned about the time needed for Route 30X to run past Nina Tower in Tsuen Wan on its return trip;
  - (ii) he opposed to the amalgamation proposal of Route 41 and 241X as it might bring inconvenience to residents and cause confusion; and
  - (iii) he was disappointed that though the routing of Route A20 had been revised for several times, Hung Hom old district was still not included in the route. He wished that the Department and KMB could explain the reasons.
30. **Mr CHO Wui-hung** raised the following views and enquiries:
- (i) he opposed to the amalgamation proposal of Route 41 and 241X and pointed out that residents in Ho Man Tin and To Kwa Wan travelled between the two districts mainly by taking Route 41 and 45. As the services of the two routes were already insufficient to meet the demand, the amalgamation proposal would impose significant impacts on the access of the elders in the district;
  - (ii) he welcomed the proposal that Route A20 was going to operate via Ho Man Tin District. However, he hoped that the frequency of the route could be enhanced and the service hours could be extended to late night; and
  - (iii) he welcomed the increase in the number of runs of Route E21A. Nonetheless, he pointed out that the bus company did not respond to the aspirations of residents, that is, to advance the first run of the route from Oi Man Estate in Ho Man Tin. In addition, since Ho Man Tin bound services of the route were always affected by the traffic congestion on Tung Choi Street in Mong Kok, he suggested that a bus stop should be set up on Mong Kok Road and the route should run past Sai Yee Street before entering Argyle Street with a view to alleviating the congestion and facilitating residents to transfer to other routes.

31. **Mr Derek FU of TD** gave a consolidated reply as follows:

- (i) the Department noted Members' opposition to the amalgamation proposal of Route 41 and 241X. He stated that the proposal was not yet finalised. The Department was currently consulting the relevant District Councils and would convey the opinions of the District Councils to the bus company for discussion and deliberation later;
- (ii) the Department would review the rerouting and frequency adjustment proposal of Route 641, 5D and 24. The diversion of Route 5D on its return trip only concerned a small part of the bus journey and thus it would not lengthen the journey time; and
- (iii) he would pay attention to the passenger demand after the commissioning of Route N213 so that appropriate adjustments could be made;
- (iv) the bus journey of Route 30X would be extended for three minutes after the route was diverted to Nina Tower in Tsuen Wan on the return trip;
- (v) he noted Members' opinions on the amendment of the routing and the advancement of the first run of Route E21A and promised to give further consideration to them; and
- (vi) regarding the special runs of Route 8P, the Department would consider the proposed amendments of the routing of each bus route in accordance with the statistics from the latest survey on passenger demand every year. The Department had conducted on-site inspection and continued observation in respect of the special runs of Route 8P and the results showed that the passenger volume of the route met the indicator for the Department to consider route cancellation or amalgamation with other routes in the guidelines. Besides, the regular runs of Route 8P were still operating and their journeys were only three minutes longer than that of the special runs. However, the Department noted residents' and Members' opinions and would further discuss and study the issue with KMB.

32. **Ms WONG Sau-kuen of KMB** made a consolidated response as follows:

- (i) the bus journey time of Route 41 was currently 90 minutes. KMB received residents' request for shortening the journey time and therefore proposed converting the route from the road sections in Kowloon West to West Kowloon Corridor with a view to reducing overlaps with Route 18 and 45. KMB understood that some residents would take a short trip from Ho Man Tin to Kowloon City or Sham Shui Po by Route 41 and thus, she suggested that residents could make use of Route 6C, 6F and 2E instead. Residents travelling from Tsing Yi to To Kwa Wan or Kowloon City Ferry Pier could take Route 42A, 44 and 6C alternatively. Though KMB did not plan to increase the number of runs of these routes at this stage, they would keep in view of the passenger demand and consider allocating more resources to these routes pursuant to the guidelines provided by TD;
- (ii) she noted and would consider Members' opinions of extending the service hours of Route N213 to 2 a.m., upgrading Route 641 to a whole-day-service route as well as enhancing the frequency of Route 24 and diverting it to Muk On Street; and
- (iii) she was aware that residents wished not to cancel the special runs of Route 8P but the passenger volume of the route remained at a low level after the opening of Whampoa Station. KMB hoped to communicate with Members and further study the issue of decreasing the number of runs of the route.

33. **Mr Calvin WONG, Senior Planning Officer of Citybus Limited/New World First Bus Services Limited** gave the following reply:

- (i) though Route A20 did not serve Hung Hom old district, the bus company had proposed in the Bus Route Planning Programme last year to introduce Route A23 which would depart from Tsz Wan Shan and run via To Kwa Wan, Kai Tak, Hung Hom Road and Gillies Avenue South to the airport in the hope of drawing in residents in Hung Hom old districts;
- (ii) concerning the suggestions of enhancing the frequency and extending the service hours of Route A20, the bus company would closely monitor the changes in passenger demand and conduct reviews after

the implementation of the rerouting via Ho Man Tin and Tai Kok Tsui. At present, Citybus operated Airbus Overnight Route NA20 departing from Hong Kong-Zhuhai-Macao Bridge and travelling via the airport to Whampoa; and

- (iii) Citybus would further study the proposal of increasing the number of runs of Route E21A and redirecting the route to Sai Yee Street. (Post-meeting notes: Citybus noted that the Kowloon City District Council (KCDC) had once proposed to advance the first run of Route E21A to the airport and Citybus had already advanced the first run of the route to 7:30 a.m. since August 2016.)

34. **Mr Roger KWAN** expressed the following views:

- (i) he and the Hon Starry LEE both opposed to the amalgamation of Route 41 and 241X. He stated that the needs of the residents in the area of To Kwa Wan and Kowloon City Ferry Pier could not be satisfied after the amalgamation of the routes. Even if the bus company offered interchange concessions, residents still had to spend more time on travel;
- (ii) he requested Citybus to expedite the introduction of Route A23; and
- (iii) he was worried that TD and the bus company would reduce the number of bus runs significantly on the ground that the Shatin to Central Link (SCL) was about to be commissioned entirely or partially. He said that there were still many uncertainties after the commissioning of SCL and thus he strongly opposed to the cut of bus runs when SCL started operating.

35. **Miss KWONG Po-yin** pointed out that in respect of the amalgamation of Route 41 and 241X, the alternative route options proposed by the bus company were undesirable. The journey time of Route 42A plying from Tsing Yi to Jordon was 69 minutes at present. If passengers had to further transfer to other routes to reach Kowloon City District, the time spent on travel would be much longer than taking Route 41. Moreover, the bus company did not provide justifications for disregarding the needs of residents in Kowloon City and Hung Hom. If the aim of the amalgamation of routes was to shorten the bus journey time, she suggested that the route could be diverted from the road sections in To Kwa Wan to Ma Tau Wai Road and then run via Hok Yuen Street and Man Yue Street to Fat Kwong Street, or via Bailey Street, Gillies

Avenue North and Wo Chung Street to Fat Kwong Street. The bus company should not disregard totally the needs of the passengers in Kowloon City and Hung Hom.

36. **Mr Tony NG's** views were as follows:

- (i) he supported redirecting Route A20 to Oi Man Estate and requested the Department to clarify the time for the implementation of the rerouting;
- (ii) he welcomed the increase in the number of runs of Route E21A and requested the first bus from Oi Man Estate to depart at the same time as the first bus from Tung Chung so as to provide convenience to residents who worked at the airport; and
- (iii) he requested TD to consider seriously Members' opposition to the amalgamation of Route 41 and 241X. If the proposal was shelved, he hoped that the Department could notify Members as soon as possible.

37. **Mr Derek FU of TD** made a reply as follows:

- (i) regarding the amalgamation plan of Route 41 and 241X, the number of passengers affected by the truncation of road sections in To Kwa Wan and Hung Hom as proposed by KMB was within the limit of 20% to 30% set in the guidelines. Thus, after receiving the application for route amalgamation, the Department considered submitting the proposal to KCDC for discussion. Yet this did not mean that the Department had already decided to implement the proposal. As what had just mentioned, the Department fully understood the opinions of KCDC on the route amalgamation plan and would further discuss the plan with the bus company and inform KCDC about the result later;
- (ii) he clarified that the date of the introduction of Route A20 would be in the third quarter of 2019;
- (iii) he would follow up the proposal of advancing the first run of Route E21A with Citybus; and
- (iv) the staff from another section of the Department would be responsible for planning and following up the reviews of the public transport services after the commissioning of SCL. The Department would explain the service content to KCDC before implementing the plan and

relay Members' opinions to the relevant section.

38. **Ms WONG Sau-kuen of KMB** noted Miss KWONG Po-yin's suggestions regarding the routing of Route 41X and would conduct further studies.

39. **Mr Calvin WONG of Citybus Limited / New World First Bus Services Limited** pointed out that the anticipated date of the introduction of Route A23 was in the second quarter of 2019. Citybus was now following up the relevant details with TD and he hoped that the route could be open as soon as possible.

40. **Miss KWONG Po-yin** wished that TD could detail in the Bus Route Planning Programme the considerations behind each suggestion in the future and fully consider residents' needs when proposing alternative routes.

41. **The Chairman** concluded by saying that he hoped the Department and the bus company could follow up Members' suggestions including those on the amalgamation of Route 41X and 241 and take into full account the needs of the community when adjusting the frequency of bus runs in the future.

**Request for Planning More Suitable Interchange Concessions for Bus Route 608  
Request for Implementing Section Fare for Bus Routes 15X and 11X  
(Paper No. 06/19, 07/19)**

42. **Mr Ronald YEUNG** introduced Paper No. 06/19.

43. **Mr Jimmy LAM** introduced Paper No. 07/19.

44. **Miss Alice WONG, Senior Transport Officer / Housing Project of TD** stated that the Department had all along kept in view the passenger volume of Route 608 with Citybus and encouraged franchised bus companies to, having regard to the socio-economic environment and the operating condition of the company, introduce concessionary measures such as bus-bus interchange concessions for passengers as far as possible so as to lower the public transport expenses borne by members of the public. However, the provision of concessions was ultimately a commercial decision of the bus company based on various considerations. The Department had relayed Members' opinions to the bus company for consideration.

45. **Mr Calvin WONG of Citybus Limited / New World First Bus Services Limited** replied that the occupancy rate of Route 608 to Hong Kong Island during peak hours was at most 15%. In addition, apart from making an interchange at the Eastern

Harbour Crossing, passengers of Route 608 could enjoy interchange concessions with 19 routes to Hong Kong Island.

46. **Mr WONG Yee-kui, Senior Transport Officer / Kowloon City of TD** stated that TD had kept encouraging the bus company to offer fare discounts to passengers and he wished that KMB could consider introducing section fares on Route 15X and 11X.

47. **Mr Jeff TAM, Manager (Public Affairs) of KMB** said that section fares were applicable to many bus routes at present. He understood that the public hoped to further implement section fares but in the light of technical constraints, section fares could not be provided to passengers who took short-haul journeys or boarded or alighted from the buses at enroute stops.

48. **Ms WONG Sau-kuen of KMB** supplemented that Route 15X and 11X were express routes. In order to save the boarding and alighting time and avoid prolonging the time of the entire bus journey, KMB did not plan to provide section fares for the routes. Nevertheless, the company noted Members' views and would consider this when adjusting the bus services in the future.

49. **Mr WONG Yue-ting of KMB** clarified that the road section to which section fares were not applicable due to technical difficulties was from Hung Hom to Lam Tin. As for the road section from Lam Tin to Hung Hom, residents in To Kwa Wan could take Route 21, 5C, 11K and 8 to get to Hung Hom at present. The frequency of these routes was high and no passengers needed to wait long for buses. Thus, KMB did not consider introducing section fares on Route 11X and 15X so as to maintain a balance between the services of express routes and other routes.

50. **Mr Jimmy LAM** expressed disappointment with KMB's response. He commented that KMB's refusal to provide section fares on the ground of avoiding the lengthening of the bus journey time was an act of disregard to the needs of residents in To Kwa Wan for Route 11X and 15X. If residents took other routes alternatively, it might add burden to those routes as well.

51. **Mr Ronald YEUNG** clarified that he hoped that Citybus could provide passengers of Route 608 free interchange at the Eastern Harbour Crossing with other cross-harbour routes in order to boost the popularity of Route 608 and divert the passenger flow. He requested Citybus to give a written reply about the passenger volume of Route 608 at each time period in a day so that he and residents could learn about the usage rate of the route and hold further discussions.

(Post-meeting notes: Citybus had submitted in writing the supplementary information to TTC on 4 April.)

52. **Mr PUN Kwok-wah** requested KMB to provide concrete figures in support of the decision of not providing section fares. He held the view that the boarding time of passengers might not be longer than the alighting time and thus the bus journey time might not be lengthened. In addition, he pointed out that the passenger volume of other routes such as Route 5C was large. If more residents were encouraged to take the alternative routes, the journey time of the routes might be prolonged as well.

53. **Mr WONG Yue-ting of KMB** remarked that currently, there were three to four bus routes operating from To Kwa Wan to Hung Hom Station. Other means of transport were also available to the public. KMB had to consider the fares and the burden of the operation when providing section fares. He said that KMB would closely monitor the travelling pattern of residents in To Kwa Wan to Hung Hom Station and make service adjustments when necessary.

54. **Mr Calvin WONG of Citybus Limited/New World First Bus Services Limited** expressed that he would give a written reply about the passenger volume of Route 608 to Members as requested. He pointed out that passengers of Route 608 could enjoy a \$5 fare concession when making an interchange at the Eastern Harbour Crossing to Hong Kong Island with 38 routes. Citybus had to take into consideration the financial status and the operational effectiveness of the company when providing concessions. The company noted Members' opinions and would make prudent consideration.

### **Request for Providing a Bus Route Running Between Kowloon City and Tsuen Wan**

#### **Request for Providing an Airport Bus Route in Lung Shing District**

#### **Request for Providing an Overnight Bus Route Operating via Ho Man Tin District (Paper No. 08/19, 09/19, 10/19)**

55. **Mr NG Po-keung** presented Paper No. 08/19 and 09/19.

56. **Mr Tony NG** presented Paper No. 10/19.

57. **Mr HE Huahan** supported the provision of a bus route running between Kowloon City and Tsuen Wan and hoped that the route could be extended to the new Kai Tak area.

58. **Mr PUN Kwok-wah** stated that Kowloon City District had been striving for a bus route running between Kowloon City and Tsuen Wan for ten years. There were always a large group of residents waiting for red minibuses plying to Tsuen Wan late at night. He opined that there was adequate supply of patronage in the old district of Kowloon City to run the new route and thus he wished that the bus company could actively consider the introduction of the route.

59. **Mr TING Kin-wa** supported the provision of a bus route plying from Kowloon City to the airport in view of the rising demand in the district. He hoped that the bus company could address residents' needs and consider developing the route.

60. **The Chairman** said that a number of new housing estates were completed in Ho Man Tin District in recent years and the population continued to grow. Thus, he wished that TD and the bus company could consider providing bus routes and overnight routes running between Ho Man Tin District and the New Territories, Kowloon East and Island East, etc.

61. **Mr Derek FU of TD** made a consolidated reply as follows:

- (i) TD had all along reviewed whether the existing routes operating between Tsuen Wan and Kowloon City could satisfy the needs of passengers. He claimed that residents could take Route 12A and transfer to Route 30X, 6F or 6C and then the railway, or take red minibuses to go to Tsuen Wan. The commissioning of Tuen Ma Line (TML) could also connect Tsuen Wan to Kowloon City, To Kwa Wan and Kai Tak in the future;
- (ii) the amendments of Route A20 could help meet the demand of residents travelling from Ho Man Tin to the airport. The Department and the bus company would observe the passenger demand at each time period in a day and would consider enhancing the services of the route early in the morning and overnight;
- (iii) the Department had considered diverting the current routes operating late at night including Route N170 and N182 or N271 and N281 via Fat Kwong Street to serve residents in Ho Man Tin. However, it was found that the amendments to Route N170 and N182 would extend the bus journey time by six to seven minutes and affect more than 10% of passengers while the rerouting of Route N271 and N281 would affect

up to 30% to 40% of passengers boarding or alighting on Nathan Road. Thus, the Department had to consider the abovementioned suggestions carefully. The Department would study the possibility of adjusting the routings of long-haul overnight routes plying to and fro other districts so that these routes could serve residents in other districts as well as those in Ho Man Tin District; and

- (iv) concerning the airport bus services in Lung Shing District, he suggested that residents could take Airport Route A22, an en-route stop of which was erected next to Regal Oriental Hotel on Tak Ku Ling Road. The Department would pay close attention to residents' needs and give detailed consideration to the introduction of a new route when planning for the bus services in the district.

62. **Ms WONG Sau-kuen of KMB** stated that KMB would actively consider the proposal of providing a bus route plying between Kowloon City and Tsuen Wan and extending the route to the new Kai Tak area. She pointed out that the current overnight bus routes could serve part of the residents in Ho Man Tin District and the company would consider adjusting the routings of the existing routes or opening a new route to serve the residents in the newly completed housing estates in the district.

63. **Mr Calvin WONG of Citybus Limited / New World First Bus Services Limited** understood that there was a growing demand of residents in Kowloon City District for airport bus services. Every year, the company would review the demand of passengers in different districts and actively examine the situation with TD to meet the actual needs. Citybus would also closely monitor the frequency of Route A20 at different time periods and consider providing overnight runs of the route when necessary.

64. **Mr PUN Kwok-wah** responded to the questions of the bus route running between Kowloon City District and Tsuen Wan by saying that the Department requested passengers to make a bus-bus interchange or ride on other modes of transport, this implied it believed there was no need to introduce any new route in the future or not. He proposed deploying some buses serving Route 30X to run on a special route past To Kwa Wan and the old Lung Shing District so that Whampoa residents travelling to Tsuen Wan would not be affected and passengers in To Kwa Wan and Kowloon City could be served.

65. **Mr NG Po-keung's** views were as follow:

- (i) as TD and the bus company had reduced the bus routes running between Kowloon City and Tsuen Wan many years ago and TML was yet to be commissioned, residents' interests had been neglected for many years;
- (ii) it was a rather long distance for residents on To Kwa Wan Road to walk to the MTR Station in the future. He wished that the Department would not ignore the needs of residents; and
- (iii) he was disappointed at the Department's reply. He said that residents carrying luggage had to spend some time going up and down the stairs of the subway on Tak Ku Ling Road while residents on Junction Road even had to spend at least ten minutes walking to the airport bus stop on Tak Ku Ling Road. He opined that it was unfair to the residents there. Thus, he hoped that TD could consider the issue from the perspective of residents.

66. **Mr Derek FU of TD** made a reply as follows:

- (i) the Department had carried out studies and on-site inspection on the existing airport bus services in Lung Shing District and would maintain an open mind in making service adjustments according to the changes in passenger demand in the future; and
- (ii) he noted Members' suggestion of providing a special route operating via To Kwa Wan and the old Lung Shing District and TD would further study the issue with the bus company.

67. **The Chairman** understood that the Department might consider rationalising individual bus routes after the commissioning of TML in the future. However, he reiterated that the commissioning time and the safety of TML were still subject to uncertainty. He hoped that the Department could monitor the development of the transport network in an impartial manner and should not overweigh the importance of railway and neglect the residents' demand for bus services.

**Concern over a Breakdown in the Computerised Rostering System of KMB  
(Paper No. 11/19)**

68. **Mr Terence SIU** introduced Paper No. 11/19.

69. **Mr Jeff TAM of KMB** delivered his apologies to the affected members of the public. He said that the company had handled and followed up the incident immediately on the day the incident occurred. The company would conduct a comprehensive review of the stability of the system and the procedures for communicating with the relevant stakeholders to prevent the recurrence of similar incidents.

70. **Mr WONG Yee-kui of TD** stated that the Department had taken follow-up actions on the incident and was assessing the report submitted by KMB. If necessary, the Department could report the progress of the follow-ups to KCDC.

71. **Mr Terence SIU** hoped that TD could provide the report submitted by the bus company to KCDC for reference later. He also wished that the bus company could put forward constructive improvement proposals in the report and request TD to play its monitoring role well to prevent the incident from happening again.

**Suggestions for Road Closure and Traffic / Transport Improvement  
Arrangements on Chun Tin Street, Hok Yuen Street and Sung Chi Street in  
Kowloon City District  
(Paper No. 12/19)**

72. **Ms Sarah YUN, Senior Manager (Community Development) of the Urban Renewal Authority (URA)** introduced Paper No. 12/19. **Mr Chapman LAM of MVA Hong Kong Limited** presented slides to brief Members on the relevant suggestions for road closure and traffic / transport improvement arrangements.

73. **Mr Admond YUE** expressed the following views:

- (i) he approved of the enhancement works on the premise that the works would not affect the lives of residents;
- (ii) he requested URA to inform Members as soon as possible of the arrangements for the building number of Fook Wan Mansion after the closure of Chun Tin Street;

- (iii) he requested URA to provide a detailed timetable of works; and
- (iv) he requested URA to expedite land resumption and arrange for paper recycling shops to move out of Chun Tin Street lest the progress of works and entry / exit of vehicles in the street should be hampered.

74. **Miss KWONG Po-yin** gave the following views:

- (i) he requested URA to provide the timetable of road repair works on Chun Tin Street. She pointed out that the flat intake of eResidence would commence soon. If the road facilities were not yet ready, the entry / exit of residents and vehicles would be affected;
- (ii) she enquired whether the property ownership of the site of the roundabout belonged to the property developer or the Government. She asked which body would be responsible for executing the law at the site in the event of illegal parking;
- (iii) she asked whether Sung Chi Street had to be closed for road widening works, and if yes, she enquired about the required closure period. She also asked how URA ensured that the works would not affect the traffic; and
- (iv) she enquired whether large vehicles would be allowed to use Bailey Street before the works were completed and asked about the vehicular flow arrangements.

75. **Mr YANG Wing-kit** gave the following comments:

- (i) he requested to reserve a pathway before the commencement of the construction works for the residents of Fook Wan Mansion to walk from Chun Tin Street to Ma Tau Wai Road or walk to Ma Tau Wai Road via the road next to eResidence; and
- (ii) Sung Chi Road was narrow and was plagued with the problem of illegal parking while the traffic on Hok Yuen Street was busy. He was worried that emergency cars could not access the area in case of emergency, so he requested URA to reconsider the traffic arrangements in a more prudent manner.

76. **Mr PUN Kwok-wah** enquired about the reasons for providing a roundabout on Sung Chi Street. He believed that if the roundabout was mainly used for loading / unloading goods, URA could consider setting up the roundabout on Hok Yuen Street so that vehicles did not have to enter Sung Chi Street to make a turn.

77. **Mr Jimmy LAM** aired the following views:

- (i) Chun Tin Street and Sung Chi Street were crammed with pedestrians and vehicles. Plenty of tourists also often gathered outside the entry / exit of Hang Fung Industrial Building. He was worried that a closure of streets for construction works would further reduce the road surface;
- (ii) he requested URA to provide the timetable of works and to open the pathway next to eResidence before flat intake for the entry / exit of the residents of Bowie Mansion, Ming Wah Court and Fook Wan Mansion; and
- (iii) there were inadequate lighting facilities on Sung Chi Street. He was worried that the erection of hoardings during construction works would further darken the street and thus requested to provide additional lighting facilities.

78. **Mr Andy CHAN of URA** gave the following consolidated reply:

- (i) the preliminary plan of URA was to use the existing building number of Fook Wan Mansion on Chun Tin Street as its mailing address. It would discuss the arrangement with the relevant government departments;
- (ii) regarding Chun Tin Street / Sung Chi Street Development Scheme (KC-008(A)), it was expected that the Government would gazette the resumption of land in the third quarter of 2019. The property ownership of buildings in the project area would be reverted to the Government three months after land resumption notices were issued, and by then, occupants, including paper recycling shops, would be required to move out of the properties;
- (iii) with reference to the current construction progress of eResidence, URA estimated that it would apply for an occupation permit for eResidence

in the middle of this year and building units would be handed over to buyers in the first quarter of 2020. Therefore, URA expected that before the handover of flats to the buyers of eResidence, land resumption and clearance work for Project KC-008(A) would be completed so that disturbances to the residents would be lessened; and

- (iv) according to the present proposal for road closure and traffic / transport improvement arrangements, Chun Tin Street would be closed in phases. URA would first carry out demolition of the existing buildings at the site of Project KC-008(A) and then close the pavements of part of Sung Chi Street for road widening works. It would then construct a roundabout in front of Fook Wan Mansion. When the construction works for the roundabout and the road widening works on Sung Chi Street were completed, the roundabout and the widened Sung Chi Street would be formally opened for public use to reduce the impacts on the public.

79. **Mr Mike KWAN, General Manager (Planning and Design) of URA** supplemented as follows:

- (i) Sung Chi Street would not be completely closed during construction works. The south section of Sung Chi Street would also be expanded from the current single traffic lane of five metres wide to a dual traffic lane of 7.3 metres wide. Besides, Sung Chi Street remained as government land and thus the relevant government departments could enforce law on the street;
- (ii) URA would consider employing a management company to manage the roundabout in front of Fook Wan Mansion. Appropriate actions would be taken in the event of illegal parking;
- (iii) after the Government published the resumption of land on the gazette, the paper recycling shop currently situated in the area under Project KC-008(A) would have to move out in accordance with the law. Therefore, the shop would not affect the environmental hygiene and cause traffic congestion continuously; and
- (iv) the present conditions of Sung Chi Street were not ideal, so URA hoped to make improvement through redevelopment and replanning. After consulting the residents of Fook Wan Mansion and other stakeholders,

URA drew up this traffic / transport improvement proposal with the hope of making use of Project KC-008(A) to enhance the road planning as well.

80. **Miss KWONG Po-yin** aired the following comments:

- (i) she pointed out that Fook Wan Mansion was also allotted the building number - No. 36 Sung Chi Street. She remarked that the proposal failed to take into consideration the rights of the residents of Fook Wan Mansion, neither did it provide a clear timetable of works to let the residents know the affected period; and
- (ii) she was worried that during the flat intake of eResidence, the entry / exit of large vehicles and the placement of construction materials would generate various problems. She hoped URA would suggest ways to reduce the impacts on the residents.

81. **Mr YANG Wing-kit** was concerned about the arrangements for the access of large vehicles to construction sites. He was upset that the vehicles would aggravate traffic congestion at the already busy Sung Chi Street and Hok Yuen Street.

82. **Mr Andy CHAN of URA** gave the following consolidated reply:

- (i) it was expected that the Government would gazette the resumption of land for Project KC-008(A) in the third quarter of 2019. The property ownership of buildings at the site of the project would be reverted to the Government three months after land resumption notices were issued. It was expected that construction works could commence in 2021 and be completed between 2025 and 2026. The actual timetable of works would depend on the progress of land resumption, clearance work and construction works; and
- (ii) URA understood that some building units in Fook Wan Mansion used Chung Chi Street as their mailing addresses. The project would not affect the present building numbers of these units. As for building units which used Chun Tin Street as their mailing addresses, their addresses might be affected by the closure of Chun Tin Street. URA would discuss with the relevant government departments on the arrangements and report the outcome to the District Council.

83. **Mr Mike KWAN of URA** supplemented as follows:

- (i) during the planning stage, URA had maintained communication with Members and the residents of Fook Wan Mansion about the road improvement works. It also attended residents' meetings to listen to residents' views on the construction works and the roundabout in a bid to make enhancements to the design; and
- (ii) the proposed roundabout on Sung Chi Street was 26 metres in width and allowed the access of large vehicles. This facilitated the future use of the roundabout by residents of the buildings to be constructed in Project KC-008(A), eResidence and Fook Wan Mansion. As road widening works would also be carried out on Hok Yuen Street and the road junction there would be moved backward, it was not suitable to set up a roundabout at Hok Yuen Street.

84. **Mr Roger KWAN** was worried that cancelling the building number of Fook Wan Mansion on Chun Tin Street might cause legal problems due to the result of variation in the contents of the Deed of Mutual Covenant and the information about the owners' corporation. He hoped URA would evaluate the potential problems and retain the building number of Fook Wan Mansion on Chun Tin Street.

85. **Mr Admond YUE** said that in the past two years, he and URA had held seven meetings with the residents of Fook Wan Mansion. Therefore, the residents were well aware of the details of works and had given their views. The current proposal had incorporated the views of the residents and obtained the approval of the Town Planning Board. Nevertheless, he hoped URA would finalise the timetable of works and resolve the problem concerning the building number of Fook Wan Mansion as soon as possible. He also hoped URA would provide adequate supporting facilities during construction works to minimise the impacts on the residents.

86. **Miss KWONG Po-yin** pointed out that the road next to the roundabout was owned by Fook Wan Mansion. She requested URA to clarify the management body of each road section and to remind the corresponding bodies of their duties to manage the road sections.

87. **Mr Andy CHAN of URA** noted Members' views. URA would soon study with the relevant departments the problem concerning the building number of Fook Wan Mansion on Chun Tin Street. It would also finalise land resumption and redevelopment work at the soonest time.

**Suggestions for Road Closure and Traffic / Transport Improvement Arrangements on Wan On Street, Wan Lok Street, Wan Hing Street, Wan Fat Street, Wan Tat Street, Wing Kwong Street, Sung On Street, Bailey Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street  
(Paper No. 13/19)**

88. **Ms Sarah YUN, Senior Manager (Community Development) of URA** introduced Paper No. 13/19. **Mr Chapman LAM of MVA Hong Kong Limited** presented slides to brief Members on the relevant suggestions for road closure and traffic / transport improvement arrangements.

89. **Mr Roger KWAN** supported the proposal and aired the following views:

- (i) he pointed out that the end of Ngan Hon Street was closed in the past due to safety concerns. He reminded URA to ensure road safety when the road was opened for cars to make left turns in the future;
- (ii) he hoped URA would adopt a macro perspective and acquire the tenement buildings on the odd number side of To Kwa Wan Road as well. This facilitated better small district planning, for example, the planning on the connection with the future MTR exits of TML and the Hoi Sham Park upon expansion; and
- (iii) he hoped URA would conduct long term development planning for the underground spaces in the acquired area to help alleviate the busy traffic in the district, for example, by connecting the underground car parks and providing pedestrian links in the project.

90. **Mr Jimmy LAM** put forward the following views:

- (i) he agreed with Mr Roger KWAN and pointed out that buildings near the redeveloped area often received Fire Safety Compliance Orders and maintenance orders issued by the Buildings Department. He hoped URA would consider conducting planning comprehensively and redeveloping the buildings nearby as well;
- (ii) he hoped URA would introduce smart car parks to provide more parking spaces for private cars;

- (iii) he hoped URA would conduct thorough consultation with the relevant stakeholders in the future, including residents of the areas nearby, and take into view their opinions; and
- (iv) he requested to build a pedestrian footbridge or a subway to connect to the future MTR entrance / exit.

91. **The Chairman** enquired whether designating Ngan Hon Street, Hung Fook Street and Kai Ming Street as one-way roads would affect the entry and exit of emergency vehicles in the area.

92. **Mr Mike KWAN of URA** gave the following reply:

- (i) at present, the end of Ngan Hon Street was connected to the driveway of Sung On Street. After buildings were demolished for Wing Kwong Street / Sung On Street Project (KC-014), the turning would be widened to ensure driving safety as more spaces would be available;
- (ii) the new driveway from Ngan Hon Street to Hung Fook Street, Yuk Shing Street and Kai Ming Street was a one-way road. Nevertheless, when there was traffic congestion along the driveway, emergency vehicles could make use of Wing Kwong Street to enter the road. They could also use the pedestrian street on Hung Fook Street and Kai Ming Street for entry or exit when necessary; and
- (iii) he noted Members' suggestion of expanding the redeveloped area. URA was currently inviting tenders for a detailed study of the development of the small district. A one-year-long study was expected to begin in the middle of this year to plan the development and explore the needs of the district, including the connection between the district and its peripheral areas, underground spaces in the district and the development of smart car parks. The relevant stakeholders would be consulted in order to understand the needs of the residents.

93. **The Chairman** concluded that Members supported the suggestions for road closure and traffic / transport improvement arrangements on Chun Tin Street, Hok Yuen Street and Sung Chi Street in Kowloon City District proposed in Paper No. 12/19 as well as the suggestions for road closure and traffic / transport improvement arrangements on Wan On Street, Wan Lok Street, Wan Hing Street, Wan Fat Street, Wan Tat Street, Wing Kwong Street, Sung On Street, Bailey Street, Kai Ming Street, Hung

Fook Street and Ngan Hon Street proposed in Paper No. 13/19. He hoped URA would follow up Members' views and suggestions.

**Universal Accessibility Programme: Installation of Barrier-free Access Facilities at an Existing Walkway in Kowloon City District (Structure No. KS41) (Paper No. 14/19)**

94. **Ms Julie O, Senior Engineer / Major Works of HyD and Mr LAM Wai-keung, Director of WSP (Asia) Limited** introduced Paper No. 14/19.

95. **The Chairman** enquired about the expected time of commencement and completion of works.

96. **Ms Julie O of HyD** replied that the project was currently at the initial design stage, and would be followed by district consultation and detailed design work. Thus HyD could not provide the timetable of works at the moment.

97. **Mr LAM Tak-shing** raised the following views:

- (i) he supported the project proposal. He remarked that he once relayed his views on the project to HyD and would be pleased to see HyD make appropriate follow-ups;
- (ii) he hoped HyD would provide the timetable of works soon so that residents could know the details and make preparation; and
- (iii) he requested HyD to strengthen communication with stakeholders and residents. He also requested HyD to minimise construction noise as well as the impacts on roads and the environment to avoid causing disturbances to the residents nearby.

98. **The Chairman** concluded that Members supported the proposal. He hoped HyD would finalise the timetable soon and put the facilities into service as early as possible.

**Request for Enhancing the Brightness of Street Lamps at Inverness Road (Paper No. 15/19)**

99. **Mr HO Hin-ming** presented Paper No. 15/19.

100. **Mr AU YEUNG Hau-shing, Engineer of Lighting Division of HyD** replied that HyD conducted a site inspection to assess the brightness of street lamps at the road section and found that the brightness of the lamps met the minimum standards. Nevertheless, some spots were blocked by trees and so were relatively dark. Thus he suggested requesting the Tree Unit to perform tree pruning, which was the usual practice of the Department.

101. **Mr HO Hin-ming** asked if HyD would conduct follow-ups after the Tree Unit had completed the pruning.

102. **Mr AU YEUNG Hau-shing of HyD** said that after the pruning, HyD would get in touch with Members and residents to learn about the situation.

**Strong Request for Tackling the Noise Problem at East Kowloon Way Flyover  
(Paper No. 16/19)**

103. **Mr He Huahan** introduced Paper No. 16/19.

104. **Mr YANG Wing-kit** enquired about the timetable for a comprehensive installation of noise absorption materials along East Kowloon Way Flyover (WKWF).

105. **Mr Roger KWAN** said that in the past, it always happened that the relevant government departments failed to handle the problem on the pretext that setting up a quietness fund or installing noise barriers involved policy issues or technical difficulties. He hoped the departments could at least give a positive reply to the installation of speed enforcement cameras as a short term measure.

106. **Mr Daniel TAI, Senior Environmental Protection Officer of the Environmental Protection Department (EPD)** said EPD believed that a better way to deal with traffic noise was to reduce noise at the source, for example, to re-lay road surfaces with noise reduction materials and to install noise barriers, etc. In accordance with the existing policy of the Government, when traffic noise exceeded 70 decibels, noise reduction materials should be used to re-lay road surfaces or noise barriers be installed if feasible and if resources were available. Nevertheless, as EKWF had been constructed for a long time, it could not withstand the weight of noise barriers. Besides, there were not enough spaces at the two sides of the flyover. Therefore, it was not technically feasible to erect noise barriers along EKWF. Instead, HyD had laid noise reduction materials on the road surfaces of EKWF as an alleviation measure.

107. **Mr Issac TAM, District Engineer / Hung Hom of HyD** said HyD completed the resurfacing works on the eastbound slow lane of EKWF and part of the southbound fast lane of EKWF in 2018 with noise reduction materials. HyD was currently planning for the resurfacing works in other road sections and expected to complete the works in mid-2020. HyD would continue to closely monitor the conditions on the road surfaces and arrange appropriate maintenance works in a timely manner.

108. **Mr PO Yiu-wah of HKPF** said the Traffic Kowloon West had been commissioned to follow up the case. It would conduct speed check operations and patrols in EKWF at different periods of time. Besides, the Traffic Kowloon West had formed a task force to gather information and counter illegal car racing activities at the source.

109. **Mr MACK Ting-kai of TD** said a unit in TD would hold annual meetings with the Police to discuss the installation of speed enforcement cameras at appropriate road sections. He would relay Members' views to the unit for follow-ups.

110. **Mr YANG Wing-kit** clarified that the sound absorption materials proposed on the Paper were the most effective materials newly adopted by the Government.

111. **Ir CHEUNG Yan-hong** supported establishing a quietness fund to provide noise insulation for the affected residents.

112. **Mr Daniel TAI of EPD** replied that the porous and low-noise materials currently in use on EKWF were more suitable for highways while other new materials would be adopted on the roads in certain districts to suit the nature of the roads. He also said that the existing policy did not allow EPD to provide noise insulation for the residents living nearby.

113. **Mr Roger KWAN** was disappointed with the reply of TD. He pointed out that the request for the installation of speed enforcement cameras at the road section had been raised and studied for a long time. He hoped TD would make a concrete reply soon.

114. **Mr MACK Ting-kai of TD** said he would convey the views of Members to the Department for early follow-ups.

**Request for Relocating the Parking Spaces for Heavy Vehicles at Oi King Street, Request for Providing Pedestrian Crossings at Hung Luen Road and Hung Hom South Road, Request for Providing Zebra Crossings at Tim Fuk Road and Norfolk Road, Request for Providing Zebra Crossings at Kwei Chow Street (Papers No. 17/19, 18/19, 19/19 and 20/19)**

115. **Miss KWONG Po-yin** introduced Papers No. 17/19 and 18/19.
116. **Mr HO Hin-ming** introduced Paper No. 19/19.
117. **Mr Roger KWAN** introduced Paper No. 20/19.
118. **Mr MACK Ting-kai of TD** gave the following consolidated reply:
- (i) to provide a clearer view for pedestrians crossing roads, TD would review if suitable spaces were available at areas nearby for the relocation of the existing parking spaces for heavy vehicles at Oi King Street;
  - (ii) TD conducted a site inspection at Hung Luen Road and Hung Hom South Road, and found that pedestrians' views were blocked when they crossed the road. This posed potential danger to pedestrians and thus TD encouraged pedestrians to use the footbridge nearby instead. TD noted Members' suggestion and would continue to study the feasibility of providing a pedestrian crossing place with traffic lights at the site; and
  - (iii) TD had conducted a site inspection at Kwei Chow Street and was currently considering the proposal for the provision of zebra crossings at the site.
119. **Ms Christine LUK, Engineer / Kowloon City of TD** stated that zebra crossings and various pedestrian crossing places were provided at Tim Fuk Road and Norfolk Road respectively. TD carried out traffic surveys and site inspections at the aforementioned sites between late January and early February in 2019 and found that the sites were relatively quiet except during school peak hours. Therefore, TD believed that the existing facilities were adequate.

120. **Miss KWONG Po-yin** criticised that the footbridge connecting Hung Luen Road and Hung Hom South Road was not convenient for residents. That was why quite a number of residents chose to cross the road at grade level. She hoped TD would consider seriously the provision of traffic lights and a zebra crossing at the site.

121. **Mr HO Hin-ming** enquired why the existing pedestrian crossing lines at Norfolk Road could not be converted to zebra crossing lines.

122. **Mr MACK Ting-kai of TD** noted **Miss KWONG Po-yin's** views and agreed to conduct further studies.

123. **Ms Christine LUK of TD** replied that in accordance with departmental guidelines, a zebra crossing was provided when the flow of pedestrians and traffic reached a certain level. With reference to the traffic surveys, the pedestrian flow at the pedestrian crossing place at Norfolk Road did not reach the prescribed level even during school peak hours.

124. **The Chairman** believed that TD should seriously consider converting the crossing place to a zebra crossing to enhance safety, given many students crossed the road to attend school and residents had made the relevant request. He also hoped that TD would further discuss the issue with Members after the meeting.

**Request for Closing the Current Landing Steps at King Wan Street and Opposition to the Plan of Providing New Landing Steps  
(Paper No. 21/19)**

125. **Mr Roger KWAN** introduced Paper No. 21/19. He also raised the following enquiries and views:

- (i) he asked whether the present use of the landing steps at King Wan Street by vessels for embarkation of tourists deviated from the original planned use, and if the present usage had any safety concerns; and
- (ii) in 2012, HyD conducted a public consultation on the provision of two temporary landing steps at King Wan Street to facilitate the reclamation works for Central Kowloon Route (CKR). Years had elapsed since then and the situation in the district had changed a lot. Residents could hardly bear the disturbances brought by the landing steps. Thus

he hoped HyD would make better arrangements of the use of the temporary landing steps to minimise the impacts on residents.

126. **Mr WONG Yee-kui of TD** said the maintenance and management of the landing steps at King Wan Street were jointly taken up by several government departments, including the Architectural Services Department, TD, the Civil Engineering and Development Department, the Electrical and Mechanical Services Department, and the Food and Environmental Hygiene Department, while the safety issues of the use of the landing steps was within the purview of the Marine Department (MD).

127. **Mr Andrew NG, Marine Manager / Harbour Patrol Section (1) of MD** stated that in accordance with the existing legislation, local vessels at a length exceeding 35 metres could not use landing steps for berthing or embarkation / disembarkation of passengers.

128. **Mr Roy LAM of HyD** gave the following reply:

- (i) Construction works for CKR commenced in late 2017 and would be completed in 2025. As Ma Tau Kok Public Pier would be demolished for the construction works, it was necessary to construct two temporary landing steps at King Wan Street leisure path. The construction works for the landing steps commenced in early 2019 and would be completed in 2020. By then the leisure path would be widened and provided with a canopy;
- (ii) he emphasised that HyD had carried out adequate consultations at all stages, including during the public engagement activities held at an early stage and the subsequent gazettal procedure. HyD also consulted the Food and Environmental Hygiene Committee under KCDC in 2016. It did not receive any objection against the construction of the temporary landing steps;
- (iii) in 2018, HyD conducted the Marine Traffic Impact Assessment (MTIA) for the construction of the temporary landing steps. It would update the statistics in 2019. According to the present statistics, Ma Tau Kok Public Pier served around 50 vessels of different types every day, with peak hours from 7:00 a.m. to 8:00 a.m. and from 5:00 p.m. to 7:00 p.m. The landing steps at King Wan Street currently served approximately

23 vessels of different types during daytime, with peak hours from 12:00 p.m. to 1:00 p.m.;

- (iv) the purpose of constructing the temporary landing steps was to maintain the provision of landing facilities for the use of the vessels of government departments, including MD and the Fire Services Department, as well as of the public after the demolition of Ma Tau Kok Public Pier;
- (v) HyD expected to reprovision Ma Tau Kok Public Pier in-situ after the construction works for the underwater tunnel were completed in 2023. By then the two temporary landing steps at King Wan Street would be closed; and
- (vi) HyD expected that the two temporary landing steps could only be put to use at the end of 2020. Before then, it would closely monitor the marine and road traffic conditions nearby, including the conditions at King Wan Street leisure path after widening, and would conduct studies and enhancements of the management arrangements of the landing steps.

129. **Mr Roger KWAN** raised the following views:

- (i) he pointed out that the current design of the landing steps was rather rudimentary and this might cause danger to tourists boarding or alighting from vessels for Victoria Harbour cruises;
- (ii) he hoped MD would give detailed responses to the problems caused by the use of the landing steps by vessels. He also requested HyD to give detailed information about the MTIA report, for example, the usage volume of the landing steps at night; and
- (iii) although various government departments expressed that the construction and the use of the landing steps met the government standards from their perspective, the reality was that a large number of tourists boarded or alighted from vessels for Victoria Harbour cruises at the landing steps and caused traffic congestion as well as persistent honking nearby. These created severe disturbances to residents. He

believed that the government departments concerned should act concertedly to seek solutions rather than shifting the responsibility to the Police.

130. **Mr LAI Kwong-wai** enquired about the department responsible for carrying out MTIA and asked if statistics about the percentage of the use of the landing facilities by Victoria Harbour tours were available. He also asked about the frequency of safety inspections of Ma Tau Kok Public Pier and the landing facilities at King Wan Street conducted by MD over the past year.

131. **Mr Roy LAM of HyD and Mr David WONG, Construction Manager of Gammon Construction Limited**, gave the following consolidated reply:

- (i) MTIA was undertaken by marine advisors engaged by the contractor of CKR in compliance with the contract. The counting of vessels was performed in March 2018 and would be carried out once more in March this year. The contractor could also perform counting of vessels for Victoria Harbour cruises and the passengers at the request of Members; and
- (ii) the current information indicated that the usage rates of Ma Tau Kok Public Pier and the landing steps situated at King Wan Street were 14% and 21% respectively. Statistics also showed that the usage rates were higher between 5:00 p.m. and 7:00 p.m.

132. **Mr Andrew NG of MD** stated that ferries which made use of the landing steps to embark or disembark passengers did not exceed 35 metres in length. In the past three years, MD had not received any report of injury or death of passengers using the landing steps. MD sent boats to inspect the nearby areas almost every night. In the previous three months, it launched night-time berthing and monitoring operations at the landing steps at King Wan Street and Ma Tau Kok Public Pier for eight nights and five nights respectively, and found that the situations were normal. Vessels which used the landing steps were legal and no overloading was detected.

133. **The Chairman** remarked that although all the government departments concerned had expressed their respective standpoints, they still failed to provide concrete proposals to resolve the communal and traffic problems caused by the landing of vessels conducting Victoria Harbour cruises. He hoped the government departments could give more consistent views or provide concrete directions to address

the problems.

134. **Mr Roy LAM of HyD** said HyD paid particular concern over the traffic conditions near the construction site of CKR. It had avoided arranging construction vehicles to enter / exit the relevant streets during peak hours. Besides, the Department noted that the problem of traffic congestion in the area was improved significantly since the Police enhanced law enforcement operations early this year. As for the enhancement of the management arrangements of the landing steps at King Wan Street, HyD would further discuss and cooperate with the departments concerned.

135. **Mr PO Yiu-wah of HKPF** gave the following reply:

- (i) based on the observation of the Police, as large vehicles were permitted to park and load / unload goods between 8:00 p.m. and 6:00 a.m. on the road section of King Wan Street near the pier, quite a number of coaches and trucks competed for the use of the road at night. As a result, there was persistent honking constituting noise nuisance problems. The Police was currently evaluating the feasibility of removing the loading / unloading space at the road section and converting the space to other purposes with TD; and
- (ii) marine traffic fell within the purview of the Marine Police and he had notified the Marine Police about the situations at the landing steps. Nevertheless, the Marine Police could not stop vessels from using the landing steps as long as the vessels made use of the landing steps in a lawful way.

136. **Mr MACK Ting-kai of TD** said that TD also conducted inspections to check illegal parking of coaches and traffic conflicts along Long Yuet Street at night in recent days and saw improvement in the situation. TD would conduct further reviews during peak tourist seasons in the future and collaborate with the Police to study other appropriate road traffic management measures, such as cancelling parking spaces for trucks.

137. **Mr Roger KWAN** criticised that the government departments failed to make coordination and conduct discussions regarding the management and the use of the existing landing steps at King Wan Street as well as the impacts of the use of the landing steps on the community. He requested to continue discussing the issue at the next meeting and demanded the relevant departments to conduct cross-departmental communication and coordination before that.

138. **Ir CHEUNG Yan-hong** clarified that TTC did not object to the repositioning of the temporary landing steps, but was concerned that the use of the landing steps by a large amount of tourists joining Victoria Harbour cruises caused severe disturbances to the community. He suggested inviting the representatives of the Tourism Commission (TC) of the Commerce and Economic Development Bureau to join the next meeting to discuss ways to alleviate the problem.

139. **The Chairman** agreed to continue discussing the issue at the next meeting. He directed the Secretariat to relay Members' requests to TC and hoped that all the departments concerned would hold discussions and make coordination before the next meeting and come up with appropriate proposals to resolve the problem.

**Strong Request for Thoroughly Repairing the Uneven Road Surfaces off 95-109 Ma Tau Wai Road  
(Paper No. 22/19)**

140. **Mr YANG Wing-kit** introduced Paper No. 22/19.

141. **Mr TAM Ho-chuen of HyD** replied that HyD had arranged a contractor to repair the road surfaces and the repair works were completed on 2 March this year. HyD understood that the current state of the road surfaces was still unsatisfactory and attributed the uneven road surfaces to the construction works carried out by a gas company at the site earlier. So HyD had contacted the gas company and urged for thorough repairs. It was learned that the gas company was currently applying for an excavation permit for repair works.

**Strong Request for Installing Surveillance Cameras to Step up Monitoring of Unauthorised Left-turns by Drivers on San Lau Street to Chatham Road North (Hung Hom Bound)  
(Paper No. 23/19)**

142. **Mr He Huahan** presented Paper No. 23/19.

143. **Mr MACK Ting-kai of TD** said that TD had installed three "no left turn" road signs and painted road markings indicating "ahead only" and "no left-turns" along the road section. TD installed and operated surveillance cameras mainly for the purpose of monitoring real-time traffic and managing traffic lights instead of facilitating law enforcement. However, TD would look at other measures to enhance the

effectiveness of the road markings.

144. **Mr PO Yiu-wah of HKPF** said police analysis showed that the traffic offences were not committed by the same offenders repeatedly, but were resulted from random behaviours of drivers due to unfamiliarity with the road. The Police would continue to carry out covert law enforcement actions at the site to tackle the problem.

**The Frequency of GMB Route 74S Operating via Ho Man Tin Hill  
Request for Improving the Service Quality of GMB Route 88 and Combating  
Illegal Parking at the GMB Stop for Route 88  
(Papers No 24/19, 25/19)**

145. **Mr YANG Wing-kit** introduced Paper No. 24/19.

146. **Mr HE Huahan** introduced Paper No. 25/19.

147. **Mr WONG Yee-kui of TD** stated that TD designated staff to conduct investigations at the en-route stop of GMB Route 74S off Yau Ma Tei MTR station from 3:00 p.m. to 5:00 p.m. on 21 February this year. The investigation results showed that the frequency of Route 74S was generally in conformity with the schedule of services. Minibuses arrived at the en-route stop with empty seats and all passengers could board the minibuses. In spite of this, TD would conduct more detailed investigations to grasp the overall operation of the route and would report to the members concerned later.

148. **Miss Alice WONG of TD** gave the following reply:

- (i) TD had contacted the operator of GMB Route 88 immediately to understand the situation. The operator replied that the frequency of Route 88 would be affected when traffic accidents occurred at Lung Kong Road and Carpenter Road, causing severe congestion on the roads. When the problem of traffic congestion persisted, some drivers would choose to enter Lok Sin Road via Nga Tsin Wai Road and Ta Kwu Ling Road after making sure that no passengers would get off at the Lung Kong Road stop so as to maintain the frequency of services. TD had requested the operator to instruct all drivers not to alter the routing on their own unless there were road works or they were instructed by the Police, in order to avoid causing inconvenience to passengers waiting at Lung Kong Road; and

- (ii) TD would continue to monitor the services of GMB Route 88. It had

also relayed to the Police the problem of illegal parking and unlawful occupation of the Lung Kong Road stop by other vehicles. It was hoped that the Police would adopt appropriate measures to maintain the normal operation of the minibus stop.

149. **Mr PO Yiu-wah of HKPF** stated that Lung Kong Road was a main road in Kowloon City old district. There was heavy traffic flow and the problem of illegal parking was serious. The Police would continue to conduct operations in the area to combat illegal parking. Various patrol sub-units had also been instructed to step up law enforcement actions at Lung Kong Road.

**Concern about Road Safety Affected by the Unloading of Goods of ParknShop at Site 3 of Whampoa Garden**  
**(Paper No. 26/19)**

150. **Ir CHEUNG Yan-hong** introduced Paper No. 26/19. He expressed his wish to conduct site inspections with the Police, the person in charge of the shop concerned and the management office of Whampoa Garden.

151. **Miss KWONG Po-yin** understood that the shop had a need for unloading goods, but pointed out that the site was not a suitable location for unloading goods. She believed that the shop should consider unloading goods inside the shopping centre or at other unloading zones.

152. **Mr PO Yiu-wah of HKPF**, in response, said that he had contacted the person in charge of the shop immediately after receiving the Paper and pointed out that the loading / unloading activities caused danger to road users. He then requested the logistics staff not to place goods on the road for a long time and to put traffic cones near the vehicles from which goods were unloaded in order to alert road users and prevent accidents. Besides, the Police noted that the shopping centre at Site 3 of Whampoa Garden did not have adequate loading / unloading facilities. That was why the shop chose to load / unload goods on the road.

153. **The Chairman** requested the Police to meet up with the members concerned, the person in charge of the shop and the management office of Whampoa Garden after the meeting to conduct a site inspection and seek solutions together.

**Proposal for Extending the Bus Prohibited Zone to Long Yuet Street in Order to Plug the Existing Traffic Loopholes**  
**(Paper No. 27/19)**

154. **Mr Roger KWAN** introduced Paper No. 27/19.

155. **Mr MACK Ting-kai of TD** said the Police conducted a site inspection with Members earlier. At present, a coach loading / unloading prohibited zone was already set up at a particular road section of Long Yuet Street. TD was studying the feasibility of extending the prohibited zone. It had to take into consideration whether the extension would prompt coaches to pick up or drop off passengers on other roads and thus affect the traffic nearby.

156. **Mr Roger KWAN** remarked that large metered parking spaces were provided at Sun Ma Tau Street for coaches. He hoped TD would give a positive reply about the extension of the prohibited zone along Long Yuet Street as soon as possible.

157. **Mr PO Yiu-wah of HKPF** stated that the Police noted that coaches parked and picked up / dropped off passengers in the area unlawfully, so it had started taking law enforcement actions by means of video recording at the site since late February. Less illegal parking by coach drivers was found since they learned about the law enforcement actions, and thus the problem of illegal parking in the area was greatly eased.

158. **Mr Roger KWAN** hoped the Police would provide the monthly statistics of law enforcement since the implementation of the new enforcement measure to the members concerned for reference.

**Concern about the Noise Problem Arising from Drivers Driving at Reckless Speed at Lung Cheung Road**  
**(Paper No. 28/19)**

159. **Mr HO Hin-ming** introduced Paper No. 28/19.

160. **Mr PO Yiu-wah of HKPF** said that traffic at the road section concerned was within the purview of Traffic Kowloon West. The Police issued 272 fixed penalty tickets at the site in 2018 and then 68 tickets in the first two months of 2019. Traffic Kowloon West placed great concern over the problem of speeding, and even illegal car

racing, at the road section, and would conduct intelligence-led operations to counter the problem or arrest the people involved.

161. **Mr CHUNG Siu-man, District Engineer / Kowloon City and Kowloon Bay of HyD** said staff of the Maintenance Section had examined the road surfaces and found that the conditions of the road surfaces were generally good. As for the problem of spalling of road surfaces along some sections of Lung Cheung Road and Ching Cheung Road, he would relay Members' views to the section concerned for follow-ups.

#### **Date of Next Meeting**

162 **The Chairman** said that the next meeting would be held at 2:30 p.m. on 2 May 2019 (Thursday). There being no other business, **the Chairman** adjourned the meeting at 7:48 p.m.

163. The minutes of this meeting were confirmed on 2 May 2019.

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Chairman

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Secretary

KCDC Secretariat

April 2019