

**Minutes of the 13th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 22 January 2026 (Thursday)
Time: 3:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHO Wui-hung, MH
Vice-chairman: Mr HE Huahan, MH
Members: Mr TING Kin-wa, MH
Mr LEE Chiu-yu
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
Ms WONG Man-lei, Vivian
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr LAI Yin-chung
Mr KWAN Ho-yeung, MH

Co-opted Members: Mr WU Ming-tai
Mr SIU Tin-hung

Secretary: Miss LAU Ka-yiu, Executive Officer (District Council)1, Kowloon City District Office

In Attendance:

Mr CHAN Yat-kin, Senior Liaison Officer (District Kaiser Liaison)1, Kowloon City District Office

Mr TONG Lok-tung, Anson	Senior Transport Officer / Kowloon City, Transport Department
Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr CHEUNG Wai-chi, Eddy	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-ye, Jenny	District Engineer / Hung Hom, Highways Department
Mr NG Chi-sing	Officer-in-charge of Traffic Team, Kowloon City District, Hong Kong Police Force
Mr CHU Chi-wai	Officer-in-charge of Traffic Team, Sau Mau Ping District, Hong Kong Police Force

Attendance by Invitation:

Item 2	Mr Alvin KEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
	Mr Thomas CHAN	Corporate Affairs Officer, Citybus Limited
Item 4	Mr LI Chi-him, Samson	Executive Officer I (District Management), Kowloon City District Office
	Mr KWAN Ming- yeung, Sunny	Engineer / Yau Tsim, Transport Department
Item 8	Mr CHAN Chi-fung	Senior Executive Officer / Driving Test 1, Transport Department
	Mr WONG Fai	Senior Driving Examiner 2, Transport Department

Opening Remarks by the Chairman

1. **The Chairman** of the Traffic and Transport Committee (TTC) welcomed all Members and representatives of departments to the 13th meeting of the TTC.
2. **The Chairman** reminded Members to register their interests in accordance with the stipulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders) and stated that, if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights, profession or investment, Members should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.
3. **The Chairman** stated that in accordance with Order 80(1) of the Standing Orders, the quorum at any meeting of a committee should be half of the total number of members of the committee provided that District Council members must constitute half or more of the members attending the meeting. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the stipulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of three speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to switch off their mobile phones or turn the ringers to vibration notification to avoid causing disturbances to the meeting.

Item 1

Confirmation of Minutes of the 12th Meeting

4. **The Chairman** announced that the minutes of the 12th meeting were unanimously endorsed by the committee without amendments.

Item 2

Proposal Concerning the Upgrade and Optimisation of Public Transport in Kowloon City District

(TTC Paper No. 1/2026)

5. **A Member** introduced the Paper.

6. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon Motor Bus Company (1933) Limited (KMB), the Citybus Limited (Citybus) and the Transport Department (TD), i.e. Documents No. 10, 12 and 13 tabled.

7. **The representative of the KMB** replied with the main points as follows:

- (i) the KMB had submitted an application to the TD regarding the proposal to install an additional shelter for the bus stop on Fessenden Road. However, due to the relatively narrow footpath space at the location, its objective conditions did not support the related works;
- (ii) regarding the design of seats at covered bus stops, the KMB had to consider multiple factors for the design and material selection, such as durability of the materials, safety and daily cleaning and maintenance. The KMB's current standards for bus stop seat designs met the aforementioned requirements and were approved by the TD for application. The KMB noted Members' suggestions regarding the new seat designs and other proposals to improve bus stop facilities. These would be incorporated as technical references for future facility upgrades and would be studied when resources and technical conditions permitted;
- (iii) the KMB had completed on-site inspections and traffic assessments regarding the suggestion for an additional bus stop on Shansi Street for Routes No. 101, 111, 107 and 116. The distance between the bus stops on Pak Kung Street and Shansi Street was approximately 200 metres. The current bus stop arrangement for cross-harbour routes in the vicinity of To Kwa Wan maintained a balance between efficiency and convenience. An additional bus stop would extend the travel time of the relevant routes and would inevitably affect the smooth road traffic of the location, which must be carefully considered. At the current stage, the KMB suggested retaining the current arrangements to ensure service stability and passenger experience. The KMB would pay attention to passengers' travel patterns and the pedestrian environment along the route. Timely reviews on feasible improvement proposals would be conducted with the TD; and

- (iv) in response to community concerns about comfort when waiting at bus stops, the KMB had submitted an application to the TD to install seats at the bus stop on Shansi Street. The application was currently pending departmental approval.

8. **The representative of the Citybus** stated that they noted Members' suggestion regarding an additional bus stop on Shansi Street for jointly operated buses heading to Kowloon, i.e. Routes No. 101, 107, 111 and 116. The Citybus would continue to pay attention to the usage of the related routes and examine the feasibility of rearranging adjacent bus stops to facilitate passengers.

9. **The representative of the TD** replied with the main points as follows:

- (i) due to the relatively narrow footpath space at the bus stop on Broadcast Drive near Fessenden Road, the additional installation of a shelter and related facilities were not possible at the bus stop. The KMB also stated that they noted Members' suggestions about bus stop seat designs and other measures to optimise bus stop facilities. These would be incorporated as technical references for future facility upgrades and would be studied further when resources and technical conditions permitted;
- (ii) regarding Members' suggestion to arrange for an additional bus stop on Chatham Road North (northbound) at Shansi Street for Cross Harbour Routes No. 101, 111, 107 and 116, the preceding bus stop of these bus routes (i.e. the bus stop located on Pak Kung Street) was only about 200 metres from the proposed bus stop on Shansi Street. The addition of an intermediate stop would extend the travel time of the aforementioned routes and affect road traffic. After studying the suggestion with the bus companies, the Department suggested that the current bus stop arrangement should be retained at the present stage. Nevertheless, the Department would continue to closely monitor the operation of the relevant bus routes and passengers' travel patterns. The bus stop arrangements would be reviewed in a timely manner; and
- (iii) the Department was currently following up on the proposal to install additional seats at the Shansi Street bus stop submitted by the KMB.

10. **Members** raised the following views and enquiries:

- (i) the footpath space slightly ahead of or behind the current bus stop on Fessenden Road were both relatively wider. It was suggested that the bus stop should be relocated to a suitable position to allow for the installation of an additional shelter;
- (ii) the distance between the bus stops on Pak Kung Street and Lok Shan Road was approximately 500 to 600 metres. It was therefore suggested that the Department and the bus companies should consider establishing an additional bus stop between the two locations to maintain a distance of approximately 200 metres between each stop, thereby facilitating access for people in need; and
- (iii) it was suggested that the Department and the bus companies should provide a timeline for the improvement works at various bus stops in the district to facilitate the public monitoring of the progress.

11. **The representative of the TD** stated that Members' views were noted. The TD would maintain communication with the bus companies and study the feasibility of the relevant suggestions. Members would be provided with related information in a timely manner.

12. **The Chairman** thanked the Department for their response and declared the agenda item closed.

Item 3

Concern over the Planning of Parking Spaces for Tourist Coaches

(TTC Paper No. 2/2026)

13. **A Member** introduced the Paper.

14. **The Chairman** invited Members to refer to the written replies furnished by the TD and the Lands Department, i.e. Documents No. 9 and 14 tabled.

15. **Members** raised the following views and enquiries:

- (i) the Drainage Services Department's lease for the site at Hung Hom Urban Park would expire in the fourth quarter of 2026. Enquiries

were made on whether the Department's site at the Cross Border Coach Terminus on Wa Shun Street would be developed concurrently after the return of the site. The development plan and timeline of the site were also enquired; and

- (ii) an enquiry was made on the works progress of the underground car park on Hung Lok Road.

16. **The representative of the TD** replied with the main points as follows:

- (i) the Department had always paid attention to the provision of coach parking spaces in the district and had been gathering views on parking facilities from residents, the industry and representatives of various parties. The Department would complement the development and redevelopment needs of the district and would comprehensively consider the provision of suitable parking spaces, including those for tourist coaches, at various locations;
- (ii) regarding the site at the Cross Border Coach Terminus on Wa Shun Street mentioned in the Paper, it was learnt that the Development Bureau had planned to recover and transform it into a rest garden. The related departments had commenced coordination with the aim of being well-prepared before the recovery of the site. Meanwhile, the provision of coach parking spaces in the district was also being studied to complement the development needs;
- (iii) regarding long-term planning, the Department would primarily rely on development and redevelopment projects due to the lack of large idle sites in the district and the generally busy road conditions. The Department would coordinate with related parties and require the provision of an appropriate number of coach parking spaces within or near the project sites at different stages to meet demand as far as possible; and
- (iv) regarding the works for the underground car park on Hung Lok Road, the related departments were actively coordinating and advancing the work.

17. **Members** suggested that the planning concept of the underground car park on Hung Lok Road should be incorporated into the planning for the site on Wa Shun Street. They would like the Department to note the relevant suggestion.

Item 4

Request for the Construction of an Additional Cover and the Provision of Additional Seats at Cheong Wan Road (the Section between Gillies Avenue South and Hung Hom Station)

(TTC Paper No. 3/2026)

18. **A Member** introduced the Paper and urged the Department to actively consider installing an additional cover and more seats for the road sections mentioned in the Paper in the future when resources permitted.

19. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon City District Office (KCDO) and the TD, i.e. Documents No. 4 and 11 tabled.

20. **The representative of the KCDO** replied with the main points as follows:

- (i) the Office conducted a site visit for the proposal to install seats on Cheong Wan Road in Hung Hom (the section between Gillies Avenue South and MTR Hung Hom Station). It was found that the relevant road section was quite long and that there were currently no seats along the section. Therefore, it was deemed suitable for installing seats for pedestrian use; and
- (ii) after a preliminary assessment, the Office identified two locations along the said footpath section that were suitable for the installation of seats. After consulting the relevant departments, the Office and the Works Section of the Home Affairs Department would install the seats where feasible to meet the needs of residents.

21. **The representative of the TD** replied with the main points as follows:

- (i) since the construction of walkway covers involved substantial resources, the Department would, given the limited availability of resources, assess the suitability based on a combination of factors, including pedestrian flow, footpath width and whether there was a

covered walkway nearby as an alternative route. According to the preliminary statistics and analysis on pedestrian flow, the pedestrian flow on Cheong Wan Road currently did not meet the related indicators. Members of the public could also use the nearby footbridge on Whampoa Street to travel to and from MTR Hung Hom Station. Therefore, the Department currently had no plan to install an additional cover at this road section; and

- (ii) the works to install additional seats for the bus stop on Cheong Wan Road was completed in mid-January this year.

Item 5

Concern over the Problem of Tourist Coaches at Tai Wan Road Reversing into Wai Wan Lane

(TTC Paper No. 4/2026)

Item 6

Request for the Provision of an Additional Zebra Crossing at the Pedestrian Crossing at Wai Wan Lane

(TTC Paper No. 5/2026)

22. **The Chairman** stated that since Item 5 and Item 6 were both relevant to the traffic problem in the vicinity of Wai Wan Lane, he announced that the two items would be discussed together after consulting Members.

23. **Members** introduced Paper No. 4/2026 and Paper No. 5/2026 respectively.

24. **The Chairman** invited Members to refer to the written replies furnished by the Hong Kong Police Force (HKPF) and the TD, i.e. Documents No. 1 to 3 tabled.

25. **Members** raised the following views and enquiries:

- (i) there was sufficient space outside the Traffic Kowloon West Operational Base of the HKPF for large vehicles to turn around. It was therefore suggested that the Department should install an additional “No Reversing” road sign at the railing of the bend off Hung Yat House of Hung Hom Estate to safeguard the safety of residents entering and leaving the area;

- (ii) many tourist coaches were parked along the relevant road section. Some tourist coaches did not even turn off their engines when they were parked. The Police was requested to take enforcement;
- (iii) the traffic speed in the vicinities of Tai Wan Road and Wai Wan Lane was relatively fast. Considering the relatively large elderly population living in Hung Hom Estate and the past traffic accident records of the pedestrian crossing on Wai Wan Lane, the Department was urged to study the feasibility of adding a zebra crossing at that pedestrian crossing and installing speed reduction road signs ahead and after the crossing;
- (iv) an enquiry was made on the number of fixed penalty notices (FPNs) issued to tourist coaches among the 460 FPNs mentioned in the written reply by the HKPF; and
- (v) given the narrow cul-de-sac section of Tai Wan Road, tourist coaches had to reverse after entering, which seriously affected the safety of residents entering and leaving the area. Therefore, to tackle the problem of tourist coaches reversing on that road section at its root, the Department was requested to prohibit tourist coaches from entering Tai Wan Road. An enquiry was also made on why the Department refused to add the “No Entry for Buses” sign.

26. **The representative of the HKPF** replied with the main points as follows:

- (i) officers of the Kowloon City Police District always paid attention to the traffic situation in the district, especially places in the district where many tourist groups dined and shopped. Therefore, to raise the awareness of attentive driving and road safety, the Police would distribute leaflets to members of the public and drivers at places that were frequented by tourists for publicity and education purposes;
- (ii) the Kowloon City Police District combatted illegal parking from time to time on Tai Wan Road and Wai Wan Lane from June to December last year, during which over 460 FPNs were issued to take out prosecution against offending drivers. The Police would provide supplementary information about the number of FPNs issued to tourist coaches after the meeting. During enforcement, the Police

would issue FPNs to all offending drivers indiscriminately without targeting specific types of vehicles; and

- (iii) the two traffic lanes on Tai Wan Road had a total width of approximately 6 metres, while the typical length of a tourist coach was approximately 11 to 12 metres. Therefore, after a tourist coach entered that road section, it was very difficult for it to turn around and exit. As a result, tourist coach drivers had to reverse slowly and safely to exit that road section. In addition, since there was currently an area for tourist coaches to pick up and drop off passengers on Wai Wan Lane, the Police agreed to the installation of an additional “No Entry for Buses” road sign at the entrance of the cul-de-sac section of Tai Wan Road to prohibit tourist coaches from entering that road section.

27. **The representative of the TD** replied with the main points as follows:

- (i) the Department was concerned about tourist coaches reversing to enter Wai Wan Lane from Tai Wan Road. After receiving related complaints earlier, the Department deployed officers to conduct site inspections at the aforementioned junction for multiple times between July and November last year to understand the actual situation;
- (ii) regarding the suggestion to install an additional “No Entry for Buses” road sign at the entrance of the cul-de-sac section of Tai Wan Road to prevent tourist coaches from reversing into Wai Wan Lane, the Department was of the initial view that the function of such a road sign was to prohibit buses from entering, rather than to prevent vehicles from reversing at the junction. It would not be able to specifically address situation of other types of vehicles, large or small, reversing at the junction of Tai Wan Road and Wai Wan Lane. Therefore, the Department did not recommend the installation of an additional “No Entry for Buses” road sign at this stage and would continue to coordinate with related departments to study for a more suitable solution;
- (iii) according to the Department’s observations, apart from tourist coaches, private vehicles and goods vehicles also reversed on that road section. If only tourist coaches were specifically prohibited

from entering that road section, it would mislead drivers of other vehicles into believing that the prohibition on reversing at that location only applied to tourist coaches;

- (iv) the Department did not have a road sign for “No Reversing”. However, the Department agreed with the Police’s suggestion to put an additional warning banner at the relevant location to remind drivers, including tourist coach drivers, to refrain from reversing at the junction; and
- (v) regarding the suggestion to add a zebra crossing at the pedestrian crossing on Wai Wan Lane, the Department had deployed officers to conduct site inspections. A survey on pedestrian flow was also completed in response to the suggestion raised in the Paper. The Department would formulate an enhancement proposal that suited the actual situation on the premise that the planning and design guidelines were complied with and the use of resources was considered.

28. **Members** raised the following views and enquiries:

- (i) enquiries were made on the standards, format and results of the Department’s survey on pedestrian flow;
- (ii) since there were many vehicle repair garages and industrial buildings in the vicinity of Tai Wan Road, goods vehicles needed to enter that road section for loading and unloading of goods. Although an area had been designated for tourist coaches to pick up and drop off passengers on Wai Wan Lane, tourist coaches still entered Tai Wan Road for pick-ups and drop-offs for convenience’s sake. With the remarkable development of the tourism industry, tourist coaches entering Tai Wan Road would become increasingly frequent. Given the busy pedestrian and vehicular flows in the vicinities of Tai Wan Road and Wai Wan Lane, it was necessary to prohibit tourist coaches from entering Tai Wan Road to prevent accidents from happening;
- (iii) considered that the installation of an additional “No Entry for Buses” road sign would have minimal impact on other users of that road section. The Department was requested to reconsider the relevant proposal; and

- (iv) this district had been plagued by the traffic problems caused by tourist coaches receiving tour groups for many years. Nevertheless, after the establishment of the Travel Industry Authority (TIA), the TIA had maintained communication with various stakeholders of the tourism industry and had deployed officers to conduct regular inspections at locations with more inbound tour group activities. Improvements to the related situation had been made. Given that tourist coach drivers and their associated travel agents were among the stakeholders of the industry, it was suggested that the Department should invite the TIA to participate in managing the problem of tourist coaches reversing on Tai Wan Road and to improve the related situation through the TIA's monitoring.

29. **The representative of the TD** replied with the main points as follows:

- (i) the Department would submit the related information after the compilation of the details and results of the pedestrian flow survey was completed; and
- (ii) the Department noted Members' views on the problem of tourist coaches reversing on Tai Wan Road and would continue to study the solutions that would properly tackle the relevant issue.

30. **The representative of the HKPF** replied with the main points as follows:

- (i) the Police understood that out of operational needs, some tourist coach drivers parked illegally while waiting to pick up tourists, which caused obstruction. During enforcement, if a driver was found to be still in the vehicle, the Police would advise the driver to leave immediately to restore smooth traffic as soon as possible. However, if the driver could not be found in the vehicle, the Police would take decisive enforcement action and issue an FPN to the relevant vehicle; and
- (ii) the Police had deployed officers to Winner Building on Tai Wan Road to speak with the management office staff to gain better understanding. The car park of the building provided adequate space for goods vehicles to load and unload goods. If a goods vehicle was found loading or unloading goods at the side of that road

section and caused traffic obstruction, the Police would advise the driver to move to a suitable location for loading and unloading of goods.

31. **Members** raised the following views and enquiries:

- (i) requested the TD to submit the related information about the relevant pedestrian flow survey as soon as possible; and
- (ii) reiterated that after goods vehicles finished loading and unloading goods on Tai Wan Road, they could drive to nearby industrial buildings to reverse and turn around. There was also adequate space on that road section for private cars to reverse and turn around given their smaller size and hence lowered risks for such manoeuvres. However, tourist coaches were large in size and long in body. Once they entered Tai Wan Road, they could only exit by reversing, which easily posed safety hazards. In addition, Wai Wan Lane currently provided a pick-up and drop-off area for tourist coaches. It was not necessary for tourist coaches to enter Tai Wan Road. Therefore, Members would like the Department to consider installing an additional “No Entry for Buses” sign to entirely prevent tourist coaches from entering Tai Wan Road and reversing on that road section at source.

32. **The Chairman** made a conclusion that he understood all parties were concerned about the safety of road users. He would like the departments to actively consider and study various effective solutions based on current road standards after listening to Members’ views to strike a balance between road safety and the needs of road users.

[Post-meeting note: The Secretariat had forwarded to Members the supplementary Papers from the TD and the HKPF on 11 February this year.]

Item 7

Concern over the Matter of Disturbances to Residents by Groups of Speeding Cars, Motorcycles and Bicycles at Shing Fung Road in Kai Tak at Night

(TTC Paper No. 6/2026)

33. **A Member** introduced the Paper.

34. **The Chairman** invited Members to refer to the written reply furnished by the HKPF, i.e. Document No. 7 tabled.

35. **Members** raised the following views and enquiries:

- (i) enquiries were made regarding the number of prosecutions carried out on Shing Fung Road and whether the Department would formulate long-term enhancement measures, such as stepping up publicity and education, installing closed-circuit television cameras, to address the relevant issues more effectively;
- (ii) during evening peak hours, vehicles near the vicinity of “Runway 1331” were often parked in the wrong parking spaces. It was suggested that the Department should deploy additional manpower for patrol during the relevant hours and carry out publicity and education; and
- (iii) apart from causing noise nuisance, cycling groups endangered their own safety and that of other road users with their bicycle modification, failure to install safety equipment such as front and rear reflectors in accordance with regulations, and behaviours such as riding without helmets. Since the impact was not limited to the Kai Tak Runway Area, the Department was requested to step up publicity and education work.

36. **The representative of the HKPF** replied with the main points as follows:

- (i) the Police had been concerned about the traffic noise caused by illegal motor racing and illegally modified vehicles. Under the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation, stringent enforcement would be taken against vehicles that were not roadworthy or not in accordance with the Ordinance or conditions of vehicle licence. These vehicles would be arranged to be sent to the TD Vehicle Examination Centre for inspection and prosecution would be taken out. Last year, Traffic Kowloon East Region intercepted at least 47 vehicles in the district that were suspected to be illegally modified. Meanwhile, multiple Defective Vehicle Reports were issued, with 233 vehicles referred to the TD for further follow-ups. Between October and December last year, Traffic Kowloon East

Region conducted enforcement operations during late-night hours for multiple times and successfully detected and prosecuted over 4 622 vehicles for speeding offences. The Ngau Tau Kok Division issued a total of over 55 summonses to individuals who had cycled in violation of the law last year;

- (ii) the Police would continue to monitor the related situation and would take appropriate enforcement action against offenders in accordance with the related legislations. In addition, the Police would collaborate with related departments to carry out publicity, education and enforcement to ensure road safety and reduce nuisance caused to residents;
- (iii) the Police noted that vehicles often gathered at the large car park at the end of Shing Fung Road (off “Runway 1331”) and had advised the individuals concerned to remain quiet to avoid affecting residents;
- (iv) most of the riders of illegally modified bicycles were young people. During enforcement, the Police often encountered situations where they tried to evade inspection. For riders who were intercepted, the Police would educate and advise them, reminding them to comply with the related legislations when cycling, avoid playing loud music that would cause nuisance to residents and pay attention to their own safety; and
- (v) in the following week, Ngau Tau Kok Police District would conduct the first phase of pilot drone patrols in Kai Tak area to assist in enforcement and evidence gathering. It was anticipated that this would be able to target illegal driving behaviours on the related road sections for appropriate follow-up actions.

37. **Members** raised the following views and enquiries:

- (i) supported the Police in using pilot drone patrols to assist in enforcement. It was also suggested that the Police should install additional closed-circuit television cameras at key road sections to monitor the on-site situation. If a large group of vehicles was seen speeding and creating noise, officers could be deployed immediately for onsite follow-ups;

- (ii) it was suggested that the Police should disseminate publicity messages on various car enthusiast groups on social media to advise the relevant individuals to abide by the law;
- (iii) it was suggested that the Police should set up roadblocks near Shing Fung Road on a regular basis to intercept suspicious vehicles for deterrent effects, and advise them to comply with the law and reduce nuisance to residents;
- (iv) considered the Police must take stringent enforcement against repeat offenders to enhance the deterrent effects; and
- (v) it was suggested that the Police should submit to the TTC a report on enforcement actions taken on Shing Fung Road after Lunar New Year, including related data such as the number of advices, enforcement actions, FPNs and times where roadblock were set up so that Members could report to residents.

38. **The representative of the Police** stated that Members' views were noted.

39. **The Chairman** concluded and stated that he welcomed the Police's approach of advising young people about the fun-seeking behaviours in the form of publicity and education as the first response. However, for repeat offenders and serious situations involving illegal modifications, stringent enforcement was needed to safeguard road safety and reduce the impact on residents.

[Post-meeting note: The Secretariat forwarded to Members the report on enforcement actions taken on Shing Fung Road from the Police on 2 March this year.]

Item 8

Concern over the Problems of Traffic and Noise Disturbances Caused by Driving Learning on the Slope at the Junction of Sheung Lok Street and Sheung Wo Street at Night

(TTC Paper No. 7/2026)

40. **A Member** introduced the Paper.

41. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 5 tabled.

42. **Members** raised the following views and enquiries:

- (i) with the increasing population of Ho Man Tin area, the area was no longer suitable to be used as the location of driving test centres. Therefore, the Department was requested to gradually relocate the three test centres in the area; and
- (ii) enquired with the Department about the penalty for driving instructors who caused traffic obstruction or noise nuisance.

43. **The representative of the TD** replied with the main points as follows:

- (i) in order to balance the needs of learner drivers and pressure on road traffic, all roads in Hong Kong (except locations with traffic signs or other legislations prohibiting driving instruction) were currently closed to learner drivers during morning peak hours (7:30 a.m. to 9:30 a.m. from Mondays to Saturdays) and afternoon peak hours (4:30 p.m. to 7:30 p.m. from Mondays to Fridays) to avoid affecting the travel of people going to work and school;
- (ii) the Department had been paying close attention to the traffic situation near Sheung Lok Street. The Department had taken into consideration the views raised by residents and erected a road sign at the junction of Sheung Lok Street and Sheung Wo Street to prohibit driving instruction from 7:30 a.m. to 7:30 p.m. This extended the ban on learner drivers at that location, which basically covered the entire daytime hours. The needs of learner drivers would not be able to take care of if the ban on driving instructions at the location was further extended;
- (iii) based on the Department's observations, learner drivers in the vicinity of Ho Man Tin had already mastered basic driving techniques. The Department would continue to communicate with the industry and remind driving instructors that when giving driving instruction, they should first conduct the training at locations with lower traffic flow and only train near the test centres after the learner drivers became familiar with vehicle operation and accumulated a certain level of experience. The Department would continue to deploy staff to conduct inspections at the abovementioned location. If learners'

vehicles were found to cause traffic obstruction due to driving at slow speed, the staff would remind the relevant driving instructors to pay attention to the surrounding traffic situations and drive at an appropriate speed to avoid causing inconvenience to other road users;

- (iv) the Department was still seeking suitable alternative sites. Relocation of the existing test centres could only be considered after suitable alternative sites had been found. Otherwise, the current high demand for driving tests could not be met; and
- (v) to strike a balance between the needs of residents and learner drivers as much as possible, the Department had already adjusted the number of driving tests in the area based on the current test waiting times and the traffic situation in Ho Man Tin area.

44. **Members** raised the following views and enquiries:

- (i) various learner drivers often simultaneously practiced turning on a narrow road section mentioned in the Paper, affecting traffic at that location. The Department was requested to advise industry stakeholders on this matter;
- (ii) the Department was requested to actively seek another site for the construction of a new driving test centre. It was suggested that the proper use of land in the new development area should be considered so that the three driving test centres in Ho Man Tin area could be gradually relocated;
- (iii) currently, when obtaining a pilot licence from the Civil Aviation Department, the hours of using a flight simulator were counted towards the hours of flight training. Therefore, it was suggested that the introduction of virtual reality or augmented reality technologies for simulated driving training should be studied to address the traffic impact caused by on-road practice. It was also suggested that the Department should consider the use of artificial intelligence technology in teaching basic driving techniques, such as parking and turning on a narrow road, before arranging for candidates to accumulate on-road experience at locations other than the test centres;

- (iv) the request to relocate the driving test centres in Ho Man Tin area was made over 20 years ago. However, the Department was still unable to find suitable sites for relocation over the years. On the other hand, a new driving school was recently established in Yuen Long District. Therefore, Members had doubts about the Department's explanation that no suitable alternative sites could be found after so many years. Moreover, over the years, there were many land development projects in Hong Kong, including the Northern Metropolis which was under planning. Therefore, an enquiry was made regarding the Department's criteria and challenges in seeking another site for the construction of new test centres;
- (v) it was understood that the Department had taken all feasible measures at the district level to reduce the traffic impact of driving training. However, it was considered that the relevant measures were still inadequate in addressing the relevant traffic issues. It was suggested that the Department should consider taking the related item to the Transport and Logistics Bureau;
- (vi) learner drivers often gathered at locations near the test centres to train, causing serious traffic congestion in the vicinity of the three driving test centres in the area. Therefore, the Department was suggested to put a ban on training near the test centres or to actively consider restricting hours for learner driving on busy road sections near the test centres. It was anticipated that learner drivers could be diverted to other districts to reduce the traffic load in the area;
- (vii) it was suggested that the Department should make reference to overseas models of learner driving and driving tests to develop measures for learner driving and driving tests that would have the least impact on the community; and
- (viii) learner drivers needed to accumulate on-road experience. It was a normal practice for learner drivers to train near the test centres due to the need to prepare for the test. Although suggestions such as making good use of new technology for learner driving or prohibiting training near the test centres could be considered, they were only temporary measures rather than actual solutions. Therefore, Members considered that relocating the test centres from Ho Man Tin

area was the most effective solution to the problem.

45. **The representative of the TD** replied with the main points as follows:

- (i) the Department had always encouraged the driving instructor sector to adopt different teaching methods, including the use of technology to assist teaching, to meet the needs of learner drivers and enhance teaching effectiveness. The Department noted that some programmes were currently being co-developed by corporations and universities to make use of artificial intelligence and virtual reality technologies to assist candidates in driving training. When complemented with actual on-road training, this would enhance candidates' learning efficiency; and
- (ii) a new designated driving school recently commenced operations in Yuen Long. The school was currently located on a piece of private land. The Department would continue to maintain close liaison with related departments to seek suitable government sites for the establishment of a new driving test centre.

46. **The Chairman** concluded and stated that if a large number of candidates practised at the same location, it would indeed cause serious traffic impact on that road section and create nuisance to residents. Therefore, he would like the Department to consider Members' views and study the feasibility of arranging driving tests on public holidays.

Item 9

Proposal to Provide an Additional Safety Island and Informatory Road Markings at the Pedestrian Crossing off 19 Peace Avenue

(TTC Paper No. 8/2026)

47. **A Member** introduced the Paper and supplemented as follows:

- (i) an enquiry was made on the timeline of the feasibility study on widening the carriageway; and
- (ii) the pedestrian crossing was used by many elders and children. It was hoped that the Department would accord top priority to pedestrian safety and proactively improve the pedestrian crossing

facilities at that location.

48. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 6 tabled.

49. **The representative of the TD** replied with the main points as follows:

- (i) the Department had conducted a preliminary review on the suggestions made in the Paper. Adding a safety island on the relevant road section required widening the carriageways on both sides of Peace Avenue near Argyle Street and the removal of some roadside motorcycle parking spaces to ensure sufficient road space for large vehicles turning left from Argyle Street into Peace Avenue;
- (ii) since the relevant footpath section was currently filled with underground utilities, the Department was reviewing the technical feasibility of widening the carriageway with the works departments; and
- (iii) the Department would consider changing the road markings on the road section to enhance pedestrians' awareness of the traffic flow on both sides.

50. **Members** would like the Department to implement the changes of the road markings as soon as possible and to provide the date of implementation.

51. **The Chairman** concluded and stated that he would like the Department and Members to maintain close communication over the relevant matter.

Item 10

Proposal Concerning the Matter of Studying and Implementing Bus or Minibus Routes Connecting Kai Yan Court at the Soonest

(TTC Paper No. 9/2026)

52. **A Member** introduced the Paper.

53. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 8 tabled.

54. **The representative of the TD** replied with the main points as follows:

- (i) to align with the project development in the vicinity of Olympic Avenue, Citybus had adjusted the routing of Route No. 20A (West Kowloon Station Bus Terminus - Kai Tak Cruise Terminal) since 13 December last year. Both directions of the route, which originally operated via Prince Edward Road East, were rerouted to operate via Olympic Avenue to facilitate passenger travel between Prince Edward Road West and Yau Tsim Mong District. Residents of Kai Yan Court could consider taking this route to the areas in Yau Tsim Mong at the bus stop off the Light Public Housing at Kai Tak on Olympic Avenue or near Sung Wong Toi Playground on Olympic Avenue. Residents of Kai Yan Court could also take multiple bus routes at the bus stops on Prince Edward Road East to travel to and from various areas of Hong Kong Island, Kowloon and the New Territories via the said trunk road, or take rail services to their destinations at MTR Kai Tak Station and Sung Wong Toi Station;
- (ii) it was previously implemented in the Bus Route Planning Programme that KMB Route No. 25 (Kai Tak Public Transport Interchange - Kwun Tong Ferry Pier) would additionally operate through Olympic Avenue. In addition to this, the Department also proposed to reroute Green Minibus (GMB) Route No. 88 (Wong Tai Sin Station - Kai Tak (Kai Ching Estate) (Circular)) to operate via Olympic Avenue to facilitate passengers in Kai Tak North to travel to San Po Kong and the vicinity of Tai Shing Street Market in Wong Tai Sin. The consultation work for the related route changes had been largely completed. It was expected that the service adjustments for the relevant GMB routes could be implemented as early as next month; and
- (iii) the Department noted Members' suggestions to increase bus or minibus route service for Kai Yan Court and would continue to closely monitor passenger demand in the area with various public transport operators. Based on the development progress of various projects in the area, adjustment and strengthening of public transport services in the area would be studied in a timely manner to meet passengers' travel needs.

55. **Members** raised the following views and enquiries:

- (i) appreciated the Department for its continued efforts to improve traffic in Kai Tak area. However, the adjustment to GMB Route No. 88 mainly facilitated Kai Tak residents in travelling to and from adjacent districts (such as Wong Tai Sin District) and did not benefit Kai Tak residents who travelled to and from other areas of Kowloon City District (such as the vicinities of Hung Hom and To Kwa Wan); and
- (ii) since redevelopment was taking place in the Lung Shing area, residents of Kai Tak area had to take the MTR to the nearest market on Pau Chung Street and To Kwa Wan Market to shop for groceries. It was evident that the existing public transport services could not meet residents' travel needs in the district. Therefore, Members suggested adding more minibus routes to connect different areas such as Hung Hom, To Kwa Wan and Kai Tak to facilitate residents' travel.

56. **The representative of the TD** replied with the main points as follows:

- (i) residents in the area could currently take the MTR or Citybus Route No. 22M to travel between Kai Tak and the vicinity of To Kwa Wan area; and
- (ii) the Department noted Members' views and would study adjustments to minibus routes in the area to serve more passengers.

Item 11

Any Other Business

57. No further items were raised by **Members**.

Item 12

Date of Next Meeting

58. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 24 March 2026 and the closing date for submission of Papers would be 9 March 2026.

59. **The Chairman** adjourned the meeting at 5:18 p.m.

The minutes of this meeting were confirmed on 24 March 2026.

The Chairman

The Secretary

KCDC Secretariat
March 2026