

**Minutes of the 9th Meeting of  
the Traffic and Transport Committee  
of the Kowloon City District Council**

Date: 20 April 2017 (Thursday)  
Time: 2:30 p.m.  
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr LUK King-kwong  
Vice-chairman: Ir Dr CHENG Lee-ming  
Members: The Hon LEE Wai-king, Starry, SBS, JP (Arrived at 2:59 p.m.)  
(Left at 4:10 p.m.)  
Mr SIU Leong-sing  
Mr LAM Tak-shing  
Dr KWONG Po-yin  
Mr YUE Chee-wing, Admond  
Mr NG Po-keung (Arrived at 4:23 p.m.)  
Mr LAI Kwong-wai (Arrived at 2:35 p.m.)  
(Left at 5:10 p.m.)  
Ir CHEUNG Yan-hong, MH  
Mr KWAN Ho-yeung, Roger  
Mr LO Chiu-kit (Left at 5:25 p.m.)  
Mr YEUNG Chun-yu, Ronald (Arrived at 3:19 p.m.)  
Mr HO Hin-ming, MH  
Mr CHO Wui-hung  
Dr the Hon LEUNG Mei-fun, Priscilla, (Arrived at 2:43 p.m.)  
SBS, JP (Left at 4:01 p.m.)  
Mr NG Fan-kam, Tony  
Mr PUN Kwok-wah  
Mr SIU Tin-hung, Terence  
Mr LAM Pok, Jimmy (Arrived at 2:43 p.m.)  
Mr YANG Wing-kit (Arrived at 2:37 p.m.)  
(Left at 3:42 p.m.)  
Mr HE Huahan  
Miss LEUNG Yuen-ting  
Mr TING Kin-wa (Left at 4:01 p.m.)

Secretary: Miss YUEN Man-ki, Vicki Executive Officer (District Council) 1,  
Kowloon City District Office

In Attendance: Miss CHONG Tan-na, Tanna Assistant District Officer (Kowloon  
City), Kowloon City District Office  
Ms HSU Leung-fan, Amanda Acting Senior Transport Officer  
(Kowloon City), Transport Department  
Mr CHEUNG Chi-wa Engineer (Kowloon City), Transport  
Department  
Ms LEE Wing-chee, Joyce Engineer (Hung Hom), Transport  
Department  
Mr PO Yiu-wa OC District Traffic Team (Kowloon  
City District), Hong Kong Police  
Force  
Mr HO Chi-kin OC District Traffic Team (Sau Mau  
Ping District), Hong Kong Police  
Force  
Mr TAM Ho-chuen District Engineer (Hung Hom),  
Highways Department  
Mr CHUNG Siu-man District Engineer (Kowloon City &  
Kowloon Bay), Highways Department

Attendance by Invitation:

Item 2-3 Mr WONG Ching-piu, Kenneth Senior Engineer/RS(1), Highways  
Department  
Mr TSUI Hon-keung Senior Engineer, MTR Corporation  
Limited  
Ms Lilian YEUNG Public Relations Manager – External  
Affairs, MTR Corporation Limited

Item 4-5 Ms Lilian YEUNG Public Relations Manager – External  
Affairs, MTR Corporation Limited

Item 6 Mr CHENG Chi-wai, Raymond Engineer/Kowloon/Land Supply 2,  
Transport Department  
Mr YIU Siu-hung, Edmond Estate Surveyor / Kai Tak Airport  
(District Lands Office, Kowloon East),  
Lands Department

Item 7	Mr CHENG Chi-wai, Raymond	Engineer/Kowloon/Land Supply 2, Transport Department
	Mr LEUNG Wing-tak	Senior Engineer/Housing and Special Duties (Kowloon), Civil Engineering and Development Department
Item 14	Mr LEUNG Wang-cheong	Assistant Manager(Operations), The Kowloon Motor Bus Co. (1933) Ltd
	Mr LEE Kin-lok	Public Affairs Manager, Citybus & New World First Bus

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**The Chairman** of the Traffic and Transport Committee (TTC) welcomed Members, representatives of government departments and organizations to the meeting. **The Chairman** reminded Members to declare interests in accordance with the Kowloon City District Council Standing Orders (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 Order 36(2) of Standing Orders. Lastly, he reminded attendees to turn off the ringers on their mobile phones or to switch them to vibration mode, and remain silent during the meeting to avoid disturbances.

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

2. The minutes of the 8th meeting were unanimously confirmed without amendment by **the Committee**.

### **New Items**

**Concern over Pedestrian Safety at the New Crossing at Man Siu Street and Whampoa Estate, Concern over the Final Road and Drainage Maintenance Works for MTR Kwun Tong Line Extension Whampoa Station**  
(Paper Nos. 27/17, 28/17)

3. **The Chairman** said that as agenda items 2 and 3 were both related to the subsequent stages of works of the Kwun Tong Line Extension (KTE) of the MTR Corporation Limited (MTRCL), it was suitable for them to be discussed together so

that the meeting could be conducted smoothly. Members agreed that the two items should be discussed together.

4. **Ir CHEUNG Yan-hong** introduced paper no. 27/17.

5. **Dr KWONG Po-yin** introduced paper no. 28/17, and pointed out that the completion date on the notice posted at the construction site was 31 August 2017, which was different from the second quarter of 2017 as stated earlier by MTRCL.

6. **Mr TSUI Hon-keung, Senior Engineer of MTR Corporation Limited** made a consolidated reply in respect of the matters of concern in the paper as follows: (i) the company had studied the Member's proposal of adjusting the position of pedestrian crossing at Man Tai Street. However, there lacked space for alteration and there were already pedestrian signals at Tak Man Street and Hung Hom Road. If more pedestrian signals were to be installed at Man Tai Street, traffic congestion might be caused; (ii) to ensure the safety of pedestrians and drivers at the junction of Man Tai Street, MTRCL in January had installed a traffic sign at the bend of Hung Hom Road, reminding drivers to be aware of pedestrians crossing at the spot. It also planned to paint the "slow" words on the road surface to remind drivers. MTRCL would continue to monitor the traffic conditions, and would conduct a review with the departments concerned at the construction site liaison group; (iii) in respect of road surface restoration works, those at Whampoa Station East Lobby (Whampoa Garden) were near completion and were anticipated to be completed by the end of June of the current year. In respect of road surface restoration works at Hung Hom Road and Tak Man Street, as there were silting and damage at the public sewerage (diameter of approximately 750 millimetres) underneath the footbridge of Hung Hom Road near Whampoa Garden Site 11, replacement was needed. As the works were complicated, the progress of resurfacing northbound Hung Hom Road near Man Tai Street was affected. It was anticipated at present that the restoration of sewerage would be completed in May. As for the road surface restoration of the crossroads at Hung Hom Road and Tak Man Street, several rather complicated temporary traffic control measures were involved and it was anticipated that works would be completed at the end of September. The temporary traffic control measures at Hung Hom Road, Tak Man Street, Man Tai Street, Man Siu Street and Wuhu Street would continue to be partially implemented until the second half of the year in order to tie in with the procedures of examination by and handover to the government departments as well as and the repair works during the maintenance period.

7. **Ms Joyce LEE, Engineer (Hung Hom) of the Transport Department (TD)** said that the Department would continue to monitor the traffic condition at the pedestrian crossing of Man Tai Street and would follow up if and when necessary.

8. **Dr KWONG Po-yin** said that the road surface restoration works of Whampoa Station East Lobby were rough, and the gully that used to be there was not restored. It was restored only after being reminded by Members and residents. She hoped that MTRCL would urge contractors to comply with relevant works standards.

9. **Dr the Hon Priscilla LEUNG's** opinions were consolidated as follows: (i) she opined that the issue of sewerage brought about by the construction of Whampoa Station should be included into the subsequent works of KTE to be completed by MTRCL; (ii) major sewerage often burst and people's livelihood was seriously affected. She hoped that the works of the Drainage Services Department (DSD), MTRCL and relevant departments could be conducted at the same time so as to expedite the restoration of sewerage and all road surfaces and improve the issue of misconnection of underground sewerage; and (iii) she hoped to invite representatives of DSD to attend the Committee's meetings and respond to Members' enquiries. She was sceptical about whether the restoration works of MTRCL could resolve the issues of the foul smell of the sewerage and bursting pipes.

10. **Mr TSUI Hon-keung of MTR Corporation Limited** clarified that the road surface restoration works of Whampoa Station East Lobby met relevant design standards and there was no misconnection of sewerage, and that the gully position had been completed according to design specifications.

11. **Mr Kenneth WONG of the Highways Department (HyD)** said that the Department had all along monitored the restoration works of MTRCL and the goal was to complete works as soon as possible, make the traffic flow more smoothly and to minimize the impact on the road users. He made a consolidated reply to Members' enquiries: (i) HyD, DSD and MTRCL all along had jointly followed up on the issue of Hung Hom Road sewerage and discussed the options of restoration of the sewerage, so as to resolve the issue properly; (ii) as the location involved road sections with busy traffic, MTRCL needed to adopt suitable temporary traffic control measures. It aimed at restoring the original road surface by minimizing the impact on existing traffic. At the same time, it had to ensure that underground pipelines had to be properly connected and thus it would take a longer time for the works to be completed; and (iii) the Department and DSD had maintained close contact. The

plan of restoration of sewerage of MTRCL had to be vetted by DSD to ensure it met standard specifications. DSD also conducted on-site inspection and followed up at the construction site.

12. **Ir CHEUNG Yan-hong** said that the collapse of sewerage at Hung Hom Road led to the delay of the road surface restoration works. Compounded by the lack of clear dissemination of temporary traffic control measures information, it had a great impact on the vehicular and traffic safety of the area. He hoped that MTRCL and HyD would give a clear explanation as to when all road surface restoration works would be completed.

13. **Mr TSUI Hon-keung of MTR Corporation Limited** responded that road surface restoration works would be substantially completed by end of September.

14. **Mr LO Chiu-kit** was not satisfied with the progress of road surface restoration works of Whampoa Station. He opined that the adjustment of sewerage, lamp posts and bunds could be conducted at the same time. In addition, he enquired whether TD would supervise the progress of road surface restoration works of MTRCL and whether a limit would be set for the completion of works. He further enquired if MTRCL should once more delay the works and how the matter would be handled.

15. **Ms Joyce LEE of TD** responded that in respect of the road surface restoration works of Man Tai Street and Hung Hom Road, the Department had received the temporary traffic control measures submitted by MTRCL, which was pending approval. In addition, supervision of the progress of restoration works did not fall within the jurisdiction of TD, which would conduct vetting on the time of implementation of temporary traffic control. It would also request MTRCL to minimize the operation hours of the temporary traffic control measures and reduce the impact on traffic.

16. **Mr Admond YUE** said that at the crossroads between Hung Hom Road and Tak Man Street, Wuhu Street, the surface of the vehicular roads was uneven and speed of the vehicles tended to be high. It could pose risks to pedestrians and hoped that departments concerned would be mindful of the matter to prevent accidents from happening.

17. **The Chairman** concluded Members' opinions, and requested HyD to

reflect to DSD the concerns and opinions of Members on the sewerage works. In addition, he hoped that MTRCL would complete the road surface restoration works as soon as possible and restore the roads to their original outlook.

**Requesting the MTRCL to Install Paid Passageway Validators at Whampoa Station, Concern over the Water Main Burst Incident at MTR Ho Man Tin Station**

**(Papers No. 29/17, 30/17)**

18. **Dr KWONG Po-yin** introduced paper no. 29/17.
19. **Mr Tony NG** introduced paper no. 30/17.
20. **The Hon Starry LEE** hoped that MTRCL would install Paid Passageway Validators at all lobbies not linked together at the station and included it as an established policy. In addition, she opined that the directional signs of Whampoa Station were not clear and that more signs would be installed.
21. **The Chairman** said that the bursting of water main occurred only five months after the commissioning of Ho Man Tin Station. He enquired whether there were inadequacies in the inspection before commissioning.
22. **Ms YEUNG Lee-wah, Public Relations Manager – External Affairs of MTR Corporation Limited** made a consolidated reply as follows: (i) Mei Foo Station was a major interchange station of Tsuen Wan Line and West Rail Line. The unpaid area of the two lines were not linked. The “G” exit near West Rail Line could not be connected to other exits. Thus at the beginning of the year, Paid Passageway Validators were installed on a trial basis at the “G” exit of the lobby of the paid area of West Rail Line. After scanning the card-reader and entering the gate, passengers could enter or leave various exits at Mei Foo Station free of charge within 20 minutes. In considering enhancement of station facilities, the company needed to take into account whether the facilities would affect the flow of passengers and the evacuation of passengers in emergencies in order to ensure safety of passengers. The company would need to monitor the usage situation and then conduct a review. At present, it did not have any plan to install the same facility at other station. As a matter of fact, the two exits of Whampoa Station were close to each other and passengers could use above-ground facilities to commute between various exits; (ii) Whampoa Station adopted the one-sided platform and there were

two lobbies. There were directional signs at the platform to assist passengers to choose the correct lobby and exit. MTRCL would continue to listen to opinions of passengers and Members to make the signs clearer; (c) after detailed investigation, it was found that the cause of water main bursting was leaking of water at seal of pipe joints in Ho Man Tin Station, and MTRCL had replaced the seal immediately. The same type of pipes in the station were examined and no abnormalities were found; and (d) after the bursting of the water main, MTRCL had conducted a review with the engineering team of the station and stepped up the repair and maintenance of the station's facilities.

23. **The Hon Starry LEE** understood that MTRCL needed to review the effectiveness of the Paid Passageway Validators run on trial basis before making a decision on whether to install the same facilities at other stations with non-linking lobbies. She hoped that after reviewing its effectiveness, MTRCL could take the initiative to install Paid Passageway Validators at all non-linking lobbies.

24. **Mr HO Hin-ming** opined that it was not reasonable that the decision of not to install Paid Passageway Validators at the station was made just because of passengers of Whampoa Station could use other exits on the road surface. In addition, he enquired how long it would take MTRCL to study the pedestrian flow of Whampoa Station in order to determine the installation of Paid Passageway Validators.

25. **Mr Admond YUE** said that as a public organisation, MTRCL should follow sound advice and proactively consider the installation of Paid Passageway Validators at Whampoa Station to facilitate the use of passengers.

26. **Mr SIU Leong-sing** enquired when the trial scheme of Paid Passageway Validators installed at Mei Foo Station would finish.

27. **Ms Lilian YEUNG of MTR Corporation Limited** noted Members' opinions that in enhancing the facilities of other MTR Stations, Paid Passageway Validators shall be installed at the non-linking lobbies of other stations. She would relay Members' opinions to departments concerned.

**Request for Opening up the Passage between De Novo and Ching Long Shopping Centre**

**(Paper No. 31/17)**



28. **The Chairman** said that the representative of the Leisure and Cultural Services Department (LCSD) was unable to attend the meeting due to other official commitments, the Secretariat had distributed the written replies (documents no. 1 and 2 tabled) from LCSD and the Lands Department (LandsD) for Members' perusal prior to the meeting.

29. **Miss LEUNG Yuen-ting** introduced Paper No. 31/17.

30. **Mr Edmond YIU, Estate Surveyor/Kai Tak (District Lands Office, Kowloon East) of LandsD** briefly introduced Paper no. 2 on the table.

31. **Mr Raymond CHENG, Engineer/Kowloon/Land Supply 2 of TD** responded that the land at issue was open space, which did not fall within the jurisdiction of TD.

32. **Mr HO Hin-ming** said that if the perimeter fence of above open space was removed, members of the public could rest and walk in the area.

33. **Mr Roger KWAN** opined that the replies of the departments were simply shifting responsibilities among themselves. He hoped that they would seriously follow up on the request.

34. **Miss LEUNG Yuen-ting** said that LCSD did not know when the provisions of Kai Tak Avenue be approved, and there was also the issue of jurisdiction. She hoped that the department concerned could coordinate between themselves to respond to the request of the public.

35. **The Hon Starry LEE** said that the request of residents and Members was reasonable. They just wanted to have the middle part opened and a passage would be provided. She proposed that the Kowloon City District Office (KCDO) should help coordinate the work of the departments concerned and conduct site visits for Members in order to resolve the issue of passageway.

36. **Dr KWONG Po-yin** said that LCSD initially opined that the connection proposal mentioned in the paper was feasible. However, detailed study would not be implemented until the provisions of Kai Tak Avenue were approved by the Legislative Council (LegCo). She enquired whether details could be studied first prior to the

approval of the above provisions.

37. **Ir Dr CHENG Lee-ming** opined that the departments concerned shifted responsibility amongst themselves. He hoped that they would conduct a review and resolve the problem for residents.

38. **Mr HE Huahan** enquired whether additional funds should be used at the current stage for the implementation of minor works for a temporary passageway. He hoped that LandsD would refer the proposal to LCSD for consideration. In addition, he pointed out that the Civil Engineering and Development Department (CEDD) had assisted to implement the works of the present temporary passageway, and enquired whether CEDD would deploy additional resources to open a passageway.

39. **Mr Edmond YIU of LandsD** noted Members' opinions. However, LandsD was not a works department and it did not have resources to implement the works. He pointed out that the land concerned was lower than the existing road surface and levelling works needed to be conducted in building a temporary passageway and this would require a certain amount of funds.

40. **Mr HE Huahan** said that recently the Urban Renewal Authority (URA) conducted the slope improvement project in front of De Novo with its own funds. He hoped that the departments concerned would coordinate with URA to deploy resources and resolve the issue for residents.

41. **The Chairman** hoped that the Assistant District Officer would provide assistance and coordinate the installation of a passageway at the soonest possible time prior to the approval of works of Kai Tak Avenue from the LegCo.

42. **Miss Tanna CHONG, Assistant District Officer of KCDO** made a consolidated reply as follows: (i) the passageway mentioned in the paper was located in the area of Kai Tak Avenue Park. After the works of Kai Tak Avenue Park concerned, the location would be handed over to LCSD. Application for funding for the works would begin in this year; (ii) the usage of the land at issue was open space. If a passageway was to be installed before the implementation of works of Kai Tak Avenue, change of land usage might be involved and relevant procedures had to be referred to. In addition, shortly after the completion of the passageway, it would be handed over to LCSD; and (iii) the proposal of the passageway involved division of

duties and jurisdictions, Members' requests and opinions would be relayed to the departments concerned for their further discussion. However, factors such as resources and time had to be taken into account.

43. **Mr HO Hin-ming** said that as the proposal of passageway involved various departments, he proposed that resources of district minor works programme be deployed to build a minor rest area at the location with a passageway in the middle and works should be conducted by LCSD.

44. **The Chairman** agreed with Members' proposals and requested the departments concerned and Members to arrive at a conciliatory solution to resolve the requests of residents of the area.

#### **Request for Installing Metal Railings at Muk Chui Street and Shing Kai Road (Paper No. 32/17)**

45. **Mr HE Huahan** introduced paper no. 32/17.

46. **Mr LEUNG Wing-tak, Senior Engineer/Housing and Special Duties (Kowloon) of CEDD** responded that the design concept of Kai Tak district was to create a comfortable and leisurely environment. Apart from the daily function of vehicular and pedestrian access, the road network of Kai Tak district also served the function of a corridor. As such, the pavements of Kai Tak were wider, with vegetation on its sides in order to create a green and boulevard view. Hedges would be used in place of railings in order to create a more open view. Road sections concerned had been completed in stages at the end of 2013 and were handed over to the management of the departments concerned.

47. **Mr Raymond CHENG of TD** responded as follows: (i) the Department had all along made references to Members' and residents' opinions and implemented many improvement measures, including the installation of new pedestrian crossings, or relocation of pedestrian crossings to more suitable places. Apart from following the mainstream design of Kai Tak, the actual daily needs of residents were also taken into account; (ii) the Department had planned to install a pedestrian crossing at Muk Chui Street near Muk Hung Street (the location mentioned in the Paper) in order to avoid pedestrians from stepping onto the plants and committing jaywalking; and (iii) as there would be a pedestrian crossing to lead pedestrians cross the road at suitable locations, the Department could install railings as well, depending on the situation of

pedestrians crossing the road.

48. **Mr HE Huahan** said that the Muk Hung Street mentioned in the paper was only 200 to 300 metres in length and there were four pedestrian crossings. However, people still committed jaywalking. He therefore opined that railings should be installed to ensure pedestrian safety. The increase of pedestrian crossings failed to tackle the issue at its roots and that too many pedestrian crossings would affect drivers. In addition, if the departments concerned opined that railings were inelegant, they could be covered by plants so as to tie in with the mainstream design. He hoped that TD would put personal safety of residents in the first place.

49. **Miss LEUNG Yuen-ting** said that she appreciated the mainstream design of Kai Tak district, but it was not suitable for a district with high population density. Issues such as stepping onto the lawn, removal of hedges and jaywalking could not be resolved if railings were not installed. In addition, as there were many pedestrians, she agreed with the proposal to add more pedestrian crossings. She also hoped that TD would install zebra crossings as soon as possible.

50. **Dr KWONG Po-yin** said that jay walking would pose risks to drivers. She enquired whether jaywalkers had been prosecuted at the current stage, and whether residents had been educated the proper way to cross roads. She opined that the increase of pedestrian crossings could not resolve the issue and education was the proper way to get at the root of the problem.

51. **Mr HO Chi-kin, OC District Traffic Team (Sau Mau Ping District) of the Hong Kong Police Force (HKPF)** responded that the Police had all along issued tickets to jaywalkers at the location.

52. **The Chairman** hoped that the departments concerned would strike a balance between traffic safety and the mainstream design of Kai Tak district. Relying on the penalty tickets issued by the Police and education alone could not change the public's habit in crossing roads. The departments concerned should put traffic safety in the first place.

53. **Mr LEUNG Wing-tak of CEDD** responded that the Department attached great importance to the traffic safety of vehicles and pedestrians. It encouraged members of the public to cross roads using facilities such as footbridge, pedestrian subway and crossing places, and to avoid straddling plant hedges, etc. In addition,

the Department was coordinating other departments including TD and LCSD to study the enhancement of works to respond to Members' requests.

54. **Mr Raymond CHENG of TD** responded that if the above-mentioned newly-added pedestrian crossings could not produce the desired effects, railings could be installed by the side of the road.

55. **Mr HE Huahan** said that in the future, Muk On Street behind One Kai Tak and other places of Kai Tak new district would also adopt the same green design concept. He hoped that CEDD would resolve the issues in the long run through design concepts. In addition, he proposed that railings be installed at the above-mentioned location as a pilot scheme. The aim was to prevent jaywalking and LCSD could apply greening to the railings to tie in with the design concept of Kai Tak.

56. **Ir CHEUNG Yan-hong** said that in the last term of District Council, CEDD had said that it wanted to cultivate the image of "Kai Tak Fantasy" in Kai Tak Development Area and would as far as possible use plants in place of railings. However, it was found at present that the concept was not suitable for public housing area. He hoped that CEDD would review the design concept and install railings at the locations concerned.

57. **Miss LEUNG Yuen-ting** said that the Department had used water-filled crowd control barriers, bamboo fences, small trees, etc. to try to resolve the issue of jaywalking. However, all facilities were removed by residents. Thus it was hoped that TD would install railings to prevent jaywalking. In addition, the pavement was too crowded and residents tended to cross the roads at will in order to find a more comfortable and quicker route. She hoped that TD would improve the planning of pavement and plant some large trees so that the public would use the comfortable boulevard as pavement. In addition, she pointed out that the species of trees planted at Kai Tak Avenue was at the same height as human beings and their branches would block the pedestrians' sight. She proposed that larger trees or trees with leaves at the top be planted there.

58. **The Chairman** concluded Members' opinions and hoped that the departments concerned would accept Members' opinions as improvement measures.

**Request for the Construction of Multi-storey Public Car Parks to Relieve the**

## **Serious Shortage of Car Parking Spaces**

**(Paper No. 33/17)**

59. **Mr PUN Kwok-wah** introduced paper no. 33/17 and enquired the number of parking spaces in the district and the anticipated number of parking spaces five years from now. He hoped that TD would as soon as possible conduct planning for car parks in the district.

60. **Ms Joyce LEE of TD** made a consolidated reply as follows: (i) TD had all along been concerned about the car parking situation in the district. Under the conditions that the flow of traffic would not be affected, road safety would not be compromised and other road users would not be hindered, road side parking spaces would be installed at locations where there were such needs; (ii) the Department had all along maintained close contact with the departments concerned. Through LandsD, suitable lands were approved to be used as temporary car parks in order to increase parking spaces. An example would be the temporary car park at Bailey Street which provided rental parking spaces for private cars. The authorities, with reference to the Hong Kong Planning Standards and Guidelines (the Guidelines), required development projects to provide adequate parking spaces to tie in with the need of more parking spaces in relation to the development; and (c) generally speaking, lands suitable for the use of car parks could also meet the requirements for other developments. If development and public car park could be combined into one project, it was making the most of land use and would benefit the community more as a whole. As such, the Government did not have plans in the short term to construct new independent multi-storey car parks.

61. **Mr PO Yiu-wa of HKPF** agreed with TD's opinions and pointed out that metered parking spaces or temporary car parks were provided at suitable places in the street.

62. **Mr HO Chi-kin of HKPF** supported the proposal to increase public car parks, especially in Kai Ching Estate and Tak Long Estate. The Police issued more than 500 illegal parking tickets monthly in the two above-mentioned estates.

63. **Mr Roger KWAN** proposed that a leaf be taken out of the Sai Kung Government Offices' book to open To Kwa Wan Municipal Building and Government Offices' car parks to private cars during non-office hours, so as to ease the problem of serious inadequate parking spaces in the short term.

64. **The Vice-chairman** opined that the requirements for developing parking spaces in the Guidelines were outdated. The problem of illegal parking was very common in the long term and he hoped that the Guidelines would be reviewed. In addition, he pointed out that the existing policies were against the construction of public car parks. As a result, parking at commercial car parks became very expensive and unaffordable, and the problem of illegal parking became more serious.

65. **Mr NG Po-keung** said that there was a lack of parking spaces in Lung Shing area. He proposed that some government lands, such as Carpenter Road Lee Kee Memorial Dispensary and Lung Kong Road Lok Sin Tong Medicinal Clinic, be redeveloped as community facilities and multi-storey car parks.

66. **Mr YEUNG Chun-yu** said that the Police had endeavoured to carry out law enforcement but the problem was not tackled at its roots. He also did not think that police should not focus on illegal parking. He hoped that departments concerned would provide a feasible solution to tackle the problem at its roots.

67. **Mr Terence SIU's** opinions were consolidated as follows: (a) he was skeptical whether the Guidelines had progressed with the time. He hoped that departments concerned would accept the above proposals of Members, or to adopt the newest technology to increase parking spaces; (b) relying on private car parks to resolve the issue of lack of parking spaces would only make parking fees more and more expensive. The problem itself could not be effectively resolved; (c) if the need for parking spaces was great and that there was space in the district for the construction of large car parks, he proposed that TD should consider the construction of major car parks to resolve the issue; and (d) the population of Kai Tak new district would increase dramatically in the future and the issues of traffic congestion and illegal parking would be compounded. He proposed that TD should hire a consultant to conduct a study on traffic and provide suitable solutions.

68. **Dr KWONG Po-yin** opined that the Guidelines were outdated and they caused speculation on parking spaces, which in turn caused people to give up driving.

69. **Ms Joyce LEE of TD** made a consolidated reply as follows: (a) the existing policy about parking spaces was that through land lease stipulations, private development projects would be required to provide a suitable amount of parking spaces, so as to mitigate pollution and traffic congestion brought about by roadside

parking; (b) in approving the number of parking spaces of development projects, the Department would take into account various factors, including the number of development projects, their areas, locations and distance from railways, etc.; and (3) TD would relay the proposal of opening To Kwa Wan Municipal Building and Government Offices' car parks to private cars to the departments concerned.

70. **Mr CHEUNG Chi-wa of TD** said that the Department agreed with the proposal of adding visitors' parking spaces at the redevelopment project of Kowloon City Municipal Services Building, Kowloon City Elderly Health Centre and Lee Kee Memorial Dispensary. The proposal had been incorporated into the "Urban Renewal Plan for Kowloon City" of the Kowloon City District Urban Renewal Forum.

71. **Mr NG Po-keung** hoped that TD would implement the proposal of adding a car park at the redevelopment project of Kowloon City Municipal Services Building, Kowloon City Elderly Health Centre and Lee Kee Memorial Dispensary and to provide relevant timetable.

72. **The Vice-chairman** said that the above-mentioned problem could not be solved within short time. He requested the Police to continue to carry out law enforcement in order to maintain the smooth flow of traffic.

### **Call for Attention to the Serious Congestion at Bailey Street Pedestrian Crossing (Paper No. 34/17)**

73. **Mr Jimmy LAM** introduced paper no. 34/17, and he proposed the area of Bailey Street pedestrian crossing be extended.

74. **Ms Joyce LEE of TD** responded that the Department had conducted an on-site inspection and agreed that the pedestrian crossing facilities needed to be improved further. The Department would consider to extend the safety island in the middle. If the proposal was supported by local people, the Department would request HyD to implement the works as soon as possible.

75. **Mr Jimmy LAM** appreciated the positive response of the Department. He hoped that TD would as soon as possible complete the consultation and implement the works so that safety of the public would not be jeopardized.

76. **Mr HE Huahan** enquired whether the two traffic lights of the pedestrian



crossing be synchronized so that the number of people on the safety island could be reduced.

77. **Ms Joyce LEE of TD** responded that the Department was pro-actively following up on Members' opinions. At present, it was designing on the extension of the safety island and local consultation was anticipated to be conducted at the end of May. In addition, there were many vehicles passing by the location and they travelled in different directions. Thus, two unsynchronized traffic lights were needed to diverge the traffic.

**Request for Restricting Heavy Vehicles from Entering Kau Pui Lung Road at Night**  
**(Paper No. 35/17)**

78. **Mr Jimmy LAM** was authorized by **Mr YANG Wing-kit** to introduce paper no. 35/17. He pointed out that many heavy vans parked at the steep road at CCC Wanchai Church Kei To Primary School (Kowloon City) and enquired whether parking was allowed at the steep road.

79. **Mr Roger KWAN** said that the parking spaces on the two sides of Kau Pui Lung Road were intended for private cars, but many heavy vehicles parked there. He enquired whether that was legal. In addition, he supported the restriction of heavy vehicles from entering the road section in order to avoid accidents from happening.

80. **Mr HO Hin-ming** enquired whether it was legal for vans or minibuses to park at private cars metered parking spaces, or for private cars to park at metered parking spaces for vans.

81. **Mr CHEUNG Chi-wa of TD** responded that at present, many heavy vehicles used Kau Pui Lung Road to provide service for nearby residents. They included refuse collecting vehicles and school buses. In addition, shops in the vicinity used Kau Pui Lung Road to load and unload goods. If heavy vehicles were not allowed to enter at night, it would cause great inconvenience to residents.

82. **Mr PO Yiu-wa of HKPF** made a consolidated reply as follows: (i) the Police had conducted an on-site inspection and found that there were refuse collection vehicles parked at the spot. These refuse collection vehicles, however, had to wait

till late night when residents of old buildings handed out their garbage, so that they could conduct a one-off collection. The Police had issued appropriate warnings. And starting from end of March, officers were deployed at 7:00 a.m. each morning in the vicinity of Kau Pui Lung Road to issue tickets to illegally parked vehicles; (ii) from 10:00 p.m. to 8:00 a.m. the following morning, the Police would adopt different policies on different roads. Vehicles would be issued tickets immediately if they were found parked illegally at night at major roads. Policies would be relatively relaxed at roads that were less busy. Unless complaints were received or road blockage by vehicles was serious, the Police would not issue tickets to conduct prosecution during that period. As there was not much traffic in the vicinity of Kau Pui Lung Road, and there were convenience stores loading and unloading goods and there was need for refuse collection vehicles to collect garbage, prosecution would not be conducted generally; and (3) all vehicles had to park according to regulations. At parking spaces marked "P", there were no signs to indicate that parking was only limited to private cars, minibuses or vans, whereas "vans" referred to goods vehicles with a gross weight of under 5.5 tonnes. Goods vehicles with a gross weight of which was 5.5 tonnes or more were medium vans and they could only parked at parking spaces marked with signs of goods vehicle.

83. **Mr CHEUNG Chi-wa of TD** responded that the Department would not allow parking of other vehicles at parking spaces specified for a certain type of vehicles.

**Request for Adding a Yellow Line at King Tak Street Roundabout  
(Paper No. 36/17)**

84. **The Vice-chairman** introduced paper no. 36/17 and declared that he owned a property in Ho Man Tin. He said that the Police had conducted law enforcement action at the location for many times, but the issue remained unresolved. He requested TD to add a single yellow line to prevent long term illegal parking.

85. **Mr CHEUNG Chi-wa of TD** responded that the Department agreed to mark the location concerned as restricted area. The Department had completed the layout plan, which would be passed to the District Office for conducting consultation.

86. **Mr PO Yiu-wa of HKPF** responded that the Police had deployed staff to conduct prosecution at the location irregularly and it would step up law enforcement.

**Request for Altering the Driving Learning and Driving Examination Routes in Ho Man Tin to Alleviate the Traffic Congestion Problem**  
**(Paper No. 37/17)**

87. **The Vice-chairman** introduced paper no. 37/17 and opined that there were many low-density high class residential areas in Kowloon City district where there were less vehicles. He hoped that on a fair principle, TD should move the Driving Test Centre to those areas in order to ease the traffic congestion in the vicinity of Sheung Shing Street, Fat Kwong Street and Chung Hau Street.

88. **Mr HE Huahan** said that he had requested that TD should forbid learner drivers from learning driving in school zones such as Ho Man Tin and Kowloon Tong during peak hours, and periods when students came to and left schools. However, no reply had been received.

89. **The Chairman** enquired whether TD had conducted assessment on the number of private cars and road usage rate of new housing estates in Ho Man Tin area in the following one or two years. He also enquired whether TD had considered moving or relocating the Driving Test Centre.

90. **Mr CHEUNG Chi-wa of TD** made a consolidated reply as follows: (i) driving learning was mainly conducted during non-peak hours. The number of examination had been reduced from 90 to 50 every day, i.e. every hour there were 8 driving examinations. The aim was to reduce the impact on traffic nearby; (ii) the Department had conducted assessment of the impact of new housing estates in Ho Man Tin on the traffic nearby and it opined that existing road network was adequate to cope with the additional traffic flow incurred; (iii) at present, there were not many road sections in Kowloon district that were suitable for driving learning. If further sections were to be closed to driving learning, it would create much impact on driver learners. In addition, if Driving Test Centre was to be moved without relocation, the number of Driving Test Centre would decrease and the waiting time for driving examination would be lengthened. The pressure on nearby traffic of other Driving Test Centres would increase; and (d) the Department would reflect to the Driving Test Section the proposal of designating other places in the district as road sections for learning driving. It was also pro-actively considering the adjustment of time for learning driving in road sections of Kowloon Tong district.

91. **Miss LEUNG Yuen-ting** said that there were too many vehicles and that

part of the road sections had been designated as 24-hour restricted zone for learning driving. Learner drivers would find it difficult to practice driving skills required. She opined that the arrangements of TD were not appropriate and that even learner drivers would want the relocation of Driving Test Centre.

92. **Ir Dr CHENG Lee-ming** said that King Tak Street was a no-entry road, but many motorcycles, private cars and light vans practice three-point turn there. He hoped that the Police would take heed of the matter.

93. **The Chairman** opined that the traffic assessment results of TD were different than the observation of Members, learner drivers and the local people. He hoped that the Department would conduct reassessment and study to mitigate the traffic issue of Ho Man Tin.

**Following up the Progress and Related Issues of the Traffic Improvement Projects Approved by the KCDC  
(Paper No. 38/17)**

94. **Mr Jimmy LAM** introduced paper no. 38/17.

95. **Mr CHEUNG Chi-wa of TD** made a consolidated reply as follows: (a) in regard of installation of a pedestrian crossing at the junction of Ko Shan Road and Pak Kung Street, the preparation of the layout plan was nearing completion and consultation would be conducted soon; (b) the Department had requested HyD to implement the works of addition of motor-cycle parking spaces at Shun Yung Street; and (c) in respect of vehicles changing lanes against regulations at Princess Margaret Road, the Department had conducted an on-site inspection at Princess Margaret Road near Ho Man Tin Fat Kwong Street Flyover. As there were many vehicles at Princess Margaret Road and their speed was high, thus the double white lines should not be shortened.

96. **Ms Joyce LEE of TD** responded that during the discussion of the previous items, the Department had reported the time table of providing a pedestrian crossing at Bailey Street and installing a pedestrian crossing at the junction of Ko Shan Road and Kung Pak Street. In addition, with regard to the illegal parking at Carmel Village Street, the Department had conducted an on-site inspection. There was a kindergarten at Carmel Village Street and thus during the hours when students came to and left the school, the traffic would become busy. In order to avoid traffic

congestion caused by boarding and alighting of passengers, Carmel Village Street had been designated as no-stopping restriction zone from 7 a.m. to 7 p.m.

97. **Mr TAM Ho-chuen of HyD** responded that in respect of addition of motorcycle parking spaces at Shun Yung Street, the Department had issued works order to the contractor and works were anticipated to be completed by middle of the current year.

98. **Ir Dr CHENG Lee-ming** said that the traffic from Princess Margaret Road to Argyle Street was very congested during peak hours. Thus many vehicles could not turn from Argyle Street into Princess Margaret Road via Waterloo Road and had to turn directly into Princess Margaret Road. In addition, as the traffic from Lion Rock Tunnel via Princess Margaret Road to the vicinity of Auxiliary Medical Services Headquarters was congested, vehicles drove onto the flyover directly and it was very risky.

99. **Mr PO Yiu-wa of HKPF** responded that with regard to the changing of lanes against regulation at Princess Margaret Road, the Police had all along conducted law enforcement against traffic contraventions at major roads.

100. **Ir CHEUNG Yan-hong** said that with regard to the three trees at the barrier-free access by the side of Dyer Avenue Hung Hom Market which were removed as a result of the opening of KTE, HyD said that compensatory planting would be conducted at Exit A or B of MTR Whampoa Station. He enquired about the progress of the matter.

101. **Mr TAM Ho-chuen of HyD** responded that the Department was discussing the matter of compensatory planting with MTRCL and would make further report to the Members.

**Request for Adding a Bus Stop of KMB Route No. 182 at Bonavista Building  
(near Hop Yat Church School)  
(Paper No. 39/17)**

102. **The Chairman** said that the Secretariat had distributed the written replies (documents no. 3 to 5 tabled) from Kowloon Motor Bus Limited (KMB) and TD for Members' perusal prior to the meeting.

103. **Ir Dr CHENG Lee-ming** introduced paper no. 39/17.

104. **Mr LEUNG Wang-cheong of KMB** responded that after the on-site inspection, the Company opined that setting up a bus stop at the location would obstruct the overall traffic. In addition, the speed of traffic there was relatively fast and risky. The Company had reservations about the proposal.

105. **Ms Amanda HSU of TD** introduced document no. 3 tabled and had reservations about the proposal.

106. **Mr CHEUNG Chi-wa of TD** responded that the location was close to the junction of Perth Street. When cars turned out from the street, they would be very close to the position where the bus stop was proposed and thus posed certain risk.

107. **Ir Dr CHENG Lee-ming** said that the situation of many bus stops in Hong Kong was similar to that of the location being discussed, such as the Argyle Street bus stop in the direction of Mong Kok. He opined that the responses of KMB and TD were not reasonable. In addition, he proposed that reference could be made to cross harbour bus route no. 113 to add a stop for bus route no. 182 at Man Kee Mansion, which would be relatively safer. Alternatively, the St George's Building stop of bus route no. 182 could be moved forward to Kowloon Hospital to avoid accidents when students crossed roads.

108. **The Chairman** enquired whether TD and KMB had other alternatives.

109. **Mr LEUNG Wang-cheong of KMB** said that wide consultation would have to be conducted if the route of no. 182 was to be altered. KMB and TD would need to study the impact of the proposal on other passengers and its feasibility.

110. **Ms Amanda HSU of TD** said that the Department and KMB would examine the arrangements of the two stops of bus route no. 182 at St John's Lane and Pui Ching Road.

**Strong Call for Increasing the Frequency of Minibus No. 8 and Adjusting the Number of Passengers Allowed for Boarding at the First Stop (Paper No. 40/17)**

111. **Ir Dr CHENG Lee-ming** introduced paper no. 40/17.

112. **Ms Amanda HSU of TD** responded as follows: (a) the Department was very concerned about the performance of Kowloon Green Minibus (GMB) route no. 8 and it would conduct traffic surveys and on-site inspections from time to time. According to survey results, the demand of passengers of GMB route no. 8 was higher during some peak hours, including 8:30 am to 9:30 a.m., when occasionally mid-route passengers had to wait for more than one minibus; (b) as a result of works conducted in the area of Tsim Sha Tsui to Hung Hom, there was traffic congestion at Chatham Road South and Ma Tau Wai Road. Subsequently, the frequencies of GMB route no. 8 became unstable. The Department had requested the contractor, in view of traffic conditions, to deploy some minibuses to pick up mid-route passengers during peak hours in order to enhance operational efficiency; and (c) as the roads and traffic facilities in the vicinity of Ho Man Tin Estate would be affected by works conducted nearby in the future, the Department would conceive various service adjustment options with the contractor and conduct review and adjustment of services of GMB route no. 8, 8S and 8M. The Department would conduct local consultation in due course and Members' opinions would be consulted.

113. **Mr CHO Wui-hung** said that after the opening of GMB route no. 8M which connected the MTR station, the frequencies of GMB route no. 8 were reduced and the quality of service deteriorated. The number of passengers of GMB route no. 8M was inadequate and resources were wasted. He hoped that TD and the contractor would integrate the resources to improve services. In addition, he proposed that GMB routes no. 8M and 8 should be combined, i.e. GMB route no. 8 could also park at the position of Ho Man Tin Station Chung Hau Street to improve the overall service.

114. **Ir Dr CHENG Lee-ming** said that drivers of GMB route no. 8M often skipped Sheung Shing Street, resulting in grievances of residents nearby. He hoped that TD would pro-actively supervise the behavior of these drivers to improve services. In addition, the distance of GMB route no. 8M was too short and the fare was too high and the utilization rate was low. As such, he proposed that GMB route no. 8M should be abolished and the route be extended to the vicinity of Ho Man Tin Waterloo Hill in order to alleviate the load of GMB route no. 5M.

115. **Mr Tony NG** said that although MTR Ho Man Tin Station had been opened and the demand of residents of Ho Man Tin district on GMB route no. 8 was still great. However, the minibuses were always full during peak hours and residents

found it difficult to board the minibuses mid-route at Oi Man Estate. Many residents often mistook GMB route no. 8M as no. 8, he thus proposed that GMB route no. 8M and no. 8 be combined into one. He also requested that GMB route no. 8 should provide MTR interchange concession to Ho Man Tin Station.

116. **Ms Amanda HSU of TD** appreciated Members' concern about the services of GMB. TD would conduct review on the routes of GMB route no. 8M and 8 in its next step and make adjustment in response to the patronage and operational arrangement in order to satisfy the needs of residents. Members' opinions would be consulted through the District Office in due course.

### **Any Other Business**

117. **The Chairman** said that, in respect of action item from the following stage of the Universal Accessibility Programme (the Programme), HyD invited the Committee to set priority to the proposals of installing elevators in the district as proposed by the public in the eighth TTC meeting and it was stated that not more than three existing pedestrian walkways be selected as implementation projects of the following stage. The Secretariat received one proposal before the deadline, which was referred to HyD for its study. The relevant written reply had been delivered to members for their perusal before the meeting. As the new proposal could not meet relevant requirements, thus it was not incorporated into the Programme. In order words, Members needed to select not more than three existing pedestrian walkways from the seven proposed projects of installing elevators as projects for implementation of the following stage. For details of the proposed project, Members could refer to Annex 3 of TTC Paper No. 10/17. If Members did not have other opinions, the Secretariat would write to Members after the meeting, requesting their selection and prioritization of not more than three existing pedestrian walkways.

118. **Mr SIU Leong-sing** said that the written reply provided by HyD said that Prince Edward Road West near Embankment Road's footbridge to MOKO was privately owned and thus it could not be incorporated into the Programme. However, when he checked the minutes of meeting of TTC in 2010, he found that both the Buildings Department and HyD mentioned that the location belonged to MTRCL. Subsequently, to complement the development of MOKO, the developer conducted renovation to the footbridge and transferred it to Government land, which was now a Government property. He hoped that the departments concerned would clarify the ownership of the footbridge.



119. **Mr CHUNG Siu-man of HyD** responded that while the pedestrian walkway being proposed was not privately owned, most recent information revealed that the footbridge was located in the land of MTRCL and thus did not meet relevant requirements.

120. **Mr SIU Leong-sing** was skeptical of the above change and he opined that it would affect the prioritization of selections.

121. **The Chairman** proposed that HyD once more clarified and confirmed the ownership of the above location, and then conducted prioritization in form of circulation.

122. **Ir CHEUNG Yan-hong** was concerned that the progress of the Programme would be delayed if ownership was to be confirmed first, then prioritization be conducted in form of circulation. He proposed that other pedestrian walkways that could be considered be first circulated to the Committee.

123. **Mr HO Hin-ming** said that according to the experience of other committees, clarification of ownership would take more than seven to eight months. He proposed that the Chairman should set a time limit, for example one week. If the departments concerned could not clarify the ownership within the period specified, the Committee would conduct prioritization in form of circulation to avoid further delay of the Programme.

124. **Mr PUN Kwok-wah** proposed that members first be invited to conduct prioritization in form of circulation, including the project of Prince Edward Road West near Embankment Road's footbridge to MOKO. The departments concerned were requested to clarify ownership within a week, which would not affect prioritization and could save time.

125. **Miss Tanna CHONG of District Office (DO)** said that DO had noticed the issue of ownership and HyD was liaised to confirm existing ownership and clarify the change of it.

126. **The Chairman** said that he agreed with Members' proposal of conducting prioritization in form of circulation and that Embankment Road's footbridge across Prince Edward Road West be included in the projects to be considered. HyD was

requested to clarify the ownership within a week.

(Post-meeting note: The Secretariat had written to Members on 28 April 2017 requesting their prioritization of projects of installing elevators.)

**Date of Next Meeting**

127. **The Chairman** said that the next meeting would be held at 2:30 p.m. on 1 June 2017 (Thursday). There being no other business, **the Chairman** adjourned the meeting at 6:18 p.m.

128. The minutes of this meeting were confirmed on 1 June 2017.

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The Chairman

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The Secretary

Kowloon City District Council Secretariat  
June 2017