

**Minutes of the 2nd Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 14 March 2024 (Tuesday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHO Wui-hung, MH

Vice-chairman: Mr HE Huahan

Members: Mr TING Kin-wa
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
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr KWAN Ho-yeung

Secretary: Mr CHOW Pak-hon, Ivan Executive Officer (District Council)1, Kowloon City District Office

In Attendance: Mr CHAN Yat-kin, Kaiser Senior Liaison Officer (District 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 WONG Chun	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-yee, Jenny	District Engineer / Hung Hom, Highways Department
Mr NG Chi-sing	Officer-in-charge, Traffic Team (Kowloon City), Hong Kong Police Force
Mr CHU Chi-wai	Officer-in-charge, Traffic Team (Sau Mau Ping), Hong Kong Police Force

Attendance by Invitation:

Items 1 to 2	Mr FUNG Yiu-cheung, Dennis	Chief Engineer / E4, Civil Engineering and Development Department
	Mr LAM Chun-cheuk, Tim	Senior Engineer / 13 (East), Civil Engineering and Development Department
	Mr WONG Yat-fong, Andy	Engineer / 32 (East), Civil Engineering and Development Department
	Mr YIP Kit-fai, Kelvin	Divisional Commander (Ngau Tau Kok), Hong Kong Police Force
	Mr MA Ling-ho, Herwin	District Operations Officer (Sau Mau Ping), Hong Kong Police Force
Items 8 to 10	Mr KWOK Ho-man, Kelvin	External Affairs Manager, MTR Corporation Limited
Items 11 to 16	Mr MAN Yui-chit, Michael	Senior Transport Officer / Bus / Kowloon, Transport Department
	Miss CHEUNG Cheuk-yiu, Heather	Transport Officer / Bus / Kowloon, Transport Department
	Mr KEUNG Man-hon	Manager (Operations) (Acting), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited

Mr Eric LEE	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Mr Calvin WONG	Manager (Planning), Citybus Limited
Mr Carson FUNG	Operations Manager (Kowloon and New Territories), Citybus Limited
Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

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Opening Remarks

1. **The Chairman of the Traffic and Transport Committee (TTC)** welcomed all Members and representatives of government departments to the second meeting of the TTC.

2. **The Chairman** stated that in accordance with Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders), if the matters to be discussed had any conflict of interests with their personal interests such as property rights, profession or investment, Members should make a declaration at the meeting so that he could make a decision in accordance with the Standing Orders. Also, according to Order 80(1) of the Standing Orders, the quorum at any meeting of a committee shall be half of the total number of members of the committee. 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 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 or debate on an agenda item and the time limit for each speech was two minutes. He also reminded the attendees to turn off the ringers on their mobile phones or to switch the phones to vibration mode to avoid causing disturbances.

3. **The Chairman** made a declaration and stated that prior to the meeting, he had made a declaration to the Chairman of the Kowloon City District Council (KCDC) on his ownership of a private property in Kai Tak area in accordance with Order 21(1)

of the Standing Orders. Therefore, he decided that **the Vice-chairman** would chair the discussion on Items 1 and 2.

Item 1

Smart and Green Mass Transit System in Kai Tak

(TTC Paper No. 1/2024)

4. **The representative of the Civil Engineering and Development Department (CEDD)** introduced the Paper.

5. **Members'** enquiries and views were consolidated as follows:

- (i) Members welcomed and supported the Government's implementation of the Smart and Green Mass Transit System (SGMTS) in Kai Tak;
- (ii) Members requested the CEDD to reserve space during the building of the SGMTS for future expansion, such as extending to other areas in Kowloon East, Sung Wong Toi, To Kwa Wan, as well as the vicinity of Hong Kong Children's Hospital (HKCH) and the New Acute Hospital (NAH) in Kai Tak so as to facilitate the mobility for residents and visitors;
- (iii) Members suggested the Department to request the contractor to carry out noise insulation work and privacy safeguarding work of residents properly to minimise the impacts on nearby residents;
- (iv) Members suggested that the planned East Kowloon Line (EKL) could adopt the same railway system as the Kai Tak Line and the feasibility of connecting the two lines should be considered where practicable;
- (v) Members suggested using the site in the vicinity of the former mobile cabin hospital as the depot of the SGMTS and actively developing the area above the depot;
- (vi) Members enquired about the reasons for inviting tenders for the works only until 2026, as well as the details and progress of the various tasks undertaken by the Department prior to the invitation of tenders. Members also requested the Department to speed up the

tender exercise so as to commence the works as soon as possible;

- (vii) Members suggested the Department to establish a working group in relation to the works and invite district councillors and residents to join the working group to facilitate the dissemination of the latest information on the works to various stakeholders;
- (viii) Members requested the Department to carry out preliminary investigation work properly to prevent the works from affecting the structural safety of nearby buildings;
- (ix) Members asked about the estimated expenditure of the works; and
- (x) Members enquired about matters relating to the operations of the SGMTS, including the operational and financial management arrangements upon completion, station locations, passengers' waiting time, carrying capacity, anticipated completion and commissioning dates, as well as storm water drainage arrangements.

6. **The representative of the CEDD** gave a consolidated reply as follows:

- (i) the CEDD stated that a technical feasibility study, as well as an evaluation on the impacts on the project implementation schedule and overall cost-effectiveness would be required if the SGMTS had to be extended to other areas. In order to implement the SGMTS as early as possible, the Department would use the preliminary proposed alignment at present as the basis, while seeking the views of suppliers and operators on the alignment through the expressions of interest (EOI);
- (ii) the Department would, when conducting the investigation study, explore the establishment of stations at locations with larger pedestrian flow along the SGMTS and whether there was a need to build pedestrian connectivity facilities for the convenience of the public;
- (iii) the Department would conduct an Environmental Impact Assessment (EIA) to evaluate the impacts of the works on residents and propose appropriate mitigation measures to minimise impacts on residents.

Besides, the Department would consult the views of suppliers and operators in the EOI on noise control and privacy protection for residential properties;

- (iv) the Department would maintain close liaison with the government departments and operators responsible for the management of Kai Tak Cruise Terminal (KTCT) and Kai Tak Sports Park (KTSP) and discuss the cooperation and arrangement upon the completion of the SGMTS;
- (v) as the relevant SGMTS was adopted in Hong Kong for the first time, the Department was required to carry out relevant preparatory work prior to the formal invitation to tenders, including inviting suppliers and operators to submit EOIs and studying the feasibility of different systems, conducting ground investigation and the EIA, establishing the regulatory framework, making financial arrangements and setting operational requirements. The Department would carry out various work above concurrently and strive to invite tenders in 2026;
- (vi) the planned EKL and SGMTS were two transport systems with different positioning and target passengers. Therefore, the same system might not be adopted. However, the Department would still study the feasibility of the relevant proposal;
- (vii) the Department would provide an adequate and effective drainage system at the design stage in accordance with the climate of Hong Kong and minimise the impacts on nearby roads and facilities at the construction stage as much as possible;
- (viii) the Department would evaluate the impacts of the SGMTS during construction on nearby buildings at the investigation stage to ensure that the structural safety of the buildings in the vicinity would not be affected; and
- (ix) the Department could only calculate the construction estimate and the waiting time of each train upon completion of the SGMTS after evaluating the carrying capacity, length of trains and station locations that were most suitable for the SGMTS in accordance with the EOIs submitted by the suppliers and operators. The Department was

unable to provide the relevant information at present.

7. **Members** had further enquiries and suggestions with the main points as follows:

- (i) Members requested the CEDD to assess the time required for the SGMTS to travel between major locations in Kai Tak and provide additional and appropriate ancillary facilities to facilitate public access to the stations;
- (ii) Members suggested the Department to make reference to the construction method of the maglev train in Shanghai and build noise barriers on both sides along the railway upon completion to reduce the nuisance to residents caused by noise;
- (iii) Members enquired if locations unsuitable for conducting foundation works were found during the investigation stage and requested the Department to provide a preliminary investigation report;
- (iv) Members suggested the Department to include the required completion dates for various works stages in the EOI with a view to completing the SGMTS and putting it into service at the soonest;
- (v) Members opined that connecting the SGMTS to the vicinity of Laguna City, Cha Kwo Ling and Yau Tong would significantly reduce the travelling time between Kai Tak for the public and help developing Kai Tak into a new tourist attraction. Besides, in view of the decline in the number of barges in the Kwun Tong Typhoon Shelter and the upcoming relocation of the Public Works Central Laboratory and Kerry Dangerous Goods Warehouse from the vicinity of Kowloon Bay, the thorny problem of extending the SGMTS to the vicinity of Kwun Tong should have been resolved. Members asked for the reasons that the Department could not extend the SGMTS to the vicinity in Kwun Tong;
- (vi) Members pointed out that although a footbridge was currently available to connect the HKCH to the vicinity of Choi Hung, there were no bus stops near entrances of the footbridge, thereby greatly diminishing the efficacy of the footbridge. Thus, Members

requested to connect the SGMTS to the HKCH so as to facilitate the public in travelling between Kai Tak and Choi Hung;

- (vii) Members suggested the Department to consider constructing the routes of the SGMTS using a Y-shaped design. Following the redevelopment of the Kowloonbay International Trade and Exhibition Centre and the completion of the NAH in the future, the flow of people would drastically increase near the runway area, overstretching the existing transport network in Kai Tak. Therefore, Members suggested the Department to consider building the extension routes of the SGMTS along the coast to connect the vicinity of the HKCH with a view to improving the inadequacy of ancillary transport facilities in that area; and
- (viii) Members opined that according to the existing routing design, the SGMTS could only carry Kai Tak residents and tourists to the vicinity of Kai Tak Station or Sung Wong Toi Station, thus unable to improve the inadequacy of ancillary transport facilities in Kai Tak at source. Therefore, Members suggested the consideration of connecting the SGMTS to the vicinity of Cha Kwo Ling, Yau Tong and Tseung Kwan O in the long run to divert the flow of people in Kai Tak so as to improve the relevant problem effectively.

8. **The representative of the CEDD** gave a consolidated reply as follows:

- (i) according to the preliminary alignment at present, the SGMTS would pass through the KTSP and the KTCT. The Department would finalise the station locations base on the findings of the investigation study and the underlying principle of facilitating the use of the public;
- (ii) regarding the feasibility of extending the SGMTS to the vicinity of the HKCH, as the space between the current residential buildings in the former runway area was relatively narrow, it would be more difficult to carry out the works. A study on the feasibility of the relevant technology was required. The Department would also consult the views of suppliers and operators on the alignment through the EOI;

- (iii) the Department would pay attention to the underground public facilities such as existing underground utility services or district cooling systems and major infrastructure works including the Central Kowloon Route, the Kai Tak Tunnel and the railway tunnel of Tuen Ma Line when carrying out the works in order to minimise the impacts on such facilities;
- (iv) the Department would consider the views of Members and study the inclusion of estimated time for completion of the relevant works in the EOI; and
- (v) with regard to the suggestion of extending the alignment in the vicinity along the coast to Kwun Tong and Yau Tong, as the buildings in the vicinity of Kwun Tong town centre at present was very dense, it would involve a number of technical problems. Besides, the relevant works would span cross the Victoria Harbour and had to avoid the port facilities near Kwun Tong. The relevant alignment extension would be much longer and require more construction time and cost. Nevertheless, the Department noted the views of Members and would study the feasibility of constructing the alignment extension after collecting the views from the EOIs and completing the investigation study.

9. **The Vice-chairman**, in conclusion, would like the Department to take into account the views raised by Members and commence various relevant works as soon as possible.

Item 2

Request for Expediting the Construction of the Mass Transit System in Kai Tak (TTC No. 2/2024)

10. **A Member** introduced the Paper and requested the CEDD to include the views of the residents in the EOI for the contractor's reference and further shorten the time spent on some of the preparatory work, so as to get the works started at the soonest.

11. **The Vice-chairman** stated that since neither Members nor representatives of government departments had anything to supplement and the contents of this item had been sufficiently discussed under Item 1, he declared the discussion on this item ended.

Item 3**Progress Report on the Installation of a Lift at an Existing Walkway (Structure No. K64) in Kowloon City District under the Universal Accessibility Programme**

(TTC Paper No. 3/2024)

12. **The representative of the Highways Department (HyD)** introduced the Paper.

13. **Members'** views and enquiries were consolidated as follows:

- (i) Members stated that residents were disappointed about the delay of the lift works projects and requested the HyD to report to the KCDC on the latest works progress in a timely and proactive manner;
- (ii) Members asked how the Department would ensure that there would be no further delay in the works after retendering;
- (iii) Members stated that there had been multiple delays in the relevant works. It was estimated that another 18 months of construction time would be required after the new contractor took over. Members opined that the Department had to step up the monitoring work;
- (iv) Members requested the Department to provide the latest progress of the tender; and
- (v) Members enquired about the reasons that the Department did not take corresponding measures immediately upon discovering the unsatisfactory performance of the contractor in early 2023.

14. **The representative of the HyD** gave a consolidated reply as follows:

- (i) the HyD noted Members' views and would complete the tender exercise and resume the works at the soonest;
- (ii) the Department stated that the poor works performance of the contractor was an individual incident. As soon as the Department was aware of the relevant situation, the Department immediately issued warning letters and an adverse report to that contractor and allowed time for the contractor to improve. However, the

performance of the contractor did not improve. After seeking legal advice, the Department took back the works undertaken by that contractor; and

- (iii) the works were currently still at the tendering stage and the Department would report to Members the latest works progress in a timely manner.

15. **Members** raised further enquiries and views with the main points as follows:

- (i) Members expressed disappointment for the HyD's response, stating that the Department failed to answer the questions about the tendering progress. Members requested the Department to provide the exact deadline for the tender exercise;
- (ii) Members requested the Department to explain the situation of other works undertaken by the contractor concerned in the district;
- (iii) Members enquired whether the Department had regularly deployed staff to monitor the works progress; and
- (iv) Members enquired whether the Department could request the new contractor to allocate more resources and manpower to work so as to shorten the construction period. He also suggested the Department to consider spending the compensation recovered from the former contractor on measures to shorten work hours.

16. **The representative of the HyD** gave a consolidated reply as follows:

- (i) the tendering period of public works generally was about one month. She would supplement Members in due course after confirming with relevant colleagues in the Department;

[Post-meeting note: The HyD replied that the tender exercise for relevant works had been completed on 12 April 2024 and was now under the tender evaluation stage.]

- (ii) the works supervisor of the works contract would make regular visits to various works locations to monitor the works progress. As the

rock slope formation works, being the relatively more complicated part of the whole works, had been completed, the Department expected the lift works would be completed within 18 months upon resumption of the works if there were no special circumstances; and

- (iii) as regards to shortening the construction period, it would depend on the conditions of the site. As the above construction site was narrow, it was impossible to deploy many workers to carry out the works at the same time. However, the Department would coordinate procedures to speed up the works progress as much as possible.

17. **The Chairman**, in conclusion, would like the Department to step up the monitoring work to ensure the relevant works would be completed on or even ahead of schedule. Also, he requested the Department to report to Members the latest works progress in a timely manner.

Item 4

Concern over the Impact on Pedestrian Safety Occasioned by Takeaway Delivery Riders in Kowloon City District

(TTC Paper No. 4/2024)

18. **A Member** introduced the Paper and stated that more and more people ordered meals on food delivery platforms. However, some food couriers disregarded traffic rules and often cycled on pavements or against the flow of traffic on roads. The relevant situation was a commonplace in Kowloon City District. The Member urged the Police to step up law enforcement work and efforts in publicity and education targeting operators and food couriers of food delivery platforms such as using English or other languages in promotion. The Member also raised the following views and enquiries:

- (i) the Member stated that following the gradual commencement of resident intake in buildings of Kai Tak area, more and more local residents used food delivery platforms. As a result, droves of food couriers often rode on suspiciously adapted bicycles and scooters recklessly and disregarded traffic rules in Kai Tak area, including Kai Tak Runway Park, the AIRSIDE shopping mall, Kai Tak Station Square and Kai Tak Avenue Park (KTAP), which seriously undermining the safety of nearby residents. The Member suggested the Police to conduct joint operations with the Leisure and Cultural

Services Department (LCSD), the Road Safety Council or other relevant departments to assist in law enforcement or publicity and education; and

- (ii) the Member stated that the relevant irregularities were also a commonplace in Hung Hom area including Whampoa and the other old areas of Hung Hom. Cyclists would behave and follow the rules when police officers were patrolling nearby. However, cyclists relapsed to noncompliance once police officers left. In addition, many bicycles were stored near the petrol filling station on Wuhu Street at night, occupying the pavement and obstructing the access of residents. The Member requested the Police to step up law enforcement such as deploying plain-clothes officers to carry out patrol and take enforcement action. The Member also suggested the Police to step up publicity on promoting the importance of cycling safety to food couriers with reference to the promotional practice recently in promoting the message of staying alert to scams.

19. **The representative of the Hong Kong Police Force (HKPF)** gave a consolidated reply as follows:

- (i) colleagues from Kowloon Command of the HKPF would maintain close contact with various food delivery platforms and disseminate information on road safety from time to time to food couriers through the food delivery platforms. The HKPF would also give talks on road safety to newly recruited food couriers in the hope of raising food couriers' awareness of road safety;
- (ii) under the laws of Hong Kong, enforcement on road safety could only be carried out by uniformed police officers. Therefore, the Police could not arrange plain-clothes officers to conduct enforcement operations. Where it was safe to do so, the Police would also send traffic police officers to conduct surveillance at relatively concealed locations and take out prosecution against non-compliant food couriers; and
- (iii) noted the situation of illegal cycling by riders on pavements and in parks in Kai Tak area and would deploy more officers to carry out patrol, as well as contact the LCSD to discuss the feasibility of

conducting joint operations.

20. **The Chairman**, in conclusion, stated that improving the road safety awareness of cyclist could only rely on publicity, education and strict law enforcement actions. He appealed to the local community and district organisations to provide the Police with relevant information so that the Police could take corresponding law enforcement actions.

Item 5

Request for Strengthening Law Enforcement Action against Illegal Parking Blackspots in Hung Hom Old District with a View to Alleviating the Problem

(TTC No. 5/2024)

21. **A Member** introduced the Paper and had the following requests and suggestions:

- (i) the Member requested the relevant departments to take into account the views of the public when gathering suggestions for relevant improvement measures, strengthen law enforcement and take corresponding measures to alleviate the problem of illegal parking targeting the streets mentioned in the Paper; and
- (ii) the Member stated that apart from the streets mentioned in the Paper, the problem of illegal parking was also serious at Station Lane, Hok Yuen Street East and Wai Wan Lane. In particular, due to the illegal parking of large amount of tourist coaches, the view of residents in Hung Hom Estate which was close to Wai Wan Lane were obstructed when they crossed the road. Therefore, the Member requested the relevant departments to follow up on the issue.

22. **The representative of the HKPF** gave a consolidated reply as follows:

- (i) from September 2023 to February 2024, the Kowloon City Police District issued a total of more than 7 300 fixed penalty notices to illegally parked vehicles at Ming On Street, Station Lane, Bulkeley Street, Cooke Street, Baker Street, Lo Lung Hang Street and Winslow Street, and issued warnings to the responsible persons of the shops on the aforementioned streets to instruct the responsible persons to handle street obstructions caused by sundries immediately;

- (ii) regarding illegal parking in the area, officers of the Kowloon City Police District had created a case file for designated officers to follow up. The Police noted the information on other illegal parking blackspots in the area mentioned by Members and would deploy more officers to follow up; and
- (iii) the Kowloon City Police District would continue to carry out the joint operation named LUNARSHINE with relevant law enforcement agencies in a bid to combat street obstruction caused by sundries and illegal parking to ensure road safety and a smooth traffic flow.

23. **The representative of the Transport Department (TD)** gave a consolidated reply as follows:

- (i) the TD had deployed staff to inspect the prevailing traffic situation in Hung Hom area including Ming On Street, Station Lane, Bulkeley Street, Cooke Street, Baker Street, Lo Lung Hang Street and Winslow Street. Part of the relevant road sections had been demarcated as “no stopping” zones to prohibit ordinary vehicles from stopping during the designated period;
- (ii) the Department would carefully consider the traffic of the above road sections and balance the needs of the local community to load and unload goods, study the feasibility of extending or adding “no stopping” zones at the relevant road sections and consider providing additional parking spaces at suitable roadside locations in the area;
- (iii) the Department had deployed staff to conduct on-site inspections regarding the prolonged occupation of the metered parking spaces by goods vehicles at Bulkeley Street. The Department observed that the relevant goods vehicles were paid to use the relevant parking spaces for certain periods of time. However, the goods vehicles overstayed and parked illegally. The relevant parking spaces were also occupied by sundries. The Department would continue to pay attention to the situation of parking spaces occupation in the area, follow up with relevant departments and take appropriate follow-up actions;

- (iv) with regards to the matter on illegal parking, the Department contacted the Police to follow up and requested to step up law enforcement; and
- (v) the Department had deployed staff to carry out inspections in Winslow Street and replaced the U-shaped railings with enclosed railings, which were suitable for installation at appropriate locations on both sides of the street crossing, so as to lead pedestrians to cross the road safely and aid traffic management.

24. **The Chairman**, in conclusion, stated that both the HKPF and the TD had taken concrete and active follow-up actions on this issue and hoped that their efforts would yield good results in due course.

Item 6

Request for Adding Diagonal Crossings in the District

(TTC No. 6/2024)

25. **A Member** introduced the Paper.

26. **The representative of the TD** gave a consolidated reply as follows:

- (i) on 31 January 2024, the TD set up a diagonal crossing on a trial basis at the junction of Sha Kok Street and Yat Tai Street in Sha Tin and would launch a trial scheme at the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in mid-2024. The relevant trial scheme lasted around six to nine months. The Department would carefully consider the views of pedestrians and drivers on the facilities to review the effectiveness of the diagonal crossings; and
- (ii) The Department would take into consideration of the effectiveness of the two pilot points. If the operation of the diagonal crossings at relevant pilot points was satisfactory, the Department would consider stepping up the implementation of diagonal crossings by carefully selecting other appropriate signalised junctions further where there were needs for diagonal crossing and it would not cause significant impact on the vehicular capacity.

27. There being no other views raised by Members, **the Chairman** declared the discussion on this item ended.

Item 7

Call for Raising the Number of Parking Spaces for Motorcycles and Charging Spaces for Electric Vehicles to Meet Future Development Needs in Kowloon City District

(TTC Paper No. 7/2024)

28. **A Member** introduced the Paper and held the following views:

- (i) the Member pointed out that the written reply from the Environmental Protection Department (EPD) was inadequate to respond to the enquiries and proposals raised by Members in the Paper;
- (ii) the Member was disappointed that the Department did not send a representative to attend the meeting, deeming that the relevant practice was disrespectful to the KCDC; and
- (iii) the Member requested to continue discussing this item further and the EPD to send a representative to attend the next meeting of the TTC to respond to Members' enquiries.

29. **The Chairman** accepted the Member's proposal and announced that discussion on this item be continued at the next meeting.

Item 8

Concern over the Long Waiting Time for Lifts at Exit A3 of Ho Man Tin MTR Station Connecting to Chung Yee Street Flyover and Exit B2 Leading to Chung Hau Street

(TTC Paper No. 8/2024)

Item 9

Request for Offering Better and More MTR Facilities in the District

(TTC Paper No. 9/2024)

30. **The Chairman** stated that as Items 8 and 9 were related to the MTR facilities, he declared that the two items would be discussed together after consulting Members.

31. **Members** introduced Paper No. 8/2024 and Paper No. 9/2024 and raised the following views and enquiries:

- (i) Members pointed out that Exit B3 of Sung Wong Toi Station could only use as an exit. However, as the signage of the MTR Corporation Limited (MTRCL) was unclear that the public could not travel conveniently. Therefore, Members requested the MTRCL to provide clearer signage;
- (ii) Members requested for the provision of additional one-way travelators and seats at the subway of Exit B of Sung Wong Toi Station so as to facilitate the elders and mobility impaired persons to travel between the station and the two exits comfortably;
- (iii) Members pointed out the proposal on providing an additional entrance leading to Kwei Chow Street at To Kwa Wan Station had been raised multiple times to the relevant department during the construction of Tuen Ma Line and discussed multiple times in various meetings. The former Secretary for the Transport and Housing Bureau had promised to timely review the relevant proposal at the meeting of the Public Works Subcommittee of the Legislative Council. Members requested the relevant department to reconsider the relevant proposal; and
- (iv) Members enquired about the progress and timetable of the works on the cover connecting Exit A of Kai Tak Station to the KTAP.

32. **The representative of the MTRCL** gave a consolidated reply as follows:

- (i) the MTRCL noted Members' suggestions on offering better and more station facilities. Nevertheless, he would like Members to understand that the MTRCL had to consider various factors such as geographical and environmental constraints, fire safety, passenger flow in the station, usage of facilities and cost-effectiveness with respect to the provision of better and more station facilities. However, the MTRCL noted Members' views and would refer to the views again when enhancing station facilities in the future;

- (ii) regarding the views on the lengthy waiting time for lifts at Exit A3 and Exit B2 of Ho Man Tin station, the MTRCL found that the passenger flow of the two lifts were higher during peak hours after sending staff to make observation. In view of this, the MTRCL had adopted an array of measures, such as setting up queue signage, conducting regular lift inspections, making appropriate adjustments for lifts to move between different floors and arranging staff to maintain order during peak hours to ensure smooth operation, as well as encouraging passengers to move to the centre of the lift as far as possible and not to stand near the doors of the lifts to speed up the diversion of passenger flow;
- (iii) he noted the suggestion on the provision of better signage at Exit B3 of Sung Wong Toi Station and would relay the relevant suggestion to the colleagues in the responsible section for follow up;
- (iv) in regard to the proposal on the provision of additional seats at the subway of Exit B of Sung Wong Toi Station, the MTRCL had studied the feasibility of the provision of foldable seats. However, relevant additional seats were unable to be provided owing to fire safety concerns. The MTRCL would continue to study other feasible options, hoping that the passengers could use the station facilities more comfortably; and
- (v) at present, the cover connecting Exit A of Kai Tak Station and the KTAP was a temporary cover. The MTRCL was currently planning the preparatory work of the construction of a permanent cover. The MTRCL would refer to the views raised by Members to make corresponding improvement and report the latest progress of the works to Members in a timely manner.

33. **The representative of the TD** responded and stated that the proposal on building an entrance leading to Kwei Chow Street at To Kwa Wan Station would be relayed to the colleagues responsible for the relevant matters. The representative of the TD would also request the MTRCL to pay attention to the usage of facilities and make adjustments in a timely manner.

34. **The Chairman**, in conclusion, stated that Members and the public had very high expectations on the facilities and services offered by the MTRCL and would like

the MTRCL to study on how to make further improvements. He requested the MTRCL to convey Members' views to the relevant section and conduct on-site inspections with Members when necessary with a view to assessing the necessity and feasibility of offering more facilities or services.

Item 10

Request for Raising the Number of Runs along Tuen Ma Line between 7:00 a.m. and 7:30 a.m.

(TTC Paper No. 10/2024)

35. **A Member** introduced the Paper and indicated that even though the MTRCL had given a reply that two additional runs to the Wu Kai Sha direction were provided during morning peak hours, no additional run to the Tuen Mun direction was offered. Therefore, the Member requested the MTRCL to provide additional runs to the Tuen Mun direction during peak hours.

36. **The representative of the MTRCL** gave a consolidated reply as follows:

- (i) the MTRCL's definition of morning peak hours started at 7:30 a.m. while the train service at 7:30 a.m. or before would follow the service arrangement of non-peak hours; and
- (ii) according to the MTRCL's observations, the current train service arrangement of Tuen Ma Line could basically meet passengers' demands along the line. Yet, the MTRCL would continue to monitor the patronage demand of Tuen Ma Line and make corresponding train service adjustments when necessary in order to cater to passengers' demands. He also noted the Member's views and would relay the views to the colleagues of the relevant section.

37. **The Chairman**, in conclusion, stated that the patronage of Tuen Ma Line kept rising and a number of the public would also like that the MTRCL to enhance the service of Tuen Ma Line. He requested the MTRCL to pay close attention to the changes in patronage of Tuen Ma Line and enhance service in a timely manner to meet the needs of the public.

Item 11**Bus Route Planning Programme 2024-2025 of Kowloon City District**

(TTC Paper No. 11/2024)

38. **The representative of the TD** introduced the Paper, stating that in view of the population growth in Kai Tak area, the TD, the Kowloon Motor Bus Company (1933) Limited (KMB) and the Citybus Limited (Citybus) would further enhance the bus services in Kai Tak area with the main points as follows:

- (i) the terminus of the special runs of KMB Route 224X would be extended from Kai Ching Estate to Kai Tak Public Transport Interchange. Additional runs would be provided during afternoon peak hours;
- (ii) the terminus of Citybus Route 608P would be changed from Shing Tak Street to Kai Tak Public Transport Interchange. The modified bus route would pass through Wang Chiu Road, Kai Cheung Road, Wang Kwong Road, Kai Shun Road, Kai Shing Street, Shing Kai Road and Concorde Road. Additional runs to Siu Sai Wan would be provided during afternoon peak hours;
- (iii) in order to cater to the passengers' demands in travelling between Kowloon City District and Yau Tsim Mong District during late night and early morning, the terminus of Citybus Route N20 would be extended from Muk On Street in Kai Tak to the KTCT. The modified bus route would pass through the vicinity of Nathan Road, Salisbury Road, Hung Hom Bypass, Hung Hom Road, Bailey Street, Ma Tau Wai Road, To Kwa Wan Road, Shing Kai Road, Muk On Street and Shing Fung Road. The Department also proposed the provision of additional bus services from Kai Tak to Tai Kok Tsui in the early morning; and
- (iv) in view of the continued low patronage, the Department suggested to cancel KMB Route 85B and Route 281M.

39. **Members'** views and enquiries were consolidated as follows:

- (i) Members welcomed the TD and bus companies to enhance bus services in Kai Tak area and would like the Department and bus

companies to consider further increasing the frequency of runs of Citybus Route 608P to meet the passengers' demands in travelling to Hong Kong Island;

- (ii) Members opined that extending the terminus of KMB Route 224X to Kai Tak Public Transport Interchange was insufficient to address Kai Tak residents' needs in travelling to and from Tsim Sha Tsui. Members requested the Department and the KMB to expand the service area of Route 224X and Main Route 24 to Kai Tak;
- (iii) Members stated that the new Route N20 to Tai Kok Tsui direction added by the Department and Citybus only offered one trip per night, which was unable to meet Kai Tak residents' demands in late night and early morning bus services. Therefore, Members requested the Department and the Citybus to consider further enhancing the service of Route N20;
- (iv) Members enquired if the three buses of the original KMB Route 5X would be redeployed to Route 5C upon the integration of Route 5X and Route 5P;
- (v) Members enquired if additional runs of Citybus Route 608 to Siu Sai Wan would be offered just as Route 608P and if the modification of these two bus routes would be considered so they would pass through Olympic Avenue to serve the residents who would soon move in the residential buildings in the vicinity of Olympic Avenue;
- (vi) Members stated that the modified Citybus Route 608P would overlap with part of the alignment of Citybus Route 606 and Route 606X. Members enquired if the Department and the Citybus would consider adjusting the routing of relevant buses;
- (vii) Members requested the provision of an additional bus stop for Citybus Route N20 off No. 128 To Kwa Wan Road to serve the residents in the vicinity of "5 Streets" and "13 Streets";
- (viii) Members enquired if KMB Route X6C had been modified to provide all-day service;

- (ix) Members requested to modify Citybus Route A25 and Route 20A to provide all-day service;
- (x) Members enquired about the operation situation of Citybus Route 20X and Route 25; and
- (xi) in light of a number of newly completed large-scale housing estates and the Jockey Club Institute of Healthcare of the Hong Kong Metropolitan University in Ho Man Tin area, Members requested the Department and the bus companies to enhance bus services in Ho Man Tin area. He also suggested the Department to add bus routes travelling from Ho Man Tin to the Eastern District of Hong Kong Island so as to facilitate the mobility of the public.

40. **The representative of the TD** gave a consolidated reply as follows:

- (i) the TD would pay close attention to the situation of services of Citybus Route N20 and Route 608P upon re-routing and further enhance the services of relevant routes when necessary based on the patronage demand;
- (ii) the Department noted Members' suggestions on the special runs of KMB Route 224X and Main Route 24 and would continue to communicate and coordinate with the stakeholders of other districts;
- (iii) after the integration of KMB Route 5X, the buses of the original route used would not be redeployed to Route 5C;
- (iv) the Department noted the suggestions concerning Route 608 and Route 608P and would discuss with the bus company the feasibility of route adjustments according to passengers' needs;
- (v) the Department was currently discussing with the bus company on the matters relating to service enhancement of Route 20A and would timely report the latest situation to Members; and
- (vi) the Department and the bus companies would formulate the proposals to improve the bus services in Ho Man Tin area.

41. **The representative of the KMB** gave a consolidated reply as follows:

- (i) the KMB noted the views concerning Route 224X and would make reference to the views when making route adjustments in the future;
- (ii) since the service of Route 5C at present was able to cater to the daily demand of passengers, the buses of the original Route 5X would not be redeployed to Route 5C upon the integration of routes. The KMB would continue to pay attention to the patronage demands of Route 5C and Route 5P and make adjustments on the runs when necessary;
- (iii) the KMB would continue to discuss with the Department the details and arrangements for launching the all-day service for Route X6C; and
- (iv) according to the bus route planning programme last year, Route 25 was anticipated to come into service in the third quarter of 2024. The KMB would maintain a close liaison with the Department on the matters relating to the launch of Route 25.

42. **The representative of the Citybus** gave a consolidated reply as follows:

- (i) the Citybus would pay close attention to the patronage of Route N20, Route 608P and Route 608 upon re-routing and timely review and adjust the alignment and frequency of runs of the relevant routes based on the patronage;
- (ii) the Citybus noted and would actively study the proposal on the provision of an additional bus stop at To Kwa Wan Road for Route N20;
- (iii) since the service targets of Route 20X were mainly residents of Kai Tak Runway area, the Citybus would timely launch the relevant bus services to dovetail with the move in situation of buildings in Kai Tak Runway area; and
- (iv) with respect to the proposals of extending the service hours and increasing the frequency of runs of Route 20A and Route A25, the Citybus and the TD were actively studying the relevant proposals and

would timely report the latest progress to Members.

43. **The Chairman**, in conclusion, would like the Department and the bus companies to take reference to Members' views so as to further enhance the bus services in Kowloon City District.

Item 12

Objection to the Proposed Cancellation of Bus Route 85B and 281M

(TTC Paper No. 12/2024)

44. **A Member** introduced the Paper, indicating that many elders at present still took the relevant bus routes at the stop at Moonbeam Terrace or the Hong Kong Baptist University in Kowloon Tong to travel between Sha Tin, Kowloon Tong and To Kwa Wan areas. The relevant bus routes had a certain patronage. Hence, the Member opined that there was a need to retain the routes.

45. **The representative of the TD** gave a consolidated reply as follows:

- (i) since the commissioning of Tuen Ma Line, the patronage of KMB Route 85B and Route 281M continued to remain at low levels. According to the on-site inspections conducted by the TD, the occupancy rates of Route 85B during peak hours in the morning and the afternoon were 29% and 17% respectively, while the occupancy rates of Route 281M during peak hours in the morning and in the afternoon were 40% and 8% respectively. Thus, the Department proposed the cancellation of the aforementioned routes in order to make better use of bus resources; and
- (ii) the Department noted and would consider the Member's views together with the consolidated views concerning this matter raised at the TTC meetings of other relevant district councils.

46. **The representative of the KMB** gave a consolidated reply as follows:

- (i) since the commissioning of Tuen Ma Line, the patronage of KMB Route 85B and Route 281M continued to remain at low levels. In view of this, the KMB applied to the Department for the cancellation of service of the relevant routes in accordance with the Guidelines on Service Improvement and Reduction in Bus Route Development

Programmes of the TD to make better use of bus resources; and

- (ii) the KMB would continue to pay close attention to the patronage situations of these routes and discuss timely with the Department to draw up a more appropriate proposal.

47. **The Chairman**, in conclusion, stated that he understood that the TD and the bus company would only decide to cancel bus routes without any other choices. However, he would still like the Department and the bus company to adopt measures such as switching to the use of single-decker buses and reducing the frequency of runs to retain bus routes with patronage remaining at low levels as far as possible.

Item 13

Proposal of Diverting the Buses Serving Kai Tak to Pass through K72 Bridge

(TTC Paper No. 13/2024)

48. **A Member** introduced the Paper and proposed the implementation of a pilot scheme which allowed bus routes with relatively low patronage to pass through a new route on a trial basis, thereby evaluating the effectiveness of the new route.

49. **The representative of the TD** gave a consolidated reply as follows:

- (i) the journey time of the relevant bus routes were currently the same as the proposed routes. In addition, a number of the public would get on board and alight from buses or transfer to other bus routes at the stops at The Latitude and King Tai Street. A number of passengers would be affected if the relevant bus routes were diverted to pass through the K72 Bridge instead of the stops at The Latitude and King Tai Street. Hence, the TD had reservations about the relevant proposal; and
- (ii) the Department noted the Member's views and would continue to pay close attention to the development of Kai Tak and the changes in passengers' demands for the aforementioned public transportation service. The Department would carry out review and make adjustments on the routes with the bus companies in a timely manner.

50. **The Chairman**, in conclusion, stated that he would like the TD and the bus companies to make reference to Members' views and further enhance the bus services

in Kai Tak area.

Item 14

Strong Request for Raising the Number of Buses and Runs of Route 241X, 45, 22D and 22R

(TTC Paper No. 14/2024)

51. **A Member** introduced the Paper, pointing out that the current waiting time of the bus routes mentioned in the Paper was 25 to 40 minutes. The buses were always overcrowded with passengers during peak hours. Residents had to wait for two to three buses before they could get on board buses of relevant routes. The Member requested the bus companies to increase the frequency of runs to every 10 to 15 minutes during peak hours so that the public could travel conveniently.

52. **The representative of the TD** replied and stated that according to the patronage surveys conducted by the TD and the bus company respectively, the current arrangement on the frequency of runs of Route 45 and Route 241X could basically meet passengers' demands along the route. Nevertheless, the Department had requested the bus company to pay close attention to the service standard and passengers' demands of relevant routes, as well as adjust services if necessary to cater to passengers' demands.

53. **The representative of the KMB** responded that according to the recent patronage survey record of the KMB, the current frequency of runs of Route 45 and Route 241X could effectively meet passengers' demands. The KMB would continue to pay close attention to the latest operation situations of relevant routes to ensure the services could meet passengers' demands, as well as timely discuss with the TD the arrangement of adjusting relevant services as needed.

54. **Members** raised further enquiries and views with the main points as follows:

- (i) Members pointed out that some passengers opted for other bus routes or transportation means because of the long waiting time, leading to the misconception that the relevant bus routes were able to meet passengers' demands along the route;
- (ii) Members expressed that as the Ho Man Tin MTR Station was away from the residential area, many residents were required to take Route 45 and Route 241 to get to Sham Shui Po or To Kwa Wan. Yet, the current waiting time for the relevant routes was too long and the

situation of lost trips was frequent. Thus, Members requested the TD and the bus company to improve the situation of lost trips and enhance the frequency of runs of the relevant routes;

- (iii) Members stated that there were situations of lost trips for a number of bus routes, which seriously affected the travel arrangement of the public. The public might even change their travelling habits because of that and subsequently affect the patronage of bus routes. In view of this, Members requested the Department and the bus companies to carry out monitoring work properly to ensure that the buses arrived on time in order to minimise the impact on the public;
- (iv) Members enquired about the bus company's definition on "effectively meet the patronage"; and
- (v) Members pointed out that there was a long queue of passengers waiting for Route 22D and Route 22R at the bus stop on Muk On Street during morning peak hours. The queue could even extend to the Muk On Street Roundabout. Members opined that the current arrangement on runs was unable to meet passengers' demands during peak hours. Therefore, Members requested the Department and the bus company to raise the frequency of runs of relevant routes during peak hours.

55. **The representative of the TD** replied that the Department understood Members' concerns over Route 45 and Route 241X. According to the Department's observations and the records of the surprise checks, no instances of passengers failing to get on board because the buses had reached their full capacity were found at the relevant bus stops. The Department would continue to pay close attention to the services and passengers' demands of the relevant routes with the bus company, as well as monitor the service standards of relevant routes via various channels so as to take corresponding follow-up actions. The Department welcomed Members to reflect the patronage situations of relevant routes.

56. **The representative of the KMB** gave a consolidated reply as follows:

- (i) the KMB would assess whether the bus routes could effectively meet the patronage according to the standards stipulated in the operation guidelines of bus services issued by the TD; and

- (ii) according to the recent patronage survey conducted by the KMB, the current operational arrangements of Route 45 and Route 241X could meet passengers' demands. The KMB noted Members' views and welcomed Members to report to them the patronage situations of relevant routes.

57. **The representative of the Citybus** gave a consolidated reply as follows:

- (i) in response to the high patronage volume at the stop of Muk On Street in Kai Tak during morning peak hours, the Citybus had raised the number of runs of the relevant routes in the recent half-year; and
- (ii) the Citybus had been studying with the TD the proposal on further enhancing the bus services in Kai Tak area. If there were any updates, the Citybus would report to Members as soon as possible.

58. **The Chairman**, in conclusion, stated that the public still had a great demand for bus services. The Chairman would like the bus companies to ensure that good communication with stakeholders in different districts would be maintained when making decisions on the cancellation of any routes so as to minimise the impact on the public as far as possible.

Item 15

Matters Regarding the Launch of Overnight Bus Routes between Mong Kok and Hung Hom via Ma Tau Wai Road

(TTC Paper No. 15/2024)

59. **A Member** introduced the Paper and raised the following views:

- (i) the Member expressed that in the latest bus route planning programme, the diversion and the increase in frequency of runs of Route N20 would effectively meet the public's demands in the district for late night bus service. Yet, the Member also requested the TD to regularly review the situation of the operation of Route N20 after service adjustment and study the feasibility of further enhancing the frequency of runs; and
- (ii) the Member suggested the Department and the Citybus to consider diverting Route N20 and airport bus route to pass through the vicinity

of old areas of Hung Hom and study the feasibility of further enhancing the frequency of runs.

60. **The representative of the TD** replied and stated that Route N20 would pass through Mong Kok, Hung Hom, Ma Tau Wai Road and To Kwa Wan after service adjustment in order to cater to the public's needs in late night travelling. The TD noted the Member's views and would conduct further study according to the needs of passengers.

61. **The representative of the Citybus** responded and stated that the Citybus noted the Member's views and would pay close attention to the operation situation of Route N20 after service adjustment. The Citybus would further enhance the frequency of runs of the relevant bus if necessary to meet transport needs of residents during late night and early morning.

62. **The Chairman**, in conclusion, stated that the public welcomed and looked forward to the launch of Route N20. The Chairman requested the TD and the bus company to implement the programme concerned at the soonest.

Item 16

Request for Enhancing Bus Services and Pedestrian Facilities in Kowloon City District

(TTC Paper No. 16/2024)

63. **A Member** introduced the Paper and raised the following views and enquiries:

- (i) the Member proposed that the service area of Route A20 could be extended to the Hong Kong-Zhuhai-Macao Bridge control point with the aim to boost patronage. The Member would also like the TD and the bus company to consider the feasibility of raising the frequency of runs; and
- (ii) the Member pointed out that the current Route A20 only had three trips each in the morning and in the evening every day. The public were required to go to Hung Hom to take Route A21 to get to the airport if they missed the relevant trips. The relevant bus route could not in the least meet the demands of residents in Ho Man Tin. Thus, the Member requested the Department and the bus company to provide additional runs of Route A20.

64. **The representative of the TD** gave a consolidated reply as follows:

- (i) in regard to the proposals of enhancing the facilities of bus stops outside Exit A of the footbridge at Cheong Wan Road leading to Hung Hom, off No. 2A Bulkeley Street and off King Man House of Ho Man Tin Estate at Sheung Foo Street, the KMB would conduct on-site inspections. If circumstances permitted, the KMB would submit the proposal on the provision of additional seats and Bus Arrival Information Display Panels to the TD;
- (ii) with respect to the provision of additional display panels at the bus stop off No. 14 Bulkeley Street, the Department had approved the relevant works after commissioning the Kowloon City District Office to conduct a local consultation. The Department and the KMB would continue to follow up the works progress; and
- (iii) in view of the rising number of airport visitors, the Department would continue to maintain close liaison with the Citybus. The Department would request the Citybus to enhance the service standards of Route A20 and resume the service of relevant routes gradually according to the number of airport visitors and passengers' demands.

65. **The representative of the KMB** replied and stated that the KMB would study the provision of covers, bus arrival information display panels and seats at the bus stops if resources permitted to facilitate passengers in waiting buses. Generally speaking, the KMB was required to assess the surrounding environment of the bus stops and various factors to determine if the works were feasible, including whether there would be sufficient space at the pavement for wheelchair users to pass through upon the installation of seats, whether the height would comply with regulations upon the installation of display panels on the covers and whether there would be electricity supply at the covers of the bus stops. If onsite environment permitted, the KMB would submit an application for the works to the Department.

66. **The representative of the Citybus** responded and stated that since the resumption of normal travel, the Citybus had been maintaining close communication with the Government and the Hong Kong Airport Authority in regard to the airport passengers' demands for bus service. The Citybus also gradually enhanced the bus service between the airport and various districts. The Citybus had resumed the runs of Route A20 to the airport in the early morning and to Hung Hom Station in the late night

in November 2023. The Citybus would continue to pay close attention to the number of airport visitors and the public's demands for airport bus service, as well as discuss timely with the Department on the relevant arrangements.

67. **Members** supplemented the following views:

- (i) Members requested the relevant department to actively consider the suggestions on implementing the construction of cover at the pavement of Cheong Wan Road and improving bus stop facilities, as well as timely report the latest progress to Members; and
- (ii) Members requested the Department and the bus company to study the feasibility of enhancing the frequency of runs of Route A20 to one trip per hour so as to facilitate the mobility of the public.

68. **The representative of the TD** replied and stated that the Department would maintain communication with Members regarding the suggestions and progress for enhancing bus stop facilities. The Department would also explore with the Citybus the feasibility of enhancing the service of Route A20.

69. **The Chairman**, in conclusion, extended a vote of thanks to the TD and bus companies for their proactive responses. The Chairman hoped that the Department would bring good news to the public.

Item 17

Any Other Business

70. No items were further raised by Members.

Item 18

Date of Next Meeting

71. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 23 May 2024 and the closing date for submission of Papers would be 7 May 2024.

72. **The Chairman** adjourned the meeting at 5:38 p.m.

The minutes of this meeting were confirmed on 23 May 2024.

The Chairman

The Secretary

KCDC Secretariat
May 2024