

**The 3rd Meeting of
the Traffic and Transport Committee (TTC) of
the Kowloon City District Council (KCDC)**

Date: 28 May 2020 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office,
7/F, Kowloon City Government Offices,
42 Bailey Street, Kowloon

Present:

Chairman: Mr LEE Hin-long
Vice-chairman: Mr FUNG Man-tao, Joshua
Members: Mr WONG Wing-kit
Mr LAI Kwong-wai (Arrived at 2:32 p.m.)
Miss CHAU Hei-man
Ms LEUNG Yuen-ting (Left at 5:50 p.m.)
Mr PUN Kwok-wah, JP (Arrived at 2:47 p.m.)
(Left at 5:27 p.m.)
Mr KWOK Tin-lap (Arrived at 2:32 p.m.)
Mr LAM Tak-shing (Left at 5:26 p.m.)
Mr YUM Kwok-tung, Pius
Miss MAK Sui-ki, Jakki
Mr SIU Leong-sing
Mr WONG Kwok-tung, Daniel (Arrived at 3:02 p.m.)
Mr TSANG Kin-chiu
Mr YEUNG Chun-yu
Mr HE Huahan (Left at 4:05 p.m.)
Dr KWAN Ka-lun (Arrived at 2:50 p.m.)
Mr MA Hei-pang
Mr NG Po-keung, MH (Arrived at 2:35 p.m.)
(Left at 7:18 p.m.)
Mr HO Hin-ming, BBS, MH (Left at 7:12 p.m.)
Mr CHEUNG King-fan (Left at 7:15 p.m.)
Mr YANG Wing-kit (Arrived at 2:55 p.m.)
(Left at 5:37 p.m.)
Dr KWONG Po-yin

<u>Absent:</u>	The Hon LEE Wai-king, Starry, SBS, JP Mr CHO Wui-hung, MH	
Secretary:	Ms YAU Wing-man, Olivia	Executive Officer (District Council) 1, Kowloon City District Office
<u>In Attendance:</u>	Miss TSE Yik-ching, Alison Mr LEUNG Yat-kiu, Silas Mr CHEUNG Ho-lam, Marco Ms YUE Ka-ka Mr MACK Ting-kai Ms LUK Nga-yee, Christine Ms LAW Lai-yi Mr PO Yiu-wa Ms PATKIN Lay-on, Lilian Mr HO Chi-kin Mr CHUNG Siu-man Mr YIP Yuk-tsang	Assistant District Officer (Kowloon City) Senior Transport Officer / Kowloon City 2, Transport Department Transport Officer / Kowloon City, Transport Department Senior Transport Officer / Housing Project, Transport Department Engineer / Hung Hom, Transport Department Engineer / Kowloon City, Transport Department Operation Officer (Kowloon City), Hong Kong Police Force Officer-in-charge, Traffic Team (Kowloon City), Hong Kong Police Force Operation Officer (Sau Mau Ping), Hong Kong Police Force Officer-in-charge, Traffic Team (Sau Mau Ping), Hong Kong Police Force District Engineer / Kowloon City and Kowloon Bay, Highways Department District Engineer / Hung Hom, Highways Department
<u>Attendance by Invitation:</u>		
Item 2	Mr MAK Chung-hang Mr LAM Ming-wai Ms YU Oi-man, Joey	Senior Town Planner/ Kowloon 2, Planning Department District Environmental Hygiene Superintendent (Kowloon City) Deputy District Leisure Manager (Tuen Mun) 2
Item 3	Ms Carolin FONG Mr Alexander KWAN	Director of Estates, Hong Kong Baptist University Senior Manager (Project Management), Estates Office of the Hong Kong Baptist University

	Mr Dhiren L.M. LEE	Associate, P&T Architects and Engineers Ltd.
	Ir Robin LI	Director, RL Consultancy Ltd.
Item 6-8	Mr WONG Yue-ting	District Manager, Operations (Urban), Kowloon Motor Bus Co. (1933) Ltd.
	Mr WONG Tsz-kin	Manager (Operations), Kowloon Motor Bus Co. (1933) Ltd.
	Mr Jeff TAM	Manager (Public Affairs), Kowloon Motor Bus Co. (1933) Ltd.
	Ms WONG Sau-kuen	Assistant Manager (Planning and Development), Kowloon Motor Bus Co. (1933) Ltd.
	Ms Joyce WAN	Assistant Public Affairs Manager, Citybus Limited / New World First Bus Services Limited
	Mr Calvin WONG	Chief Planning Officer, Citybus Limited / New World First Bus Services Limited
Item 13-15	Mr LAM Ming-wai	District Environment Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
	Mr CHAN Yat-hang	Principal Estate Officer / Kowloon West (South) (District Lands Office, Kowloon West)
	Mr CHENG Kwok-wing	Principal Estate Officer/Wong Tai Sin (District Lands Office, Kowloon East)
	Mr CHOW Man-kit, Emil	Senior Estate Officer / Control / Kowloon City (District Lands Office, Kowloon East)
Item 23-24	Ms YAU Kit-yu, Ada	Engineer / Housing and Planning 3 / Kowloon, Transport Department
Item 25	Mr LEUNG Kan-yan, Ken	Senior Executive Officer / Driving Test 1, Transport Department
	Mr CHAK Ka-lin	Senior Driving Examiner, Transport 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. **The Chairman** then 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 13, 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 2nd Meeting were unanimously confirmed by the Committee without amendments.

Matters Arising

A Substantial Increase in the Parking Charges at Kowloon City Plaza by Turning the Monthly Parking Spaces into Hourly Parking Spaces, Request for the Involvement of the Department to Address the Problem of Congestion Caused by Illegal Parking in the District Request for Searching Lands to Construct Multi-storey or Underground Car Parks As Soon As Possible

(Paper No. 31/20)

Call for Exploring Ways to Increase Parking Spaces in Kowloon City District

(Paper No. 44/20)

3. **Mr LAI Kwong-wai** introduced Paper No. 44/20.

4. **Mr MAK Chung-hang, Senior Town Planner/Kowloon 2, Planning Department (PlanD)** stated that matters relating to the parking standards under “Hong Kong Planning Standards and Guidelines” were under the purview of the Transport Department (TD).

5. **Ms Christine LUK, Engineer / Kowloon City of TD**, responded to Paper No. 44/20, stating that as the release of the terms of the land lease were matters under the purview of the Lands Department (LandsD), TD was not in a position to comment. As for the suggestions regarding for exploring ways to identify land to build smart underground car parks and temporary car parks beneath the flyovers to increase underground parking spaces in Kowloon City District, the Department had provided a written reply. She stated that the Department had all along been reviewing the present supply of parking spaces and also planning to update the “Hong Kong Planning Standards and Guidelines” (HKS&G) in the future.

6. **Mr Pius YUM** stated that the reply showed the departments concerned were shifting the responsibilities to each other and the present illegal parking problem in the district was serious. Many drivers reflected that insufficient parking spaces in the district led to illegal parking on the roadside. He pointed out that Kowloon City District was not included in the trial spots under the pilot project of the Automated Parking System (APS) being undertaken by TD. He suggested that reference be made to the Urban Renewal Scheme and TD should take the lead to encourage private developers or LandsD to add the provision of public parking spaces in the leases while PlanD be responsible for the provision of relevant data and information for relevant coordination by other departments with a view to addressing the problem of insufficient parking spaces resulting in illegal parking posing impacts on pedestrians and traffic safety.

7. **Ms Christine LUK of TD** stated that an underground car park would be built in the Sha Po Road development project by the Urban Renewal Authority (URA) for the provision of a total of 300 parking spaces while follow-up actions had been carrying out by TD with URA, requesting it to provide additional parking spaces in its urban renewal redevelopment projects in other districts.

8. **Mr MAK Chung-hang of PlanD** concurred with the above views and believed that URA would make positive considerations to provide additional parking spaces in its future redevelopment projects.

9. **Mr LAI Kwong-wai** enquired TD when reviews on the pilot projects of APS would take place and its implementation timetable in other districts. He also asked about the timetable for updating HKS&G.

10. **Ms Christine LUK of TD** stated that at present there was no timetable for the relevant system and a reply would be provided after the meeting.

11. **Mr Pius YUM** enquired URA whether the suggestions to provide more parking spaces in its urban redevelopment projects were initiated by URA or a government department. He pointed out that the development of URA's urban redevelopment projects was slower than those by private developers and the responsibility should not be placed solely on URA. He hoped that the relevant departments would voluntarily ask other private developers to provide more parking spaces in their projects with a view to alleviating the insufficient parking space problem in the district.

12. **Mr HO Hin-ming** expressed that it was mentioned at the last meeting of the Environmental Hygiene and Sustainable Development Committee (EHSDC) that a letter be sent to the Development Bureau (DevB) requesting for the provision of a car park at the Kowloon City Municipal Services Building and the Health Centre and it was hoped that TD would voice support and provide assistance at the consultations conducted by the DB.

13. **Ms Christine LUK of TD** stated that according to the calculations methods stated in HKS&G, the Department would ask the private developers to provide more parking spaces in accordance with HKS&G. The Department noted the suggestions by **Mr HO Hin-ming** requesting it to support the provision of more parking spaces in government redevelopment projects. She stated that the provision of more parking spaces was also mentioned in Chief Executive's 2018 Policy Address and the Department had all along been asking URA to provide more public parking spaces in its redevelopment projects.

14. **Mr Pius YUM** requested PlanD to respond.

15. **Mr MAK Chung-hang of PlanD** stated that there was no other response for the time being.

16. **Mr Pius YUM** stated that as PlanD had not provided any appropriate option and reply, a paper requesting it to send its representative to the meeting for discussions on updates on HKS&G would be tabled at the next meeting so as to improve the problem of insufficient parking spaces in the district.

17. **Ms Christine LUK of TD** clarified that although HKS&G was published by PlanD, the issue of parking space planning under it was managed by TD's special task officers and she would enquired her special task colleagues about the timetables for updating HKS&G and give a reply later.

18. **Mr MAK Chung-hang of PlanD** noted the views of **Mr Pius YUM**. Though the parking space issue under HKS&G was the responsibility of PlanD, the requests for additional parking spaces by organisations and residents of the district would be reflected to the relevant departments.

(Post-meeting note: The Secretariat forwarded the supplementary information by TD to all members for their reference on 9 June 2020.)

Discussion Item: The Incident of Assaults Occurred at Prince Edward MTR Station on 31 August 2019 and on the Early Morning of the Following Day and Relevant Issues
(Paper No. 32/20)

19. **The Chairman** stated that MTRC was unable to send its representatives to the meeting and asked Members to refer to its written reply.

New Items

Capital Works at the Hong Kong Baptist University: Application for Approval of Road Improvement Works at the Southern Section of Renfrew Road in Kowloon Tong
(Paper No. 36/20)

20. **Ms Carolin FONG, Director of Estates Office of the Hong Kong Baptist University (HKBU)**, introduced Paper No. 36/20.

21. **Mr Joshua FUNG** enquired HKBU about the estimated traffic load reduction rate after the increase in boarding places for students and asked whether there was communication with TD and the relevant operators on the relocation of the bus stop of Route No. 208 and Minibus No. 5M.

22. **Mr HO Hin-ming** stated that previously it was reflected to TD that the large parking bay at Renfrew Road would easily lead to illegal parking and asked for improvement by TD but no action was taken finally. He viewed that the centralization of the picking up and setting down points by university buses and the minibus on one side of the parking bay would make better use of the space and hoped that TD would consider turning one side of the parking bay into parking spaces.

23. **Ir Robin LI, Director of RL Consultancy Ltd.**, stated that having increased boarding places, about six additional vehicles using the bay were recorded during the rush hours and the University had reviewed the relocation of the stops of Route No. 208 and GMB No. 5M with relevant departments. Relevant organisations would be consulted when required. It was viewed that there would be no great impact as the

relocation distance was only about tens of metres away.

24. **Ms Christine LUK of TD** stated that a site visit was conducted at that large parking bay and apart from illegal parking, it was also found that the area was used as a passenger picking up/setting down and or goods loading / unloading point. It was not ruled out that there would be school buses parking there after resumption of class by schools during the before-and-after-school hours. A review on the use of that parking bay would be made by the Department after the resumption of class by schools.

25. **Mr HO Hin-ming** hoped that relevant information would be provided by TD after the review.

Request for Reviewing the Policy of According Priority to Railway Service to Allow Residents to Optimise Choices
(Paper No. 37/20)

26. **Mr Joshua FUNG** introduced Paper No. 37/20.

27. **Mr Silas LEUNG, Senior Transport Officer/Kowloon City 2 of TD** noted Members' views and stated that on one hand the Government adopted the policy of using railways as the backbone of the passenger transport system and on the other hands efforts were made to build a diversified public transport system. TD made several proposals after finishing the Public Transport Strategy Study in 2017 to upgrade the present public transport network to ensure long term, balanced, convenient and diversified developments of various public transport modes to attract more members of the public to make use of public transport.

28. **Mr Pius YUM** pointed out that the policy of according priority to railway service by the Bureau and TD give Members and the public an impression that the Government was affecting the operation of private enterprises such as the policy of subsidising MTR fares. Though members of the public were benefited, the policy only applied to MTRC without extending it to other transport operators such as bus companies and mini-bus companies. The Bureau and TD were requested to consider the ecological state of other transport when the policies were implemented to avoid impact on market operations as much as possible.

29. **Mr KWOK Tin-lap** pointed out that TD cancelled the service of Route No. 212 and greatly reduced the frequency of other bus routes after the commissioning of Whampoa MTR Station. At present, many buses had to make de-tours and would pass by several traffic congestion road sections, which led to a reduction in their competitive power. Under the policy of according priority to railway service, the Government failed to take care of the needs of other transport operators and this brought about the over dependence on MTR service by members of the public which resulted in operation difficulties or even closure by other transport operators, such as the recent closure of Chit Fai Motors Co. Ltd.

30. **Mr Silas LEUNG of TD** noted Members' views and would reflect them to the Bureau.

31. **Mr Joshua FUNG** enquired about the percentage of passengers using other public transport modes among all public transport passengers and the total percentage the Government wished to achieve by implementing the policy of according priority to railway service.

32. **Mr Silas LEUNG of TD** stated that as there was no relevant information at present, supplementary information would be provided after the meeting.

33. **The Chairman** hoped that the Department would reflect Members' views to the Bureau and written supplementary information would be provided to the Committee later.

Call for the Transport Department (TD) to Explain the Details of Public Transport Reorganisation Arrangement on the Road after the Commissioning of the Shatin to Central Link (SCL)

**Request for Public Involvement and Full Disclosure of Data
(Paper No. 38/20)**

34. **Mr Tsang Kin-chiu** introduced Paper No. 38/20.

35. **Mr YANG Wing-kit** stated that previously the public transport reorganisation arrangement engendered by the development along the railway lines were initiated by bus companies and it was enquired whether TD had participated and exercised supervision. TD was asked to clarify details of its work and positioning in the whole reorganisation arrangement plan. In addition, requests for providing fast

routes for many GMB routes were made in a bid to enhance their competitiveness and reduce the impact caused by the commissioning of SCL. It was enquired whether TD had discussion with and provided coordination to the relevant operators.

36. **Mr Silas LEUNG of TD** provided the following replies:

- (i) he understood and noted Members' views on the details of public transport reorganisation arrangement on the road after the Commissioning of the Tuen Ma Line (TML) and the views were forwarded to his colleagues of the Bus and Railway Branch for follow-up actions. TML Phase 1 opened to public in February this year and bus services in the district remained unaffected for the time being. TD would continue to monitor the operation of traffic and would make readjustment to meet passengers' needs. It was now reviewing the impact on public transport services in the district after the commissioning of the whole of TML and appropriately assessing the passengers' journey mode and change in needs to coordinate the arrangements for various public transport services to avoid an overlap in the use of transport resources;
- (ii) previously views on the public transport reorganisation arrangement after the commissioning of the railway lines were provided by the consultants engaged by TD and it was different from the yearly "Bus Route Planning Programme" prepared by the bus companies; and
- (iii) suggestions from minibus operators were received and the Department would conduct discussions with them.

37. **Dr KWONG Po-yin** stated that the replies by TD failed to lift Members' doubts and pointed out that the public transport reorganisation arrangement on the road after the commissioning of the Kwun Tong Line Extension was a total failure. The proposals by the consultancy company and the study staff failed to satisfy the journey needs of the public. Furthermore, the failure in arrangement also led to competitions between the existing lines and new lines. She requested TD to conduct discussions on public transport reorganisation arrangement on the road after the commissioning of TML with the stakeholders to explicitly reflect public's needs and to maintain their right to opt but not to make arrangements solely based on the study

report by consultants.

38. **Mr YANG Wing-kit** expressed dissatisfaction to the reply by TD, pointing out that though TD stated it would have communication with different stakeholders, it made no positive consideration on the request by Members to provide free feeder service and interchange concession to To Kwa Wan district before the commissioning of TML Phase 1. He also pointed out that though the bus frequency remained unchanged at present, there was no guarantee that the bus companies would not request for merger and frequency reduction because of low patronage later. TD was asked to take positive consideration of Members' views during the preliminary study.

39. **Mr YEUNG Chun-yu** pointed out that as the previous studies failed to provide an efficient reorganisation solution, TD should not adopt the old approach in the further study. He was of the view that road traffic was messy after the opening of Whampoa Station and Ho Man Tin Station and the actual needs of the public could not be addressed. Arrangements in respect of the commissioning of the whole TML in the future would have very great impact on the traffic of Kowloon City District and TD was requested to conduct detailed studies before providing a reply.

40. **Mr TSANG Kin-chiu** stated TD did not provide a positive reply with "public involvement" in its written reply and stressed that if no consultation was conducted with the stakeholders and the public by TD, it would only lead to another reorganisation failure. In addition, he requested TD to provide sufficient data on patronage for assessment and further studies by Members.

41. **The Chairman** stated that TD, public transport operators and the stakeholders all needed material data in order to understand the actual demand for traffic. It was not pragmatic enough if the Department only relied on the information of the studies in making assessments without making reference to the actual demand by the public. It was pointed out that systematic and scientific analysis was needed in order to develop a proper public transport reorganisation option to ensure the provision of adequate public transport service to the public.

42. **Mr Silas LEUNG of TD** stated he understood Members' suggestion on access to information and the suggestion would be relayed to his department for consideration. The relevant data would be provided later by the Department when it conducted consultation on the preliminary option for reference purposes.

43. **Mr Pius YUM** reiterated that one of the demands stated in the paper was that Members would be informed when PD conducted its public transport service surveys to enable them to conduct a site visit.

44. **Mr Silas LEUNG of TD** noted Members' views and would reflect them to his colleagues of the Bus and Railway Branch for coordination so that relevant data could be provided.

45. **Mr Pius YUM** requested the representative of TD to explicitly state whether they would honour their promise.

46. **Mr Silas LEUNG of TD** stated that discussions would be conducted with his colleagues of the Bus and Railways Branch.

47. **The Chairman** stated that as the representatives of TD failed to provide a concrete reply, he suggested to continue discussing the agenda item so that the Department could provide material information at the next meeting for discussion.

48. **Mr Pius YUM** stated that a similar request was made previously to TD but was rejected on the grounds that the survey data were sensitive commercial data or the secrecy terms in the contract applied. He stressed that the site visit by Members only aimed at monitoring data collection and the survey and the Department was requested to promise not to oppose to the monitoring by Members on the above grounds.

49. **Mr YEUNG Chun-yu** agreed to the views of Mr YUM and showed dissatisfaction to the reply by the Department. He requested the Department to provide comprehensive and actual information for discussion at the next meeting.

50. **Mr KWOK Tin-lap** requested TD not to work behind closed doors and to include a "public involvement" part into the future public transport reorganisation plan at its very start and to make a preliminary option after consulting the stakeholders and the public. Furthermore, he stated that when he himself conducted data collection on KMB Route No. 8P at the Laguna Verde Bus Station, there were TD outsourced staff collecting data. However, he found that data on the frequency of buses that day were surprisingly correct. He doubted that TD had informed the operator concerned before data collection.

51. **Mr LAI Kwong-wai** agreed to continue discussing the agenda item in the hope that a complete reply would be provided by TD then.

52. **Mr Silas LEUNG of TD** noted Members' views and clarified that TD had all along been making surprise inspection to collect data and he stated that when circumstances permitted, relevant data would be provided to Members for reference.

53. **The Chairman** announced that discussion on the agenda item would continue at the next meeting.

Request for Arranging Bus Route 641 to Provide Whole-day Service

(Paper No. 39/20)

Adjusting the Unreasonably High Bus Fares

(Paper No. 40/20)

Request for Adjusting the Runs of KMB

(Paper No. 41/20)

54. **Mr HE Huahan** introduced Paper No. 39/20.

55. **Mr YANG Wing-kit** introduced Paper No. 40/20.

56. **Mr TSANG Kin-chiu** introduced Paper No. 41/20.

57. **Ms YUE Ka-ka, Senior Transport Officer/Housing Project of TD**, provided the following replies:

- (i) in response to Paper No. 39/20, the Department and the bus companies would continue to closely monitor the development of Kai Tak District and the change in passenger needs there and would conduct an appropriate review on the bus service to meet passengers' need; and
- (ii) in response to Paper No. 41/20, in the wake of the resumption of lessons by class in stages from 27 May, apart from the suspension of service of some special bus routes or adjustment made to their frequency, the Department had requested bus companies to provide service as before the pandemic with effect from that date. The Department and bus companies would pay close heed to the passenger

demand of Routes No. 2A and 5A. Reviews and flexible adjustments would be made when required.

58. **Mr Silas LEUNG of TD** responded to Paper No. 40/20, saying that the Department had always encouraged bus companies to provide sectional fare in the light of factors including their route operation, financial situation, passenger needs, etc.

59. **Ms WONG Sau-ken, Assistant Manager (Planning and Development) of the Kowloon Motor Bus Co. (1933) Ltd. (KMB)**, provided the following replies:

- (i) KMB always paid close attention to passenger service and as a result of the big drop in passenger volume during the pandemic, it had adjusted the number of runs. Later, services gradually returned to normal after the commencement of the Hong Kong Diploma of Secondary Education Examination (DSE) and full service was resumed after the resumption of class on 27 May;
- (ii) KMB would closely monitor the service and the growth in increasing the passenger volume of Routes No. 641, 2A and 5A and would request TD to adjust their service; and
- (iii) as Routes No. 15X and 11X were express routes from East Kowloon, the company hoped that short-journey passengers would maximise the use of other routes in the district such as Routes No. 11K, 5C, 21 etc. As such, there was no plan to provide sectional fare for Routes No. 15X and 11X at present.

60. **Ms Joyce WAN, Assistant Public Affairs Manager of the Citybus Limited / New World First Bus Services Limited (Citybus/NWFB)**, replied that among the cross-harbour routes provided in Kai Tak New Area, apart from Route No. 641 between Central and Kai Tak during rush hours provided by NWFB, Citybus' Route No. 608 also provided whole-day service between Kowloon City and Sai Wan Ho which ran via the private residential area in Muk On Street and interchange concession was provided to its passengers going to other districts on Hong Kong Island. The service of Routes No. 641 and No. 608 covered the most densely populated area in Kai Tak District and the Company would continue to monitor their

operation and there would be reviews in its future route development study.

61. **Mr YANG Wing-kit** showed dissatisfaction with the reply of KMB and pointed out that as Routes No. 11K, 5C and 21, Routes No. 15X and 11X also had passenger picking up / setting down stops in To Kwa Wan District, it was unreasonable that no sectional fare was provided because they were express service routes and passengers were required to transfer to other routes. He also pointed out that Routes No. 297 and No. 26 were generally identical and the route of No. 26 was even longer. Even though No. 297 was not an express route, it charged higher fare than Route No. 26. KMB was asked to align the fares.

62. **Ms WONG Sau-kuen of KMB** noted Members' views and consideration would be made. She clarified that as Route No. 297 ran via Kai Tak Tunnel, it was regarded as an express route.

63. **Mr Yang Wing-kit** stated it was all known that express routes all had a "X" after their number and if KMB continued to use rapid service as an excuse, it should clearly define the meaning of rapid service routes. He reiterated that identical routes should charge the same fare.

Concern about the Progress of Kai Tak Monorail Project (Paper No. 42/20)

64. **Mr HE Huahan** introduced Paper No. 42/20.

65. **Mr CHEUNG King-fan** stated that when people bought properties in Kai Tak New Area, they expected that there would be monorail service. Its population would greatly increase on the completion of the future Kai Tak Sports Park and the monorail would enhance the prosperity of the community. Thus, there was no reason to shelf the project. He viewed that several consultations and studies were conducted by the Government previously and hoped that the project would be carried out as soon as possible. Reference to the monorail completed in 2019 in Macau showed that after its first release by the Macau Government in 2001 and studies made in 2002, construction works started in 2007. The monorail in Hong Kong was expected to start running in 2023 but there was no sign of its construction up to now. He stated that the population in Kai Tak would increase to 128,000 people in 2026 and hoped that the Kai Tak monorail project would be built as scheduled.

66. **Mr YANG Wing-kit** was dissatisfied that the Department did not send any representatives to the meeting and pointed out that the monorail played a very important part in providing feeder service in the district. At present, the Hong Kong Children's Hospital had started operation and the Kai Tak Hospital was under construction but the two hospitals were not easily accessible and the monorail could facilitate people to go to the nearby MTR station so as to use the facilities in the district. He requested to continue discuss the agenda item further and hoped that the District Office would help inviting staff of relevant departments to the next meeting to respond to the matter.

67. **Ms LEUNG Yuen-ting** stated that residents started to expect that the monorail would be built in 2013 and it had been pointed out to the government departments that the monorail would help ease the traffic pressure in Kai Tak District. Also, he said that as the original monorail route would run via Tak Long Estate and Kai Ching Estate and it was very close to residential dwellings, residents were very worried about the noise nuisance to be caused. Thus the Civil Engineering and Development Department was requested to send its representatives to the next meeting to provide the relevant details.

68. **The Chairman** stated that in view of the concerns of Members, he thus announced that discussion on the agenda item be continued at the next meeting and he hoped that the Assistant District Officer (Kowloon City) would help invite the relevant departments to the meeting.

**Strong Request to MTR Corporation Limited for Reducing Fares
(Paper No. 43/20)**

69. **Mr YANG Wing-kit** introduced Paper No. 43/20.

70. **Mr Silas LEUNG of TD** noted Members' views and would reflect them to MTRC.

**Request to the Transport and Housing Bureau for Initiating the Extension of the
Validity Period of Vehicle Licenses and Driving Licenses under the Epidemic of
COVID-19
(Paper No. 45/20)**

71. **Mr LAI Kwong-wai** introduced Paper No. 45/20.

72. **Mr Silas LEUNG of TD** apologised for the inconvenience caused to the public by the licensing arrangement under the COVID-19 pandemic on behalf of TD's Administration and Licensing Branch and sought understanding from the public. He stated that from 11 May, the daily quota for online booking for renewal of formal driving licence/vehicle licence, transfer of ownership of motor vehicles or application for international driving permit was increased from 4 500 to 9 000 to meet the demand of the public. To his understanding, advance booking could be made within one or two days at present. As the counter of the relevant sections for applications by the public in person were not re-opened, members of the public still needed to submit their booking documents online or by post and the Department would make appropriate adjustments under the pandemic.

Request for Reducing the Obstruction by Miscellaneous Objects on the Carriageway of Ming On Street in Hung Hom

(Paper No. 46/20)

Request to the Government for Stepping Up Regulation on Skips and Combating against Unauthorised Placement

(Paper No. 47/20)

Call for Addressing the Problem of Road Obstruction to Prevent Vehicular Accidents

(Paper No. 48/20)

73. **Mr Pius YUM** introduced Paper No. 46/20.

74. **Mr Joshua FUNG** introduced Paper No. 47/20.

75. **Mr MA Hei-pang** introduced Paper No. 48/20.

76. **Mr Lam Ming-wai, District Environmental Hygiene Superintendent (Kowloon City) of Food and Environmental Hygiene Department (FEHD)** responded as follows:

- (i) the main duties of the Department was to maintain environment hygiene and thus priority would be accorded to clearing street obstruction, hawker vending, illegal expansion of business premises by food establishments etc. From January to April, the Department

had prosecuted 19 shops/offenders for street obstruction and contravention of public cleanliness regulations in Ming On Street area; and

- (ii) there were many vegetable stalls, fruit shops, etc. around Kowloon City Road, Ha Heung Road, Sheung Heung Road and Lok Shan Road area with busy loading and unloading activities. Also there were many scavengers collecting recyclable objects in the surrounding areas. Starting from September 2019, arrangements were made for cleansing contractors to improve the work of cleaning and washing the streets in the area every day. Apart from warning the shop operators not to place deserted objects on the public place in front of their shops or to cause obstruction by placing goods on the pavements, advice was also provided to the scavengers in the surrounding areas. From January to April this year, the Department had prosecuted 65 shops/offenders for street obstruction and contravention of the public cleanliness regulations in Kowloon City Road area.

77. **Mr CHAN Yat-hang, Principal Estate Officer/Kowloon West (South) (District Lands Office, Kowloon West) of LandsD** said in his reply that the Department would take land enforcement actions against skips which were placed on government land but causing no imminent danger or serious obstruction to road users under the “Land (Miscellaneous Provisions) Ordinance (Cap 28) and the Hong Kong Police Force (HKPF) would take immediate actions against those cases which posed imminent danger or obstruction.

78. **Mr PO Yiu-wa, Officer-in-charge, Traffic Team (Kowloon City) of HKPF** replied as follows:

- (i) the Police would warn the shop operators who, for transportation purposes, temporarily placed their goods on the street for loading and unloading activities, and ask them to move the goods back to their shops or else they would be prosecuted;
- (ii) regarding the collection of foam boxes by scavengers, it originated from the placing of the foam boxes by staff of shops after unpacking so that scavengers could collect them for sale. The Police would treat those commodities as refuse and would ask FEHD to clear them;

- (iii) there were similar situations in Ming On Street and Kowloon City Road, Ha Heung Road, Sheung Heung Road and Lok Shan Road area and the Police would take uniform enforcement actions. He had asked the patrol staff of Hung Hom Division to treat them as special cases for follow-up actions and to make clarification on relevant duties of the Police; and
- (iv) he agreed to the ways of handling the skips by LandsD but pointed out that if after observation, the Police accepted that the skips were for appropriate and practical use on the road, for example, for dumping construction materials, etc., they would order their owners to move them away as soon as possible depending on the at-site circumstances and the severity of obstruction on the road caused by those skips;

79. **Mr MACK Ting-kai, Engineer/Hung Hom of TD** in his reply said that the Department formulated the “Guidelines for Mounting and Placing of Skips” for compliance by the industry. If it was found that the skips posed safety threats to road users or seriously obstructed traffic, the Department would inform relevant departments to take follow-up actions.

80. **Mr YIP Yuk-tsang, District Engineer/Hung Hom of Highways Department (HyD)** stated that HyD was a public works department and its main duties included construction and repairs/maintenance of public roads and ancillary road facilities under its management. As for law enforcement against and clearing of miscellaneous objects on public roads and the occupation of government land, follow-up and appropriate actions would be taken by relevant enforcement departments.

81. **Mr MA Hei-pang** raised the following enquiries /views:

- (i) the exact number of prosecution against shops causing street obstruction and violating the keep clean ordinance in the 65 prosecution cases initiated by FEHD in the Kowloon City Road area from January to April this year; and
- (ii) information showed that the Police and FEHD temporarily suspended taking joint action against shops causing street obstruction from July to

September 2019. He asked when the departments would start taking actions.

82. **Mr YEUNG Chun-yu** stated that there were always large amount of miscellaneous objects causing serious street obstruction in Sung Wong Toi Constituency and he always lodged complaints to the relevant departments. He said that the recyclists made use of the loophole in the regulations and placed their miscellaneous objects on the trolley for a prolonged period of time to avoid prosecution for street obstruction. During the previous joint actions, the departments concerned were shirking the responsibilities to each other. The Police did not take any action as no obstruction was caused by the trolleys placed between the pavement and the road and FEHD said that the objects on the trolleys were valuable commodities and could not be defined as refuse while the LandsD claimed that the miscellaneous objects were not construction waste under its management and thus the Department could not remove them. As the departments concerned were unable to clear them away, their owners were finally asked to handle them. Generally, FEHD would put a notice on the miscellaneous objects asking their owners to clear them away within 24 hours. What their owners needed to do was to move away the trolleys or place them at other places. He viewed that the departments concerned still adopted such an old practice, the problem could in no way be uprooted. He requested the departments to formulate explicit enforcement guidelines for their frontline staff to address the problem.

83. **Mr LAI Kwong-wai** raised the following enquiries/views:

- (i) he stated that foam boxes and miscellaneous objects on the roads were piled up so high that they obstructed the vision of pedestrians and drivers, leading to road safety problem. The Police and FEHD were requested to address the problem and take strong enforcement actions;
- (ii) he requested FEHD to provide a breakdown on the 65 prosecutions against the offenders in Kowloon City Road area;
- (iii) he stated that apart from placing miscellaneous objects, illegal parking also caused obstruction and brought about traffic accidents, thus, strong action to combat illegal parking were required; and

- (iv) he requested the departments to provide the joint action timetable and details.

84. **Mr Joshua FUNG** stated that if the placing of the skips on the pavement led to obstruction, what the division of work between the Police and LandsD was and what criteria for setting deadlines and penalty rules were. In addition, he asked if skips were placed on the public roads because private works were being carried out, he enquired whether application for permission beforehand was required under these circumstances.

85. **Mr Pius YUM** raised the following enquiries/views:

- (i) he asked whether FEHD could prosecute the shop operators placing fruit and vegetable packaging materials on the roads under its purview and pointed out that the problem in Ming On Street was very serious;
- (ii) he pointed out that no stringent enforcement actions were taken by the Police and every day there was obstruction caused by the miscellaneous objects placed on Ming On Street by shops. He agreed that the problem might be dealt by a task force. Apart from Ming On Street, it was hoped that the Police should expand its enforcement scope and pay attention to the roads in the vicinity of To Kwa Wan Market; and
- (iii) the residents noticed that there would be a new vegetable shop in Wuhu Street and were worried that the problem might turn worse. He hoped that the Department would pay heed to it and take follow-up actions.

86. **Mr LAM Tak-shing** enquired about the use of the CCTV installed in Ming On Street by FEHD and the effectiveness in prosecution. He pointed out that one of the reasons for street obstruction in the area was that the object owners often moved them to other locations after being warned so as to avoid the enforcement action taken against them. It was hoped that FEHD and the Police would take feasible and immediate actions to solve the problem of foam boxes placed on pavements and roads by the fruit and vegetable stalls in the area. Also, it was hoped that the departments would initiate prosecution regularly and consider posting publicity pamphlets to

educate shop operators in order to reduce street obstruction and keep environmental hygiene.

87. **Mr LAM Ming-wai of FEHD** responded as follows: :

- (i) among the 65 prosecutions initiated by the Department as stated in its response, 42 were against shops for extending their business areas and 23 were against offences violating public cleanliness regulations;
- (ii) in case there were needs for joint actions, FEHD would take active participation;
- (iii) FEHD could not respond to the problem of miscellaneous objects on roads which affected the vision of pedestrians and drivers because of the matter was out of its purview;
- (iv) the Department took enforcement actions in accordance with the provisions of the Public Health and Municipal Services Ordinance (Cap 132) or the Summary Offences Ordinance (Cap 228) and the actual situation. However, there were actual constraints such as FEHD was unable to take action if traffic obstruction was caused by miscellaneous objects placed on roads;
- (v) the main purpose of installing CCTV in Ming On Street was to let the Department to have an understanding of the time at which the refuse was dumped and also their quantities to facilitate enforcement actions; and
- (vi) he understood that street obstruction problems were posed with vegetable stalls dumping miscellaneous objects. The Department, apart from initiating prosecution, would also serve warnings and provide environmental hygiene education. However, as the problem involved scavengers, it became more complex. The Department would continue with its enforcement actions and urge the owners of the miscellaneous objects to move them away.

88. **Mr Emil CHOW, Senior Estate Officer/Control/Kowloon City (District Lands Office, Kowloon East) of LandsD,** responded as follows:

- (i) on receipt of complaints, the District Land Office would conduct a site visit within two working days and if it was found that skips were placed on roads, the Office would post a notice requiring their owner to move away the skips within 24 hours (excluding the day on which the notice was posted) in accordance with the relevant ordinance or else the skips would be removed on the day the notice expired in accordance with the relevant ordinance;
- (ii) the relevant policy bureau and the Environmental Protection Department (EPD) set up a Joint Working Group on Management of Roadside Skip in 2014 with an aim to enhance management and control of roadside skip; and
- (iii) before the introduction of a new regulatory system by the Working Group, for the time being, LandsD would not consider applications for temporarily placing skips on government land.

89. **Mr PO Yiu-wa of HKPF** replied as follows:

- (i) joint actions against miscellaneous objects causing street obstruction would restart in response to the need of the work and designated trade, and relevant actions were taken by the Police, FEHD and LandsD in May this year and clear instructions would be provided to staff in the upcoming operations;
- (ii) the Police found during inspections that foam boxes were piled up too high and thus obstructing the vision of pedestrians and drivers. This was reflected to the task force and prosecution would be enhanced;
- (iii) after a site visit, the Police would consider the necessity and actual need for placing skips on roads and the suitable time for removing them in the light of the then traffic and road conditions. If skip owners failed to complete removal within the times specified, the Police had the right to remove the skips;
- (iv) he noted the situation in Wuhu Street which would be reflected to the task force for follow-up action; and

- (v) the task force would be informed of the problem in relation to the illegal disposal of refuse and control would be exercised through education or prosecution in the light of the situation.

90. **Mr Joshua FUNG** enquired the Police whether its frontline staff was given the discretion to judge the suitable time for the placement of skips and the stand of the departments taking part in the Joint Working Group on Management of Roadside Skips in connection with the management policy of skips and the progress of the relevant studies.

91. **Mr Pius YUM** invited the representatives of the Police to attend the meeting of EHSDC to be held next Thursday for continued discussion on the long-term occupation of roads by shop operators. Furthermore, he stated that even though two CCTV sets were installed in Ming On Street by FEHD, the situation was still not improved. It was hoped that the Department would provide feasible options and substantive data to improve the problem. He also enquired whether the Police would set up task forces in other districts such as Ma Tau Kok and To Kwa Wan to monitor blackspots.

92. **Mr PO Yiu-wa of HKPF** replied that the Hung Hom Division and the Kowloon City Division combined to form the Kowloon City Police District and each division would have its task force to monitor the problems in their district. He was responsible for the traffic matters of the whole district and thus representatives of other divisions would attend the meeting of EHSDC and he was not a representative to the meeting. As for the enforcement matters discussed today, he would relay them to the representatives of the Police to the meetings of EHSDC for their information. As for the enquiry by **Mr Joshua YUM**, no reply could be made because of the lack of relevant information for the time being.

93. **Mr Emil CHOW of LandsD** stated that EPD acted as coordinator for the Joint Working Group with the relevant policy bureau and departments and thus LandsD had no supplementary information to provide.

94. **Mr Joshua FUNG** enquired about the role of TD in the Joint Working Group.

95. **Mr MACK Ting-kai of TD** stated that the main job of TD in the Joint

Working Group was to formulate the Guidelines for Mounting and Placing of Skips for compliance by the industry. The Guidelines explicitly provided requirements on the light and colour of the skips placed on the roadside and also the locations for their placement. The Department had no information about the progress of the studies of the Joint Working Group.

Following Up Matters Arising from the Cancellation of Green Minibus (GMB) Routes in the District

(Paper No. 49/20)

Concern about the Alternatives after the Cancellation of GMB Routes 6 / 6X

(Paper No. 50/20)

Concern over the Time of Resuming the Service of GMB Route 6 and Request for Reviewing the Positioning of Public Light Buses in Hong Kong under the Transport Policy

(Paper No. 51/20)

Request for Resuming the Service of GMB Route Running between To Kwa Wan and Tsim Sha Tsui

(Paper No. 52/20)

Concern about the Arrangements of GMB Routes 2 and 2A

(Paper No. 53/20)

96. **Mr Pius YUM** introduced Paper No. 49/20.
97. **Dr KWAN Ka-lun** introduced Paper No. 50/20.
98. **Mr Pius YUM** introduced Paper No. 51/20.
99. **Mr KWOK Tin-lap** introduced Paper No. 52/20.
100. **The Chairman** introduced Paper No. 53/20.
101. **Mr Silas LEUNG of TD** replied as follows:
 - (i) TD received the written notice on the cancellation of GMB Routes No. 2 and 6 from their operator, Chit Fai Motors Co. Ltd. on 9 April this year that GMB Routes No. 2, 2A, 6 and 6X would stop operation with effect from 10 April. TD immediately met the representatives of Chit Fai Motors Co. Ltd. and thanked it for its coordination to extend their

service to 12 April;

- (ii) after further coordination, another operator, Kellis Ltd. temporarily took over the operation of GMB Routes No. 2 and 2A from 12 April. The Department noticed that Kellis Ltd. had employed some of the Chit Fai staff to assist with its operation. The operation hours of the above routes were extended with effect from 11 May on the resumption of service and class. The Department would closely monitor the service level and operation of Kellis Ltd.;
- (iii) GMB Routes No. 6 and 6X in Kowloon stopped operation from 12 April and their passengers were advised by TD to take other alternative modes such as MTR train and KMB Routes No. 8A and 8P. The Department also liaised with KMB immediately asking it to restore the service of Routes No. 8A and 8P to the level as before the pandemic;
- (iv) the site visit conducted by the Department on 12 April and 14 April showed that the two routes were running according to the normal schedule. Though there were no left-behind passengers, it was found that Route No. 8A provided no additional runs and an enquiry was made on the operation data of KMB which was asked to make adjustment;
- (v) several surprise checks on the service provided by Routes No. 8A and 8P were conducted by the Department during the morning and evening rush hours in April and May and it was noted that both routes provided services according to schedule to meet passengers' needs. It was also noted that additional runs were provided by Route No. 8P after rush hours on individual days. The Department would continue to closely monitor passengers' needs and the operation of the buses and follow-up actions and appropriate adjustment would be made when required;
- (vi) TD was conducting a district-wide review on public transport service and passengers' needs and also the operation of GMB operators. Its preliminary plan was to call tender again for Routes No. 2 and 2A so as to offer service in the first quarter of 2021 the earliest. As for GMB Routes No. 6 and 6X, because of their previous unsatisfactory

operation and the service provided by the alternative modes generally met the needs of the public, the Department would replace their service by reorganising the routes in the district. The Department would keep the relevant district offices and local people informed of the progress of the plan, if any;

- (vii) he noted Members' hope on the resumption of operation of GMB Route No. 7 and pointed out that passengers' needs and coordination by other traffic modes needed to be considered before service resumption. As the present alternative modes could meet passengers' needs and part of the route of Route No. 7 was identical with the routes of GMB Routes No. 2 and 6, there was no plan to call for tender again for the relevant GMB route; and
- (viii) the Department maintained contact with Chit Fai Motors Co. Ltd. previously and there were proposals by it after the commissioning of the Kwun Tong Line Extension. Route adjustment with it was also made by the Department such as merger of Routes No. 6 and 6A, revising the route of No. 6X to run via Mody Road so as to enlarge its patronage and special runs to the West Rail Line Kowloon Station to increase its revenue of Route No. 6. Also the number of vehicles serving Routes No. 6 and 6X were reduced to cut expenditure.

102. **Mr MA Hei-pang** raised the following enquires and views:

- (i) Routes No. 2 and 2A had operational difficulties after the opening of Whampoa MTR Station and it was believed that there was coordination with TD by their operators to adjust their runs, route, stop points etc. TD was requested to make public the approval details; and
- (ii) he enquired when TD would again call for tender for Routes No. 2 and 2A and whether the District Council would be consulted on such matter.

103. **Mr LAM Tak-shing** thanked TD for its response to the aspirations of the public to extend the operation hours of Routes No. 2 and 2A. It was hoped that TD would continue to follow up the issue for additional runs during the before-and-after school rush hours and appropriately review the frequency arrangement for Routes No. 2 and 2A. Also, it was noted that there was no suitable option proposed by TD for

Routes No. 6 and 6X but there were residents reflecting that inconvenience was caused to the students to and from Hung Hom and Tsim Sha Tsui under the present circumstances. It was hoped that consideration would be made by the Department to satisfy residents' needs by arranging minibuses running on that route before-and-after school hours.

104. **Mr KWOK Tin-lap** showed dissatisfaction and disappointment over the replies by TD and pointed out that the request on public involvement was in fact the hope that TD would cooperate with Members and the academic organisations to conduct surveys to understand public transport need. In addition, he enquired TD whether it had a mechanism to allow operators to readjust their minibus routes, streamline staff and costs at times of operational difficulties without having to surrender their licence.

105. **The Chairman** raised the following enquires/views:

- (i) he hoped that TD would state whether Route No. 2X would be arranged to run via Princess Margaret Road to the Prince Edward and Shek Kip Mei area directly when it re-called tender for Routes No. 2 and 2A;
- (ii) he noted that the Traffic and Transport Committee of Yau Tsim Mong District Council had invited the GMB operators to attend its meeting. He stated that since TD had discussed route rearrangement, readjustment of runs and provision of special runs with minibus companies, it was hoped that information of the relevant GMB operators would be released so that they could be invited to the next meeting to discuss relevant matters with District Council members; and
- (iii) he viewed that there was service discrepancy between the operation of GMBs and franchised buses. GMBs should provide more convenient and flexible point-to-point service and it was hoped that TD would have positive contact with the stakeholders and operator of GMB Route No. 7 for its resumption of service and prudently consider Members' proposal for it to run via Hung Hom Bypass. TD was requested to make more adequate response at the next meeting.

106. **Mr Silas LEUNG of TD** replied that in response to the completion of the Kwun Tong Line Extension, the proposal for route readjustment by Chit Fai Motors Co. Ltd. was mainly focused on the group of service of GMB Route No. 6. TD would consider such factors as transport needs etc. when making readjustment to the minibus routes and Members would be consulted in case there was any other options. Furthermore, the request by Members for resuming the service of GMB Route No. 7 was noted. Previously TD had considered rearranging the franchised bus routes to coincide with those of the GMBs as an alternative mode and the GMB operators had discussed with TD about readjusting its routes to increase their patronage. However, there was a need for TD to base its approval in accordance with the overall traffic needs and other factors.

107. **Mr KWOK Tin-lap** asked TD whether it would conduct a survey on public transport need on the above minibus routes in order to understand the needs of the public.

108. **Mr Silas LEUNG of TD** stated that TD had all along been conducting transport need surveys and the service would be readjusted on the basis of the data collected.

Concern over the Traffic Accidents in Fat Kwong Street

(Paper No. 54/20)

Request for Tackling the Problems at Traffic Black Spots in To Kwa Wan District

(Paper No. 55/20)

109. **Mr YANG Wing-kit** introduced Paper No. 54/20.

110. **Mr MA Hei-pang** introduced Paper No. 55/20.

111. **Mr PO Yiu-wa of HKPF** stated that traffic accidents involving Route No. 27M were very rare. The preliminary investigation by the Police showed that the accident was caused by the failure of the driver to comply with the traffic light signals and he would be prosecuted later. As the case was at present under investigation, relevant details could not be disclosed. As for the traffic accident in To Kwa Wan District, an immediate investigation was conducted by the West Kowloon Traffic Team and it was found that the accident was caused by the inattentiveness of the driver while vision of both drivers and pedestrians at the pedestrian crossing at the

accident spot was not blocked. The alleged driver was arrested on account of “reckless driving causing death”.

112. **Mr MACK Ting-kai of TD** replied as follows:

- (i) a site visit was conducted in Fat Kwong Street after the accident. Re-assessment on whether vision at the road junction was blocked, the traffic light setting and whether there was sufficient time to turn out from the Fat Kwong Street ramp and Chung Hau Street was made. The Department would continue to follow up the matter with the Police and would adopt appropriate traffic improvement measures when required; and
- (ii) the junction of Sheung Heung Road and Pau Chung Street was not an accident blackspot but the Department found that the number of traffic accidents at the above location was on the increase in 2019. As such, a site visit was conducted and its present traffic facilities were reviewed. It was also planned to add a No-stopping Restriction Zone to prevent blockage of the vision of both drivers and pedestrians by the vehicles stopping there. Also, a review would be made on whether directional signs and markings there were clear.

113. **Mr YANG Wing-kit** concurred with the explanation and follow-up actions taken by the Department but pointed out that traffic was very busy off the Housing Department (HD) in Fat Kwong Street. It was hoped that TD and the Police would review the overall traffic facilities and arrangements at the above location to avoid the recurrence of similar incidents.

114. **Mr MA Hei-pang** stated that inattentiveness by drivers was not only caused by their mental state but also other factors. He pointed out that though vision at the accident spot was not blocked, there were two passing places at nearby road junctions and traffic flow towards three different directions. The recent accident was caused by an alleged goods vehicle driving from Pau Chung Street to Sheung Heung Road and the driver was actually required to note whether there were vehicles turning out from Ma Tau Wai Road on its right and vehicles turning out from Kowloon City Road and Sheung Heung Road on his left at the same time. This subsequently increased the risk of accident. He asked whether any improvement was made to the above situation by TD and whether consideration would be made to restrict the vehicular

flow instead of just simply reviewing the directional signs and traffic markings. It was also hoped that a site visit would be arranged with TD staff after the meeting.

115. **Mr MACK Ting-kai of TD** noted the views of **Mr YANG Wing-kit** and said that the traffic facilities at the relevant locations in Fat Kwong Street would be reviewed again. In response to **Mr MA Hei-pang's** views, he said the Department had installed relevant traffic facilities at that location including give-way arrangements and the drivers were reminded to note whether there were crossing pedestrians and whether it was safe to turn out from that road junction. As for the proposal to limit traffic directions, the Department needed to conduct further study and consider the impact posed by such facilities on the peripheral roads. He stated that contact would be made with Mr MA for a site visit after the meeting.

Strong Request for Combatting Illegal Parking in Kai Tak North

(Paper No. 56/20)

Request for Stepping up Crackdowns on Illegal Parking at the Intersection between Junction Road and Broadcast Drive

(Paper No. 57/20)

116. **Ms LEUNG Yuen-ting** introduced Paper No. 56/20.

117. **Mr HO Hin-ming** introduced Paper No. 57/20.

118. **Mr TSANG Kin-chiu** hoped he could enquire the representatives of the Police at the meeting about the crackdown on illegal parking. He pointed out that Police Constable (PC) No. 26689 told the drivers that he served summons on the request of Mr TSANG Kin-chiu, Member of the Kowloon City District Council, when he carried out prosecution duties against illegal parking in Perth Street and Dunbar Road at 10:28 am on 29 March 2020. He stated that location was not within the Ma Tau Wai Constituency and he did not request the Police to combat illegal parking at the 2nd TTC meeting on 17 March. He said the Police, when making elaboration on the enforcement process, did not mention at the 2nd meeting that the drivers needed to be informed of the name of the District Council member requesting enforcement actions. He doubted whether that police constable improperly mentioned the name of the District Council members who requested for crackdown actions on illegal parking to the drivers when serving summons. He doubted that police constable had committed a misconduct and made false statement. He asked the Police to elaborate the way the incident was handled and apologise in case of any improper handling of

cases.

119. **Mr HO Hin-ming** mentioned the procedures of the meeting and pointed out that the question raised by **Mr TSANG Kin-chiu** was not related to the matters under discussion. He viewed that a separate paper should be prepared for discussion and asked the Chairman to make a ruling on it.

120. **The Chairman** stated that according to Order No. 13(7) of the Kowloon City District Council Standing Orders (Standing Orders), Members should not raise issues apart from matters for discussion. As he stated at the start of the discussion on the agenda item that items in respect of illegal parking would be combined for discussion and matters in relation to illegal parking in the district could be raised, he ruled that Mr TSANG Kin-chiu made his statement in accordance with the procedures of the meeting.

121. **Ms LEUNG Yuen-ting** requested that the original agenda item under discussion before the question by **Mr TSANG Kin-chiu** was addressed first.

122. **The Chairman** invited department representatives to first respond to the items in Paper No. 56/20 and No. 57/20 and then the Police would respond to the query by Mr TSANG Kin-chiu.

123. **Mr HO Chi-kin, Officer-in-charge, Traffic Team (Sau Mau Ping) of HKPF**, stated in his reply that the Police noticed the serious illegal parking problem in Kai Tak North and thus several strong action against illegal parking were taken so far. The Police served over 6 400 summons there from January to April this year and towed away 14 illegally-parked vehicles that caused obstruction to traffic. The Police would continue to take note of the traffic condition there and would strengthen enforcement against illegal parking.

124. **Ms Ada YAU, Engineer/Kowloon (Housing and Planning 3) of TD**, stated the Department had issued a works order to HyD which would install iron posts at the pedestrian crossing and the walkway of the vehicular access at Muk Chun Street and move the railings for the exclusive use of the fire engines to the roadside to prevent vehicles parking on the walkway. The works were expected to be completed by the third quarter of this year.

125. **Mr YIP Yuk-tsang of HyD** stated that the works order for the installation of

iron post at Muk Chui Street and Muk Chui Street from TD was received and the works would be completed in the third quarter of this year.

126. **Mr HO Chi-kin of HKPF** stated that the intersection between Junction Road and Broadcast Drive was within Wong Tai Sin Police District and Members were requested to refer to its written reply issued earlier.

127. **Mr PO Yiu-wa of HKPF** provided a reply to **Mr TSANG Kin-chiu's** enquires, saying that no information was available at present and his enquires would be forwarded to the supervisor of PC No. 26689 for a reply.

128. **Mr TSANG Kin-chiu** enquired whether there was a need to disclose the name of the District Council member requesting summons against the drivers of illegally-parked vehicles by the Police in the course of serving summons.

129. **Mr PO Yiu-wa of HKPF** replied that there was no need to provide the name of the District Council member in the course of serving summons by the Police.

130. **The Chairman** requested that the written reply be circulated to Members for information by the Secretariat later.

131. **Mr HO Hin-ming** hoped that the illegal parking problem at the intersection between Junction Road and Broadcast Drive would be referred to Wong Tai Sin Police District for follow-up action and reply.

132. **Mr HO Chi-kin of HKPF** replied that the case was already referred to Wong Tai Sin Police District for action.

Opposition to the Further Issuance of Private Driving Instructors' Licences before the Re-planning of the Driving Test Routes in Ho Man Tin by the Government

(Paper No. 58/20)

133. **Mr Joshua FUNG** introduced Paper No. 58/20.

134. **Mr Ken LEUNG, Senior Executive Officer/Driving Test 1 of TD** replied as follows:

- (i) the licensing proposal was a territory-wide review to examine mainly the demand for service of driving instructors in the territory and the findings showed that there were not enough driving instructors under the present testing system and thus a suggestion to issue more licences was recommended;
- (ii) as time was needed for the preparations for further issuance of licences, there was no immediate increase of tests in a certain district. Even if there was further issuance of licences in the future, the driving instructors would not provide driving instructions instantly and would not provide instructions in Ho Man Tin District altogether. Thus, there should be no worries of Members that it would cause traffic congestion; and
- (iii) as each testing centre would have limits on the maximum number of tests to be taken, there would be no unlimited increase in tests as a result of the further issuance of driving instructor licences.

135. **Ms Jakki MAK** pointed out what was stated in point (i) and (ii) above that there was no impact on the traffic in Ho Man Tin following the further issuance of licences were estimations which was unconvincing. She stated that at present serious traffic congestion was caused by learner drivers in Ho Man Tin and a majority of its residents were opposed to the further issuance of licences by the Department.

136. **Mr Wong Wing-kit** pointed out that TD failed to answer the questions raised by Members in the paper including the test quota, the monthly limit of learner drivers taking part in the driving test, etc. He said that far-reaching impact was caused by driving learning in Ho Man Tin and opined that the problem would aggravate before a limit or an adjustment of quota was made. He asked TD to provide relevant data for better understanding of Members.

137. **Mr Joshua FUNG** stated that this did not imply a permanent freeze on the further issuance of driving instructor licences to ensure a stable number of instructors. However, as a Kowloon City District Council (KCDC) member, he needed to reflect to TD the problem caused by learner drivers in Ho Man Tin District and the problem would grow worse in the wake of the completion of new residential homes in the district. Before any major changes were made to the regulation and limit imposed on driving learning by TD, Members were gravely concerned that the further issuance

of driving instructor licences would worsen the traffic problem in the district and he also enquired about the quota of the three driving test centres in the district and whether limit would be placed on the number of learner drivers.

138. **Mr Ken LEUNG of TD** reiterated that, at present, there were limits on the number of driving tests conducted by the three test centres and adjustments by the Department would be made in the light of relevant traffic conditions. For the time being, no specific information could be provided and Members would be informed further after the meeting. It was comparatively difficult to introduce a limit by setting a quota as a result of the trend of increase in learner drivers in recent years and if there was a quota for each driving test centre, there would be difficulties in arranging learner drivers to take driving tests. Notwithstanding that, TD would make reasonable use of the test centres and try to strike a balance.

139. **Mr Pius YUM** requested TD to provide data on the passing rate of the driving tests in order to examine whether the passing rate was affected when driving tests were centralised in the urban area.

140. **Mr Joshua FUNG** understood TD's position and Members had no intention to stop learner drivers from taking driving tests in the centre in Ho Man Tin but he hoped that TD, as the managing party, would impose limitation measures such as learner drivers preferring to take the test at some favourable centres had to wait for a longer period of time. In addition, he hoped that TD would provide relevant data to the Secretariat after the meeting for information by Members.

141. **Mr CHAK Ka-lin, Senior Driving Examiner of TD** replied that under the present testing system, driving test candidates could not choose the test centre freely but by allotment by TD's computer. As such, the candidates would be averagely allotted to different test centres. TD had taken different measures previously such as asking the driving instructors not to provide instruction on the driving test routes when the learner driver began to learn driving and instead, relatively remote locations should be chosen. They could then take the learner driver to the test route for a site visit before the test after they had grasped basic driving skills and driving instructors were asked to adhere to such arrangements. As for contravention on the part of the driving instructors, TD and the Police had taken action to address the problem in the past years and the latest one took place on 20 May when joint actions against contravention were taken with the West Kowloon Traffic Task Team and the Traffic Team of Kowloon City during which 98 summons were served and two penalty

tickets were issued to the driving instructors and learner drivers committing offences. TD would also continue to closely monitor the situation and take joint actions against contravention with the Police when required.

142. **Mr Ken LEUNG of TD** supplemented that though the test centre was allotted and arranged by the system, candidates could state in their application form to take the test on Hong Kong Island, in Kowloon or in New territories. Supplementary data on the passing rate would be provided after the meeting. However, it was pointed out that many factors would affect the passing rate such as personal factors of candidates, their driving skills, emotion, road situation, etc.

**The Problem of Vehicle Noises and Speed Control on the East Kowloon Corridor
(Paper No. 59/20)**

**Request for Enhancing Control on Noise Nuisances Caused by Sports Cars at
Midnight**

(Paper No. 60/20)

**Concern about the Noises Generated by Private Vehicles after the Illegal
Installation of Sounding Exhausts**

(Paper No. 61/20)

**Request to the Department for Handling the Problem of Illegal Motor Racing on
the East Kowloon Corridor Seriously**

(Paper No. 62/20)

**Concern over the Complaints on Disturbances Caused by Illegal Modification of
Vehicles and Illegal Motor Racing in Kowloon City District**

(Paper No. 63/20)

143. **The Chairman** stated that as the agenda item under Paper No. 59/20 was raised by him, he thus requested **Mr Joshua FUNG, the Vice-chairman** to chair the discussion this agenda item.

144. **Mr LEE Hin-long** introduced Paper No. 59/20 and raised the following views/enquires:

- (i) he pointed out that HyD's reply was same as that in response to the enquires by LegCo ten years ago and he enquired whether there were any new techniques conducive to solving the technical problems encountered in the installation of noise barriers on the East Kowloon

Corridor. It was also stated that noise nuisance had caused long-term disturbance to the residents in the district. He learnt that full noise enclosure was installed in a section of the West Kowloon Corridor off Prosperous Garden and requested HyD to conduct studies by referring to the relevant approach and provide relevant data; and

- (ii) he showed dissatisfaction over the reply of EPD which lacked information on the actual level of noise nuisance caused to the buildings and believed that the noise level at the East Kowloon Corridor was certainly over 70 decibels. He requested EPD to conduct noise nuisance test at different buildings at the above location at different time slots especially at midnight and hoped that the Assistant District Officer (Kowloon City) would help relay his request to EPD.

145. **Mr CHEUNG King-fan** introduced Paper No. 60/20 and pointed out that there was often vehicle noise nuisance in the area around Kai Shing Road. The residents suspected that it was caused by illegal modification of vehicles and illegal motor racing and requested the relevant departments to enhance enforcement and impose speed limits at different time slots.

146. **Dr KWAN Ka-lun** introduced Paper No. 61/20.

147. **Miss CHAU Hei-man** introduced Paper No. 62/20 and raised the following views as follows:

- (i) she stated that residents reflected that there were illegal racing activities nearly every night until early morning in March and April this year and residents as far as Ka Wai Chuen and Ma Tau Wai Road were disturbed by the noise nuisance generated by illegal motor racing on the East Kowloon Corridor; and
- (ii) as for illegal modification of vehicles, many residents said there were vehicles with modified exhausts coming out from around Tai Wan Road, Phase 2 of Hung Hom Estate and she requested the departments concerned to provide information about feasible measures to combat illegal vehicle racing and modification of vehicles.

148. **Mr Pius YUM** introduced Paper No. 63/20.

149. **Mr HO Chi-kin of the Police** responded to Paper No. 60/20 by saying that Kai Shing Road was not an illegal motor racing blackspot but **Mr Cheung King-fan's** concerns were referred to Traffic Kowloon East which had all along been taking stringent measures against illegal racing. From May 2019 to April 2020, the Police received three complaints against illegal racing in the Kwun Tong Bypass area and conducted 423 anti-speeding operations at the above location last year including the use of laser guns, digital radars and invisible cars and a total of 21 000 fixed penalty tickets were issued and 25 drivers were arrested. Stringent enforcement actions against speeding and dangerous driving were taken by the Police at irregular intervals. Vehicles with suspected modification were sent to the vehicle detention centre for examination and the offenders would be subject to prosecution based on the findings of the examination. Through the information collected, the Police would also make effective and strategic arrangements to combat various related traffic offences.

150. **Mr PO Yiu-wa of HKPF** responded to Papers No. 59/20, 61/20, 62/20 and 63/20, stating that a total of 90 vehicles suspected to have undergone modifications were towed away by Traffic West, Kowloon West Region from 2018 to 2019 and a number of “defective vehicle reports” were issued. Over 60 vehicles were referred to TD for follow-up actions. From January 2020 up to now, several detection operations were conducted by the Police in Kowloon West including the East Kowloon Corridor, Hung Hom Road, Hung Hom Bypass, etc. by the use of laser guns, radar, invisible cars and police cars with recording function during the operations and patrols and 2 320 fixed penalty tickets were issued and relevant prosecution was initiated.

151. **Mr MACK Ting-kai of TD** replied as follows:

- (i) in response to Paper No. 61/20, speeding cameras would be installed at the junction of Hung Hom Road and Tak Man Street but the road signs nearby needed to be removed first. The works order was approved and the works were expected to complete within this year;
- (ii) TD received a total of 9 895 “defective vehicle reports” in 2019 and they were handled and followed up in accordance with established

procedures and 3 760 vehicles were unable to pass the examination;

- (iii) regarding the problem of speeding and illegal vehicle racing on the East Kowloon Corridor, as it involved Kai Tak Tunnel, TD had made contact with officers of relevant groups. A number of traffic facilities were under review including studies on the installation of directional signs, new installations and feasibility of installing speeding cameras at Chatham Road North in order to improve the incident of illegal racing; and
- (iv) as for the issue of vehicle modification, all first registration vehicles had to comply with the noise control regulations under the Road Traffic Ordinance with the installation of silencers. Under the Road Traffic (Construction and Maintenance of Vehicles) Regulations, vehicle silencers must be in good and effective operation and in no way be changed to avoid emission of excessive noise by vehicles. Section 18 of the Road Traffic Ordinance provided that the police, with reasonable doubt, were empowered to refer vehicles suspected to emit excessive noise to TD's examination centres for examination. If illegal modification was found, prosecution would be initiated by the Police under relevant procedures and in case members of the public suspected that noise nuisance was caused by the modification of silencers, they could report it by calling the Government Hotline 1823 or completing the "Defective Vehicle Report" form. TD would issue an examination order requiring the vehicle owner to send his vehicle to the vehicle centre for examination under Section 79 of the Road Traffic Ordinance.

152. **Mr YIP Yuk-tsang of HyD** responded to Paper No. 59/20, saying that as the East Kowloon Corridor was built many years ago, its structure might not be able to bear the additional load brought about by the addition of noise barriers and there was not sufficient space for the erection of independent structures to support the noise barriers on the ground along the two sides of the flyover. The present ground space was also not sufficient for reinforcement works for the flyover. Thus no noise barriers could be built at the East Kowloon Corridor. In spite of that, HyD had paved low-noise materials on the relevant sections of the East Kowloon Corridor in order to mitigate noise nuisance caused to nearby residents. HyD supplemented that resurfacing works on relevant sections of the East Kowloon Corridor were completed

at the beginning of the year.

153. **Dr KWONG Po-yin** stated that Paper No. 61/20 mainly centred on the “sounding exhausts” and the vehicle modification problem. She pointed out that online clips showed that very loud noises were produced even though the vehicles were not running at high speed and this often happened at midnight. It caused very great disturbance to the residents and though they were awoken, they could not see the plate number of vehicles when they went to the window side. Therefore, they lacked information of the vehicles to report the incident to TD. She requested TD to conduct random check and examine vehicles or requested the installation of non-detachable silencers on vehicles. She also pointed out that it was difficult to contact the traffic department of the Police for enforcement actions at night and the problem continued because of insufficient enforcement power by the Police. She stressed that speeding cameras failed to control the noise nuisance problem not caused by speeding and requested TD and the Police to study to amend and improve the ordinance such as the inclusion of random checking mechanism and the mandatory installation of non-detachable silencers.

154. **Mr LEE Hin-long** put forward the following views:

- (i) he understood that it was impossible to install noise barriers at the East Kowloon Corridor because of its structure. However, the study was conducted and the reply was made 11 years ago. It was hoped that HyD would explore whether there were new techniques lately contributing to the mitigation of the noise nuisance problem in the district and provide detailed information in future replies; and
- (ii) he suggested TD to consider other traffic control measures such as sectional closure of the corridor or conducting a review and amend the regulations to impose different speed limits at different time slots, etc. and it was hoped that the authorities concerned and the Department would listen to the views of residents and seriously consider reviewing relevant measures for improvement.

155. **Mr MA Hei-pang** enquired TD about the feasibility of installing speeding cameras on the East Kowloon Corridor and whether there was any height limit for the installation of laser guns by the Police.

156. **Mr MACK Ting-kai of TD** replied that a review on the installation of a number of traffic facilities including the feasibility of additional speeding cameras on the East Kowloon Corridor was being conducted. The Department noted **Mr LEE Hin-long's** and **Dr KWONG Po-yin's** request on reviewing the present legislation such as modification and improvement to the regulations for voluntary random checking of vehicles, etc. and the suggestions would be referred to the Department for study by his colleagues.

157. **Mr YIP Yuk-tsang of HyD** noted **Mr LEE Hin-long's** suggestions.

158. **Miss CHAU Hei-man** pointed out that the problems of illegal motor racing and vehicle modifications had long existed and the suggestions proposed at present were not new. She was regretted that the relevant facilities were still under study by the Department. She failed to understand the hindrance for the installation of speeding cameras and agreed that the problem could only be uprooted by reviewing and improving the legislations. She was of the view that the Department failed to propose a suitable option at the present meeting and requested for continued discussion of the agenda item at the next meeting so that a concrete reply would be provided by the Department.

159. **Dr KWONG Po-yin** requested that a letter be sent to the Transport and Housing Bureau (THB) in the name of KCDC to reflect to it the disturbance caused by noise nuisance generated by motor vehicles. Since the problem had existed for years and had great impact on the residents of the district, it was hoped that THB would make efforts to uproot the problem and prevent it from recurrence year by year.

160. **The Acting Chairman** instructed the Secretariat to send a letter of THB to reflect to it the problem after the meeting in the name of KCDC.

161. **Mr MA Hei-pang** thanked TD for promising to review the feasibility of a number of facilities in respect of the problem of noise nuisance at the East Kowloon Corridor and suggested TD to make reference to UK's pilot scheme on the installation of noise nuisance cameras in June which aimed at videoing and recording the noise nuisance caused by sports cars and to review the feasibility of its introduction in Hong Kong. In addition, he enquired the Police whether there was any height limits for the installation of laser guns.

162. **Mr MACK Ting-kai of TD** stated that as there was no information on the

installation of speeding cameras for the prevention of noise nuisance by motor vehicles, he would forward Mr MA's suggestions to his colleagues for study.

163. **Mr PO Yiu-wa of HKPF** replied that the firing range of the laser guns installed by the Police at present varied from 15 to 1 200 metres and he stated that site selection was of paramount importance and had no direct relation with height limits.

164. **Mr LEE Hin-long** viewed that inadequate information was provided in the reply by the Department and suggested to include the relevant item into the agenda items of the next meeting.

165. **The Acting Chairman** stated that as there was no objection from Members, agenda items 27 to 31 would be included into the agenda items of the next meeting.

Further Request for the Addition of Traffic Lights and Zebra Crossings at the Junction of Cornwall Street and Beacon Hill Road

(Paper No. 64/20)

Request to TD for Giving an Account on the Progress of the Implementation of Traffic Control Measures in Ho Man Tin District

(Paper No. 65/20)

Request for Following up the Pedestrian Crossing Facilities at Concorde Road in Kai Tak

(Paper No. 66/20)

Request for Extending the Duration of Green Signals of Vehicle Traffic Lights on Lung Kong Road during Peak Hours and Improving Traffic Congestion at Argyle Street Roundabout

(Paper No. 67/20)

Request for Curbing the Persistent Problem of Vehicles Occupying Pedestrian Crossings During Green Signals of Pedestrian Traffic Lights on Nga Tsin Wai Road near Lion Rock Road in Order to Prevent Vehicle-pedestrian Conflicts and Accidents

(Paper No. 68/20)

Concern over the Problem of Vehicles Making Illegal Right Turns from Dock Street to Tak Man Street

(Paper No. 69/20)

166. **Mr HO Hin-ming** introduced Paper No. 64/20.

167. **Mr Joshua FUNG** introduced Paper No. 65/20.

168. **Mr CHEUNG King-fan** introduced Paper No. 66/20.

169. **Mr NG Po-keung** introduced Paper No. 67/20 and 68/20.

170. **Mr Pius YUM** introduced Paper No. 69/20.

171. **The Chairman** stated that he had sent a letter to TD, requesting it to add road crossing facilities at the junction of Chatham Road North and Kiang Hsi Street as there were repeated complaints by kaifongs and shop operators that there were vehicles illegally turning from the north-bound lane of Chatham Road North up to Kiang Hsi Street and there were many vehicles from outside the district making left turn at the above location during holidays. However no positive reply was given by TD and he enquired TD whether it would consider improving the traffic facilities at the above location including erecting no left turn sign and placing kerbstone along the pedestrian walkway to prevent vehicles from turning left.

172. **Mr PO Yiu-wa of the Police** replied as follows:

- (i) in response to Paper No. 67/20, he said findings of the inspection undertaken by the Police in Lung Kong Road were identical with those by Mr NG Po-keung and there was always traffic congestion off the bus top at Mikiki during rush hours and the congestion was up to the Olympic Avenue as the road capacity there could not cope with the volume of traffic well. The Police conducted a site visit with TD and discussed improvement measures with it. At present, the Police undertook video recording near Lung Kong Road for enforcement purposes and prosecuted the offending vehicles picking up / letting off passengers in the restricted area; and
- (ii) in response to Paper No. 68/20, he said traffic congestion could not be avoided instantly by the excessive traffic flow and volume in Nga Tsin Wai Road and Lion Rock Road area and the Police started enforcement actions in the whole urban centre of Kowloon City at irregular intervals at the beginning of this year.

173. **Mr MACK Ting-kai of TD** responded as follows:

- (i) about the illegal left turn by vehicles at Chatham Road North, TD provided written replies to the Chairman earlier and he would follow up the matter after the meeting. At present, there was a no-entry sign at the junction of Kiang Hsi Street as well as double white lines and hatched markings on the road to remind drivers to give way and not to turn left into Kiang Hsi Street when driving out from the road junction. The Department conducted a site visit and fading of the double white line and hatched marking was found and thus a re-painting works order was issued to HyD;
- (ii) at present, south-bound vehicles from Dock Street to Wuhu Street could only go straight forward and were not allowed to turn right to Wuhu Street or turn left to Tak Man Street. There were different traffic and road signs at the above location including only going forward sign and road marking and the traffic light also carried a go forward arrow. No contravention was found by the Department during the site visit and it would continue to monitor the situation; and.
- (iii) the Department found during its site visit that the go-forward traffic sign at Wuhu Street was partly blocked or blocked by the present street name plate and thus consideration would be made to elevate the present traffic sign to make it clearer.

174. **Ms Christine LUK of TD** stated that attention had all been paying to the traffic situation at the junction of Cornwall Street and Beacon Hill Road and a review was made on the feasibility of switching to traffic light control at the junction. However, as traffic flow was relatively heavy at that location and there was little distance to Kent Road, traffic congestion might be caused if there was traffic light at Beacon Hill Road. Notwithstanding that, TD added slow markings and directional signs at the kerbside to remind drivers the traffic condition at the junction ahead and repeatedly reviewed whether there was sufficient sightline for driving from Beacon Hill Road to Cornwall Street. The Department had issued a works order to HyD for improvement works at that junction but as the improvement works involved road expansion, longer time was required. It was believed that HyD would commence the works as soon as possible.

175. **Ms Ada YAU of TD** replied that close monitoring/coordination was accorded by the Department to the pedestrian crossing off the community centre near Trade and Industry Tower. As no objection was received by TD during its local consultation, the above crossing would be changed to control by traffic signals. Funding arrangements were being made at present and the works would commence once approval was given and follow-up actions with relevant departments would be taken. The Department would keep Members informed once the timetable was confirmed.

176. **Mr YIP Yuk-tsang of HyD** replied that the Department had received the works order for the addition of double yellow lines and relevant traffic signs at the junction of Waterloo Road and Pui Ching Road and the works were expected to be completed at the end of June.

177. **Ms Christine LUK of TD** supplemented as follows:

- (i) district consultation to add double yellow lines at the junction of Waterloo Road and Ho Man Tin Street was complete and a works order was issued to HyD;
- (ii) consultation to add a No-stopping Restriction Zone from 7 a.m. to 7 p.m. at Man Fuk Road and Man Wan Road was completed and three affirmations and one objection were received and TD was now handling the objection views;
- (iii) TD had a site visit at Kowloon City Roundabout and found that the congestion there was mainly caused by the illegal picking up / letting off passengers and illegal parking on Lung Kong Road. The Department would continue to ask the Police to enhance enforcement in a bid to improve the condition; and
- (iv) after inspection, it was found that the traffic light at Lung Kong Road provided sufficient time for the vehicles driving past, but there was a short distance at Nga Tsin Wai Road junction with many activities of passenger picking up / letting off passengers and cargo loading / unloading activities and a long queue of passengers waiting for taxis there. Thus, traffic flow at the location was affected. In view of that, TD would study whether to add a 24-hour No-stopping Restriction

Zone at Nga Tsin Wai Road junction with the aim of improving the situation;

178. **Mr Joshua FUNG** put forward the following enquiries and views:

- (i) he learnt that TD issued the works order in respect of the intersection between Waterloo Road and Pui Ching Road on 25 October last year. It was then expected that the works would be completed in the first quarter of this year. He enquired about the reasons for its delay to the end of June;
- (ii) when HyD would commence the works; and
- (iii) the ways to handle the objection against the addition of a No-stopping Restriction Zone at Man Fuk Road and Man Wan Road and the progress of it.

179. **Mr NG Po-keung** stated that the problem at Nga Tsin Wai Road was caused by the slow flow of vehicles waiting at the traffic light at Hau Wong Road during which there were other vehicles approaching. As such, many vehicles were stuck at that location until the pedestrian crossing green signal was on. He enquired the Department whether it would extend the duration of the green signal for vehicles.

180. **Ms Christine LUK of TD** stated that regarding the objection against the addition of a No-stopping Restriction Zone at Man Fuk Road and Man Wan Road, efforts were made by the Department to understand the reasons for the objection by complainants and exploring other ways to lift their doubts so that the works could commence as soon as possible. In addition, the Department was of the view that traffic at Nga Tsin Wai Road was affected by the many loading and unloading activities there. Therefore, it would first consider the addition of a 24-hour No-stopping Restriction Zone to see whether there would be improvements.

181. **Mr YIP Yuk-tsang of HyD** in his reply pointed out that the works were delayed because the epidemic hindered the delivery of the construction materials to Hong Kong and the Department had urged the contractor to catch up with the schedule. As for the addition of double yellow lines at the intersection between Waterloo Road and Ho Man Tin Street, HyD stated it had just received the works order from TD and further information would be provided after a review on the details

and overall timetable of the works.

182. **Mr Pius YUM** stated that he noticed some members made private contact with the representatives of departments when they left the meeting earlier on and viewed that it would affect the normal conduct of the meeting.

183. **Mr NG Po-keung** enquired about the exact location of the No-stopping Restriction Zone.

184. **Ms Christine LUK of TD** replied that the No-stopping Restriction Zone would be located on the four corners of the intersection to avoid impact on traffic by drivers carrying out loading and unloading activities near the traffic signal.

Call for the Government to Follow up the Defects in the Works of the Shatin to Central Link Constantly to Ensure the Safety of the Railway Service in the Future

(Paper No. 70/20)

185. **Mr Pius YUM** introduced Paper No. 70/20 and was dissatisfied that MTR did not send its representative to the meeting. He suggested the agenda item be handed over to the Working Group on Matters Relating to Railways for discussion at its meeting to facilitate direct replies by MTR.

186. **The Chairman** stated that a notice of the first meeting of the Working Group on Matters Relating to Railways was sent to its members. He also reminded Members that three working groups would conduct their first meeting in that afternoon. He was worried that if the meeting of the Working Group on Matters Relating to Railways was too long, the meetings of the other two working groups might be affected. He suggested that the way to follow up the matter be considered by the chairman of the Working Group on Matters Relating to Railways upon his election. He instructed the Secretariat to forward the agenda to the Working Group on Matters Relating to Railways for follow-up actions.

187. **Mr Pius YUM** agreed to the above follow-up arrangements.

Date of Next Meeting

188. **The Chairman** declared that the next meeting would be held at 2:30 p.m. on

9 July 2020 (Thursday) and the deadline for the submission of papers was 22 June. **The Chairman** declared that the meeting was adjourned at 7:20 p.m.

189. The minutes of this meeting were confirmed on _____ 2020.

Chairman

Secretary

Kowloon City District Council Secretariat
June 2020