

**Minutes of the 3rd Meeting of  
the Traffic and Transport Committee of  
the Kowloon City District Council**

Date: 23 May 2024 (Thursday)  
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
Mr NG Cheuk-hang	District Engineer / Kowloon City and Kowloon Bay, 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 WONG Ka-keung	Senior Electrical and Mechanical Engineer (Electric Vehicle)2, Environmental Protection Department
	Ir LAU Hing-lun, Alan	Electrical and Mechanical Engineer (Electric Vehicle)21, Environmental Protection Department
Item 3	Mr LEE Kim-hung	Chief of Operations in Engineering Maintenance, MTR Corporation Limited
	Mr YEUNG Ka-wai, Gary	Chief Operations Manager – Kwun Tong Line and Tsuen Wan Line, MTR Corporation Limited
	Mr LO Chun-hang, Simpson	Chief External Affairs Manager, MTR Corporation Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Item 4	Mr Jacky MAK	Chief Construction Manager, MTR Corporation Limited
	Ms KWOK Man-yi	Senior Corporate Communications Manager – Capital Works, MTR Corporation Limited

	Mr Jason WOO	Senior Liaison Engineer, MTR Corporation Limited
	Mr KWOK Ue-mo, Benjamin	Engineer, Railway Development Office, Highways Department
Item 5	Mr Jason WOO	Senior Liaison Engineer, MTR Corporation Limited
	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
	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
	Mr KWOK Ue-mo, Benjamin	Engineer, Railway Development Office, Highways Department
Item 6	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
	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Item 7	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
Item 9	Mr NG Tsz-wing, Ricky	Chief Estate Officer / Land Control / Kowloon West (District Lands Office, Kowloon West), Lands Department
Item 10	Ms WONG Yuk-ki	Senior School Development Officer (Kowloon City) <sup>3</sup> , Education Bureau
Item 15	Mr LAM Hoi-ching, Benny	Acting Senior Engineer 1 / Universal Accessibility, Highways Department
	Mr LI Dick-kei, Dicky	Engineer 14 / Universal Accessibility, Highways Department

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### **Opening Remarks by the Chairman**

1. **The Chairman** of the Traffic and Transport Committee (TTC) welcomed all Members and representatives of government departments to the third 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 later 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. Besides, 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 it to vibration mode to avoid causing disturbances.

### **Item 1**

#### **Confirmation of Minutes of the 2nd Meeting**

3. **The Chairman** announced that the minutes of the second meeting were unanimously endorsed by the TTC without amendments.

### **Item 2**

#### **Matter Arising: 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)

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

- (i) the Member understood that the residents of Kowloon City District had a great demand for parking spaces for motorcycles. However, they would still like the Transport Department (TD) to consult the views of nearby residents before setting up parking spaces for motorcycles at the selected locations;
- (ii) currently, a number of parking spaces for motorcycles set up on Sheung Lok Street were blocked by railings. Drivers were required to walk out of the pavement in order to pick up their motorcycles. Therefore, the Member suggested the Department to remove the railings so as to facilitate drivers to get on and off;
- (iii) the Member stated that although the Department had increased the parking spaces for motorcycles in the district in the past two years, the total number of parking spaces was insufficient to solve the problem of illegal parking of motorcycles in the district. The situation at the rear lanes in the old district was particularly serious. Hence, the Member requested the Department to actively consider

setting up more parking spaces for motorcycles at suitable locations in the district;

- (iv) some parking spaces for motorcycles in the district were suspected to be occupied by abandoned motorcycles for a long time. The Member suggested the Department to try to contact the related car owners and remove the relevant motorcycles when necessary; and
- (v) the Member enquired about the Department's result of the study on the provision of parking spaces for motorcycles on spaces underneath the flyover near Harbourview Horizon of Harbour Place in Hung Hom Bay and nearby the flyover at Hung Hom South Road.

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

- (i) the Department had to strike a balance between various factors when considering the provision of on-street parking spaces, including the prevailing traffic situation, the demand for loading / unloading of goods, the layout of nearby transport facilities such as the width of road and the locations of pedestrian crossings and vehicular access, as well as the opinions of nearby residents;
- (ii) in regard to the issue of the parking spaces for motorcycles on Sheung Lok Street being blocked by railings, the Department had issued a works order to the related department to remove the railings. The relevant works were expected to be completed in two months;
- (iii) moreover, district consultation on the arrangement of adding 15 parking spaces for motorcycles on Sheung Lok Street had been completed. The Department would implement the relevant arrangement upon the expiry of the temporary traffic arrangement for the Central Kowloon Route;
- (iv) the Department would send staff regularly to inspect the usage of the parking spaces for motorcycles. If situation of parking spaces being occupied for a long time were found, the Department would discuss the response measures jointly with the law enforcement departments;

- (v) the Department had sent staff to inspect the feasibility of the provision of parking spaces for motorcycles underneath the flyover near Harbourview Horizon of Harbour Place in Hung Hom Bay and nearby the flyover at Hung Hom South Road. However, no road was available for connection and drivers were required to drive for about 100 metres on the pavement to reach the relevant locations. Taking into consideration of pedestrian safety, the Department did not accept the proposal on the provision of parking spaces for motorcycles at the relevant locations; and
- (vi) the Department would provide an additional of nine parking spaces for motorcycles underneath the flyover in Kowloon City and continue to look for suitable locations in the district for the provision of parking spaces for motorcycles.

6. **The Chairman** made a conclusion and he would like the TD to provide additional parking spaces for motorcycles in suitable locations in the district after striking a balance between the opinions of different stakeholders in the community with a view to diverting the traffic in the district and alleviating the situation of illegal parking.

### **Item 3**

#### **Renewal of Infrastructure Assets by the MTR between Prince Edward and Ho Man Tin Stations of Kwun Tong Line**

(TTC Paper No. 18/2024)

7. **The representative of the MTR Corporation Limited (MTRCL)** introduced the Paper and supplemented as follows:

- (i) the MTRCL expected that journey time of passengers using alternative routes on the day when the works on renewal of infrastructure assets conducted would be increased by about two to 12 minutes compared with usual ones;
- (ii) in order to facilitate passengers in the vicinity of Yau Ma Tei to Whampoa, the MTRCL would collaborate with the Kowloon Motor Bus Company (1933) Limited (KMB) to render free bus service on the entire route of Route 8 and free bus service on Route 30X at the designated bus stops to passengers on the day of the works. The

frequency of runs of the aforementioned two routes would be increased and the service hours would be extended: the service hours of Route 8 on that day would be from 5:30 a.m. to 1:00 a.m. in headway of 10 minutes; the service hours of Route 30X on that day would be from 6:00 a.m. to 1:15 a.m. and short-haul trips between Whampoa and Yau Ma Tei would be offered; and

- (iii) the MTRCL suggested passengers to use the MTR Mobile, the mobile application of the MTRCL, or the website of the MTR to plan their journeys in advance before going out on that day.

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

- (i) Members pointed out that the estimated travelling time of the alternative routes offered by the MTCL only included the journey time and excluded the time required for waiting and queuing up. Thus, the actual time required would be more than the MTRCL's estimation. Therefore, Members suggested the MTRCL to increase manpower at the concourses and platforms of stations on that day to assist passengers in transfers and divert passenger flow so as to shorten the travelling time of passengers;
- (ii) the bus service arrangements of Route 8 and Route 30X on that day, including if the special arrangements would affect the original frequency of runs of the routes, the locations of the bus stops of relevant routes with free services, if temporary bus stops would be set up near the affected MTR stations and for the use of the additional runs of buses;
- (iii) if the MTRCL would arrange additional shuttle buses to travel between affected stations;
- (iv) to facilitate residents to travel to the vicinity of Prince Edward, Mong Kok and Yau Ma Tei, Members suggested the MTRCL and the KMB to consider providing free bus services on Route 6C and Route 6F or other routes on that day;
- (v) Members enquired if the various applications showing the arrival time of public transport could display the arrival time of Route 8 and



Route 30X on that day;

- (vi) Members raised the following enquiries and suggestions regarding the publicity work for the arrangements on the day of the works:
  - (a) enquired if the MTRCL would arrange staff to inform passengers of the related operational arrangements outside the affected stations;
  - (b) suggested the MTRCL to inform the public in advance the arrangement of various alternative routes on the day of the works. The MTRCL could print publicity items and distribute them to the public via the owners' corporations, district organisations, offices of district councilors and hotels in the district. Members also requested the staff to assist in informing residents and visitors of the relevant arrangements on that day so as to minimise the situations of causing confusion;
  - (c) suggested the KMB to post notices of the bus service arrangements on that day at nearby bus stops to enable elders to be informed of the relevant arrangements; and
  - (d) enquired if the MTR Mobile would display the correct suggested routes to passengers in view of the situation of that day.

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

- (i) after discussing with the TD and the KMB, the MTRCL considered that Route 8 and Route 30X were the most suitable to replace the routes of the MTRCL suspended service due to the works on that day. Hence, the MTRCL provided additional resources to the KMB to step up the services of these two bus routes, including increasing the frequency of runs, extending the service hours and offering short-haul routes. The MTRCL and the KMB would maintain close liaison and closely monitor the situations of operations of these two bus routes on that day and further enhance services when necessary;
- (ii) Route 8 would adopt the existing routing and bus stops on that day and no temporary bus stops would be set up;

- (iii) the MTRCL would continue to announce the arrangements on the day of the works in the next two months via different means and maintain close communication with various stakeholders, enabling the public to be informed of the operational arrangements in advance. The MTRCL would also arrange for additional staff along the stations of the MTR Kwun Tong Line to assist passengers on that day;
- (iv) MTR Mobile would provide correct travelling information to passengers according to the actual situation on that day;
- (v) the MTRCL would set up enquiry counters at Ho Man Tin and Yau Ma Tei Stations and arrange staff to answer passengers' enquiries. The MTRCL would also closely monitor the situation outside stations on that day and flexibly deploy manpower to offer assistance to passengers if necessary.

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

- (i) the public could take the entire route of Route 8 free of charge on that day. As for Route 30X, the public could ride on free of charge at the designated bus stops between Ya Ma Tei and Whampoa;
- (ii) on that day, the KMB would maintain close liaison with the MTRCL and pay close attention to the situation of operations of the aforementioned two bus routes, as well as increase the frequency of runs to divert passengers when necessary; and
- (iii) the information on the arrival time provided by the mobile application of the KMB was real-time information. Under normal circumstances, the application could display the arrival time of every run.

11. **The Chairman** made a conclusion and he expressed thanks to the MTRCL and the KMB for the special arrangements made in view of the works on 28 July. He anticipated that the organisations could clearly disseminate real-time information to the public on that day and make response measures properly to minimise the impact on passengers as much as possible.

**Item 4****Arrangements of the Temporary Traffic Management Measures for the Proposed Construction of a Footbridge at Exit C of Sung Wong Toi Station**

(TTC Paper No. 19/2024)

12. **The representatives of the Highways Department (HyD) and the MTRCL** introduced the Paper and supplemented as follows:

- (i) the footbridge would adopt a warren truss design. Upon completion, the part of bridge foundation would not require to occupy the traffic lanes of Sung Wong Toi Road. However, three temporary supports were required to set up on Sung Wong Toi Road during the construction period. Therefore, temporary traffic arrangements had to be made;
- (ii) the works would be conducted in three phases. The roads affected by the works were Sung Wong Toi Road, Olympic Avenue, Hang Wan Road and part of the pavement off Sky Tower;
- (iii) the location of the works was currently the site of the Civil Engineering and Development Department. The traffic lanes that had to be closed were comparable to those required in this works; and
- (iv) the “give way” location, nearby pedestrian crossings and waiting areas on Pak Tai Street / Sung Wong Toi Road westbound would be relocated to facilitate the works.

13. **Members’** suggestions and enquiries were consolidated as follows:

- (i) Members suggested reducing the number of temporary supports and optimising the works so as to shorten the construction period and minimise the impact on nearby traffic;
- (ii) Members enquired during the works:
  - (a) noise and fine dust mitigation measures adopted at the site;
  - (b) if the works would be conducted at night or in the small hours;

- (c) if a dedicated hotline and website would be set up for the announcement of works progress and collection of residents' views;
  - (d) if staff would be arranged near the location of the works to answer enquiries of the public;
  - (e) the expected date of completion of the works; and
- (iii) if fans and greening facilities would be equipped on the footbridge.

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

- (i) regarding the suggestion to reduce temporary supports, the MTRCL decided to divide the footbridge into four component parts after evaluating factors such as the span of the footbridge, the bearing force of the cranes and the impacts on traffic. Therefore, three temporary supports were required to set up on Sung Wong Toi Road;
- (ii) the MTRCL would adhere to the guidelines on noise control and fine dust control of the Environmental Protection Department (EPD). Noise barriers would be set up on the site and the contractor would be requested to timely sprinkle water on the site to reduce noise and fine dust;
- (iii) the vast majority of the works would be carried out from 7:00 a.m. to 7:00 p.m. on weekdays. However, since the works process of using cranes to lift up the deck of the bridge involved road closure, the closure of the whole section of the road was required for several nights to facilitate the works to conduct overnight. The MTRCL would try its best to arrange the relevant works to be conducted during the nights of non-working days and maintain close communication with nearby housing estates;
- (iv) the footbridge had greening facilities; and
- (v) the works were anticipated to be completed in 2026. The MTRCL would maintain close liaison with related departments and closely monitor the works progress.

15. **The Chairman** made a conclusion and he would like the MTRCL to complete the works at the soonest and minimise the impacts of the works on nearby traffic.

### **Item 5**

#### **Request for Studying the Enhancement of Bus Services and Facilities in To Kwa Wan Area**

**(TTC Paper No. 20/2024)**

16. **A Member** introduced the Paper and pointed out that the discussion on the provision of bus routes travelling between To Kwa Wan and Tsuen Wan had spanned several terms of the Kowloon City District Council (KCDC) but had yet to be implemented. Since the current fares of red minibuses travelling between Tsuen Wan and To Kwa Wan were expensive and there was a lack of barrier-free facilities inside MTR stations, residents had a keen demand for relevant bus routes.

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

- (i) the residents of To Kwa Wan at present could travel to Tsuen Wan area by taking the MTR or through interchanging existing bus routes. Yet, the TD noted Members' views and would consider the views together with other views when planning the routes; and
- (ii) the Department would plan the appropriate public transport services based on the commissioning of Central Kowloon Route, traffic and transport situations and passengers' demands. The Department would reflect Members' views to the related section of the Department and study the feasibility of adjusting relevant bus services with the bus companies in a timely manner.

18. **The representative of the KMB** responded and stated that passengers currently could make use of the Bus-bus Interchange Network of the KMB with concessionary fares to interchange to other bus routes at To Kwa Wan and travel to areas such as Tsuen Wan, Kwai Chung and North District. The KMB had also noted Members' views and would maintain communication with the TD to study the feasibility of adjusting services in a timely manner.

19. **The representative of the Citybus Limited (Citybus)** responded and stated that the Citybus understood the travelling needs of residents in the area. The Citybus had noted Members' suggestions and would study the feasibility of service enhancement with the TD in a timely manner to facilitate residents in the area.

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

- (i) the MTRCL had commenced the construction works of the footbridge at Exit C of Sung Wong Toi MTR Station in June 2023 to connect the station and Pak Tai Street as well as provide a direct and convenient walkway for the public to travel to the station. At present, the works team was actively taking the works forward and the whole works was anticipated to be completed in 2026;
- (ii) the MTRCL would strictly comply with the related ordinances stipulated by the EPD. The vast majority of the works would be arranged to carry out from 7:00 a.m. to 7:00 p.m. during non-holidays. Furthermore, in order to minimise the possible impacts caused to nearby residents, the works team had adopted quieter piling and construction methods and set up noise barriers near the site area and on both sides of the covered walkway at Exit D of Sung Wong Toi Station. The contractor would also regularly sprinkle water on the site and properly cover the related construction materials to control the dust generated in the site; and
- (iii) as for the design of the footbridge, the footbridge was about four-metre-high and four-meter-wide and adopted an open-style design on both sides to facilitate natural ventilation, cross ventilation and access to natural lighting. Plants would be planted on both sides of the footbridge to offer a green travelling experience for residents travelling between Sung Wong Toi MTR Station and Pak Tai Street.

21. **The Chairman** made a conclusion and would like the Department to take note of Members' views and make arrangement on the provision of relevant routes in a timely manner.

**Item 6****Concern over the Arrangements of Ancillary Transport Facilities in the Vicinity of the New Acute Hospital in Kai Tak****(TTC Paper No. 21/2024)**

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

- (i) the Member stated that there were no bus or minibus services from Hung Hom area and To Kwa Wan area directly to the vicinity of the Hong Kong Children's Hospital (HKCH) at present. Therefore, the Member requested the TD to provide relevant routes to facilitate residents to travel to and from the HKCH and the New Acute Hospital (NAH) to be completed shortly;
- (ii) regarding the plan for the provision of supplementary green minibus (GMB) services between Wong Tai Sin District and the HKCH mentioned in the written reply by the Department, the Member suggested the Department to first consider enhancing the routing of GMB Route 88 by extending it to the HKCH. This could not only raise patronage and alleviate the current operational difficulties, but also make good use of existing resources;
- (iii) the Member enquired about the feasibility of the provision of ferry services from Whampoa and West Kowloon areas to the vicinity of the HKCH which could facilitate the public and alleviate the burden on road traffic;
- (iv) the Member suggested the Department and the bus companies to provide public transport routes in the NAH in Kai Tak to travel between the NAH and various districts to meet the demand in the long run; and
- (v) upon the completion of the NAH in Kai Tak, the Department should consider providing short-term feeder transport services between Queen Elizabeth Hospital and the NAH.

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

- (i) the NAH was adjacent to the HKCH. The public travelling to and from the NAH in Kai Tak in the future could make use of the existing public transport services serving the HKCH. A total of nine public transport service routes at present connected the HKCH that provided services to and from Kowloon City, To Kwa Wan and the nearby MTR stations. Among which, there were four franchised bus routes and five GMB routes, including Citybus Routes 20A, 22 and 22M, KMB Route 5R and GMB Routes 22A, 68, 86, 90A and 90B;
- (ii) the Department had planned to provide two additional franchised bus routes in 2024 and continue to enhance the connection between the HKCH, the NAH in Kai Tak in the future and the surrounding areas, including Citybus Route 20X passing through To Kwa Wan and KMB Route X6C passing through Yau Tsim Mong areas;
- (iii) in view of the lack of direct transport services from Wong Tai Sin District to the HKCH, the Department was planning to provide a supplementary minibus route between Wong Tai Sin and the HKCH. With regard to the suggestion on the enhancement of GMB Route 88, the Department would discuss the feasibility of modifying existing routes and enhancing services with the operators;
- (iv) the provision of Route 20X under the planning by the Department could facilitate residents in Yau Tsim Mong areas to travel to the HKCH. It could also serve as a transport route connecting Queen Elisabeth Hospital and the NAH in Kai Tak in the future;
- (v) the Department was required to take into account various factors when considering the feasibility of the provision of ferry services, including the frequency of ferries, the travel patterns of the public and the convenience of boarding and alighting the ferry; and
- (vi) the Department would pay close attention to the traffic situation of Shing Cheong Road and Cheung Yip Street and avoid creating excessive traffic burdens when planning the transportation in Kai Tak area so as not to impede the access of emergency vehicles to and from the hospitals.



24. **The Chairman** made a conclusion and he was pleased that the TD had listened to the views of Members and the public to provide public transport routes to and from the HKCH. He would also like the Department to pay close attention to the demand of passengers and the situation of operations and review the relevant public transport routes in a timely manner.

### **Item 7**

#### **Proposal to Extend the Routing of Route 224X to Kai Tak New Area with AIRSIDE as the Terminus**

**(TTC Paper No. 22/2024)**

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

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

- (i) the TD and the bus company put forward a number of proposals in the Bus Route Planning Programme 2024-2025, including modifying the routing of KMB special departures Route 224X to run between Tsim Sha Tsui East via Shing Kai Road, setting the Kai Tak Public Transport Interchange as the terminus, as well as adding the runs during the afternoon peak hours. The Department was now consulting the TTCs of the various related District Councils on a number of proposals in the Bus Route Planning Programme 2024-2025 and would take into account the opinions collected when summarising the views of various parties; and
- (ii) the Department would continue to pay close attention to the development of Kai Tak area and the changes in passengers' demand for public transport services, while reviewing and adjusting the service routes with the bus company in a timely manner.

27. **The representative of the KMB** replied that he noted Members' views. In addition, the KMB proposed to modify the terminus of Route 224X (Special Departure) to the Kai Tak Public Transport Interchange, modify the corresponding routing and add the runs during afternoon peak hours in the Bus Route Planning Programme 2024-2025 to meet the travelling needs of passengers in Kai Tak area. The KMB would pay close attention to the situation of operation upon implementation of the related proposals to ensure that the services could meet passengers' demand and discuss the arrangements of adjusting the relevant service with the TD in a timely manner if necessary.

28. **The Chairman** made a conclusion and he would like the TD and the bus company to take note of Members' views on bus services in Kai Tak area and review passengers' demand for bus services in the area in a timely manner.

### **Item 8**

#### **Promotion of Smart Car Parks to Alleviate the Problem of Illegal Parking** **(TTC Paper No. 23/2024)**

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

- (i) the Member expressed regret that the Lands Department (LandsD) did not send staff to attend this meeting;
- (ii) the Member suggested the related departments to carry out the preliminary work of developing the existing site of the Light Public Housing at Hung Lok Road into a smart car park properly, with a view to shortening the time of the works; and
- (iii) the related departments could follow the practice of Sham Shui Po District and Tai Po District by leasing vacant sites in the district to operators of car parks on short-term tenancies, which could not only optimise the use of land resources, but also help to solve the problems of insufficient parking spaces and illegal parking in the district.

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

- (i) to respond to the community's demand for private car parking spaces, the TD would adopt the higher end of the related parking standards under the Hong Kong Planning Standards and Guidelines as the basis when proposing to the relevant departments the number of parking spaces to be provided under new development projects / redevelopment projects;
- (ii) the Government was providing additional public parking spaces in suitable "Government, Institution or Community" facilities and public open space developments in accordance with the principle of "single site, multiple uses". In order to provide more parking spaces and make more effective use of the space, the TD and related departments would request the responsible departments to consider the feasibility

of adopting automated parking systems (APSs) at the planning stage of a development project taking into account the factors such as project characteristics, design requirements, site constraints and cost-effectiveness;

- (iii) the Department was cooperating with car park operators to open up the parking vacancy data and basic car park information to the public through the “HKeMobility” mobile application. The Department would continue to encourage existing operators of private car parks to provide related information on parking spaces;
- (iv) having consulted related departments, the Department noted that it was unable to install charging facilities comprehensively in smart car parks due to the current technical constraints. The Government would study the provision of automated parking spaces equipped with charging facilities when the technology was fully developed; and
- (v) the Department would actively study the feasibility of operating smart car parks with APSs adopted on short-term tenancies, taking into account the financial situation, whether the underground utilities near the relevant location would obstruct the construction of APS and whether the relevant site would have other development use in the short term. The Department also noted Members’ views and would convey the views to the related sections of the Department.

31. **The Chairman** made a conclusion and stated that smart car parks could help to improve the problem of illegal parking in the district as well as facilitate the collection and analysis of big data. He would like the Department to actively consider Members’ views.

## **Item 9**

### **Request for Following up the Problem of Storing Bicycles along Roadside Railings** **(TTC Paper No. 24/2024)**

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

- (i) the deadlines of the notices posted by the LandsD and whether the owners would be fined after their bicycles were taken away;

- (ii) the Member pointed out that upon receipt of the notice, the offenders of illegal bicycle parking would make use of the legal loophole to move their bicycles to a street nearby for continue storage. Thus, he considered that the relevant practice could not solve the problem. He suggested the Department to consider other solutions, such as adding warning messages at blackspots for illegal parking of bicycles and shortening the notice period, so as to enhance the efficiency of law enforcement and the deterrent effect; and
- (iii) the Member suggested the Department to consider providing parking spaces for bicycles at locations with less pedestrian flow.

33. **The representative of the LandsD** gave a consolidated reply as follows:

- (i) under the existing arrangements, the District Lands Office, Kowloon West (DLO/KW) would regularly conduct joint clearance operations with the District Office and the Food and Environmental Hygiene Department (FEHD) on matters regarding illegal parking of bicycles in the district. Generally speaking, upon receipt of relevant complaints or referrals, the DLO/KW would, in accordance with the Land (Miscellaneous Provisions) Ordinance (Cap. 28), affix notices to usable bicycles secured to the railings and give the occupiers no less than a day's notice requesting the cessation of relevant situation of occupying the government land before a specified deadline. If the bicycles were not removed before the deadline, the DLO/KW would remove and take possession of the relevant bicycles in joint clearance operations;
- (ii) the DLO/KW had carried out inter-departmental joint clearance operations at Kwei Chow Street, Lok Shan Road, Mei King Street and the location off the petrol filling station on Wuhu Street respectively on 26 April this year, removing a total of 10 usable bicycles secured to railings. Besides, another 10 bicycles were removed by relevant persons before the deadline. In addition, the DLO/KW expected to conduct another joint clearance operation on 31 May 2024 and had included the locations mentioned by Members in the Paper in the operation;

- (iii) with regard to Members' suggestion of adding warning messages at blackspots for bicycle storage, although the relevant measure was feasible, the relevant notice could only be considered as a form of advice with no legal effect. The Department still had to give the occupier no less than a day's notice in accordance with the Land (Miscellaneous Provisions) Ordinance before carrying out the bicycle removal work. The Department would not be able to remove the relevant bicycles if the relevant persons stored the bicycle at the same location again after removing the bicycle within the deadline; and
- (iv) after the Department removed and took possession of the bicycle in accordance with the Land (Miscellaneous Provisions) Ordinance, the bicycle became the government property and could not be reclaimed by the owner. The Department would consider taking out prosecutions against the behaviour of the owners should there be sufficient evidence to identify the owner of the relevant bicycle.

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

- (i) officers of the Kowloon City Police District jointly conducted a number of inter-departmental joint operations with the FEHD between October 2023 and April 2024 to deal with the situation of street obstruction by miscellaneous articles in the district; and
- (ii) in addition, the Kowloon City Police District would continue to conduct joint operations named LUNARSHINE jointly with other related law enforcement agencies to remove the miscellaneous articles obstructing the streets to ensure road safety and smooth traffic flow. Officers of the Kowloon City Police District would continue to monitor such kind of situations and had created a file for dedicated officers to follow up.

35. **The Chairman** made a conclusion and stated that the problem of illegal parking of bicycles had been longstanding in the district and must rely on long-term law enforcement to improve the situation. He also made an appeal to Members to reflect the blackspots of illegal parking of bicycles to the LandsD so that the related departments could arrange law enforcement actions.

**Item 10****Proposal to Improve the Traffic of Man Fuk Road and Man Wan Road****(TTC Paper No. 25/2024)**

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

- (i) the Member stated that traffic congestion in the relevant roads was a perennial problem in the community. Residents nearby also agreed that it was mainly due to the inappropriate arrangements for school buses of Stamford American School Hong Kong (Stamford). However, the reply given by Stamford did not put forward any solution to improve the problem. It was therefore suggested that the related departments to adopt response measures to motivate the school to improve the relevant problem;
- (ii) the Member suggested the Police to follow the practice of sending Traffic Police Officers to direct traffic at the relevant locations in Kowloon Tong during the peak hours before and after school so as to divert the traffic flow on Man Fuk Road and Man Wan Road;
- (iii) the Member enquired about the actual period of “the vehicular green time from Man Fuk Road to Pui Ching Road had been moderately extended for periods during the day” mentioned in the TD’s written reply;
- (iv) the Member enquired whether the related departments had taken out prosecutions against learner drivers for non-compliance and the relevant number of prosecutions; and
- (v) the Member objected to the TD’s proposal to remove the two on-street metered parking spaces off Stamford due to the lack of large scale car parks in Kowloon City District and enquired whether the Department would conduct district consultation on the matter.

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

- (i) the Department, together with the Police and the Education Bureau (EDB), conducted a meeting with representatives of the school in September 2021 and suggested the school to adopt a “school-bus-only”

policy. However, the school could not implement the policy at that time for administrative reasons. The Department also wrote a letter to the school earlier, advising the school to arrange for school buses to arrive at the school in batches to prevent the school buses from arriving too early and affect the traffic nearby the school;

- (ii) regarding adjusting the vehicular green time from Man Fuk Road to Pui Ching Road, the Department had adjusted the green time between 7:00 a.m. and 8:00 a.m. and between 2:40 p.m. and 3:10 p.m. respectively. The aforementioned green times would be extended by 16 seconds and 10 seconds respectively, while the red time during the afternoon period would be reduced by 10 seconds; and
- (iii) the TD stated that regarding the relocation of the metered parking spaces off the Stamford, the Department had reviewed the road environment and the layout of the vehicular run-in / out nearby and considered that there was no suitable location nearby for the relocation of the relevant on-street metered parking spaces. Therefore, the Department was proposing to remove the relevant parking spaces in order to minimise the impact on the traffic of the relevant road sections. The Department would consider the implementation of the relevant proposal subject to the outcome of district consultation.

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

- (i) the Kowloon City Police District had all along been concerned about the traffic situation in the area and had implemented strategic traffic control measures during peak hours in the school area. In view of the large amount of schools in the area, officers of the police district would set priorities when exercising traffic control according to the traffic situation, among which included the vicinity of Man Fuk Road and Man Wan Road. The Police would continue to take appropriate law enforcement actions jointly with the TD, the EDB and school representatives targeting the traffic situations in the area;
- (ii) the Police also contacted the responsible person of Hong Kong Young Women's Christian Association to discuss the appropriate pick-up and drop-off locations for relevant tourist coaches, so as to minimise the impacts on nearby residents; and

- (iii) the Police would continue to ensure road safety and smooth traffic flow in the area according to the multi-pronged measures under the “Selected Traffic Enforcement Priorities (STEPs)”.

39. **The representative of the EDB** gave a consolidated reply as follows:

- (i) as regards the busy traffic on Man Fuk Road caused by school buses and private cars picking up and dropping off schoolchildren at Stamford before and after school hours, the EDB had been maintaining contact with the school since its inauguration in 2017 to understand and monitor the traffic arrangements for picking up and dropping off schoolchildren before and after school hours;
- (ii) the school had actively cooperated and continuously implemented a number of measures to relieve the traffic pressure on Man Fuk Road during after-school hours, among which included coordinating the end of school hours with neighbouring schools to reduce the burden of traffic in the area during after-school hours, strongly encouraging students to take school buses, providing school-funded MTR shuttle buses to carry students to and from Ho Man Tin Station and Yau Ma Tei Station for taking public transport, as well as encouraging senior secondary students to walk to nearby public transport stations themselves after school; and
- (iii) the Bureau would gain an understanding from the school in a timely manner about the traffic situation nearby the school before and after school hours, assist the school in maintaining good communication with various stakeholders and formulate traffic pressure mitigation measures to reduce the burden on road traffic and the impact on nearby residents.

40. **The Chairman** made a conclusion and he would like the related departments to take appropriate measures or law enforcement actions to take forward the relevant issues, so as to alleviate the situation of traffic congestion in the vicinity.



**Item 11****Concern over the Prolonged Parking of Tourist Coaches at Wai Wan Lane**  
**(TTC Paper No. 26/2024)**

41. **A Member** introduced the Paper and pointed out that as stated in the reply paper from the Police, over 1 000 Fixed Penalty Tickets (FPNs) were issued against offending vehicles at Wai Wan Lane and Tai Wan Road between October 2023 and April 2024, which reflected that the relevant problem was very serious. Therefore, the Member would like the Police to step up law enforcement efforts to alleviate the relevant problem.

42. **The representative of the TD** replied and stated that the TD had sent staff to conduct on-site inspections in the vicinity of Wai Wan Lane and observed situations that some tourist coaches did not leave immediately after picking up or dropping off passengers. The relevant road section had demarcated as a “No-stopping Restriction Zone” from 7:00 a.m. to 7:00 p.m., restricting the activities of picking up or dropping off of passengers of vehicles (except for the picking up and dropping off of passengers by buses and taxis) there during the relevant period. Tourist coaches could pick up and drop off passengers there, but not to stop and wait. The Department had referred the relevant case to the Police for follow-up.

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

- (i) the Kowloon City Police District combatted the illegal parking of vehicles from time to time on Wai Wan Lane and Tai Wan Road from October 2023 to April 2024 and issued more than 1 000 FPNs to take out prosecution against offending vehicles; and
- (ii) officers of the Traffic Team of Kowloon City Police District and Hung Hom Division had been keeping a close watch on the traffic situation in the area and would issue tickets to offending vehicles from time to time. Officers of the Kowloon City Police District would continue to monitor the traffic situation in the area and take appropriate law enforcement action against offending vehicles in accordance with the STEPs of the HKPF to prevent endangering and obstructing other road users and to ensure road safety and smooth traffic flow.

44. **The Chairman** made a conclusion and he believed the TD and the Police would take appropriate follow-up measures to alleviate the relevant problem. He

would like Members to continue to pay attention to the relevant situation.

## **Item 12**

### **Matters Related to the Disturbances to Residents Caused by Tourist Coaches at Oi King Street**

**(TTC Paper No. 27/2024)**

45. **A Member** introduced the Paper and stated that the “parking space was in demand for parking most of the time” mentioned in the TD’s written reply was only being used by the same tourist coach for long periods of time and was not the demand of the public. The Member therefore requested to remove that parking space.

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

- (i) the TD had sent staff to inspect on-site the on-street parking space for tourist coaches at Oi King Street in Hung Hom for multiple times in the early morning hours, during which, the TD did not find any tourist coach drivers for not switching off the idling engines. However, the Department observed situations of idling engines of private cars not being switched off. The Department had referred the relevant case to the Police for follow-up and requested the stepping up of law enforcement; and
- (ii) in relation to the proposal to remove the on-street parking space for tourist coaches at Oi King Street, the Department would strike a balance between various factors such as traffic flow, the demand for the activities of picking up / dropping off of passengers and loading / unloading of goods as well as the parking demand in the area when allocating on-street parking spaces in the area. The Department considered that as the relevant parking space was in demand for parking most of the time, removal of relevant parking space would cause inconvenience to the public who used that parking space lawfully. The Department therefore had reservations about the proposal.

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

- (i) regarding the problem of noise disturbance caused by the engines of the tourist coaches at Oi King Street, officers of the Traffic Team of

the Kowloon City Police District and Hung Hom Division had commenced investigation and follow-up upon the receipt of the incident. Warnings and suggestions on leaving as soon as possible after picking up the vehicles were given to drivers of tourist coaches so as to avoid the noises generated by prolonged idling engines from causing nuisance to the residents nearby. Officers of Hung Hom Division would continue to pay attention to the aforementioned situation and follow up on the incident; and

- (ii) large vehicles (for example, tourist coaches and heavy goods vehicles) would adopt the Air Brake System. Vehicles using the relevant system would lose air pressure if the engines were switched off for an extended period of time. It would take time for the air pressure in the engines to build up to a certain level before starting the vehicle. Therefore, some of the heavy vehicles would generate noise from the engine during the process.

48. **The Chairman** made a conclusion and stated that he would like the relevant departments to pay attention to the problems mentioned by Members and take appropriate follow-up actions.

### **Item 13**

#### **Call for Demarcating Double Yellow Lines and Expanding the Area of Yellow Box Markings to Alleviate the Problem of Illegal Parking** (TTC Paper No. 28/2024)

49. **A Member** introduced the Paper.

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

- (i) the TD sent staff to inspect the traffic situation on Taku Street and Bulkeley Street as well as at the junction of Kun Yam Street and Bulkeley Street. At present, part of the location of the relevant road section had been demarcated as “No-stopping Restriction Zones” to prohibit general vehicular traffic from stopping during specified periods. The Department would carefully consider the traffic of the aforementioned road sections as well as balance the needs of the local community for picking up / dropping off of passengers and loading / unloading of goods to study the feasibility of extending or establishing

more “No-stopping Restriction Zones” at the relevant road sections;

- (ii) the Department observed that some vehicles were suspected to be illegally parked in the relevant road sections. The Department had referred the case to the Police for follow-up and requested the stepping up of law enforcement;
- (iii) in general, yellow box markings were set at road junctions to prevent obstructions there. But the problem of illegal parking could not be solved. Expanding the area of the yellow box markings might slow down the flow of traffic. Therefore, the Department did not recommend the relevant practice; and
- (iv) there were a number of elderly homes at the location of the junction of Taku Street and Bulkeley Street. It would cause inconvenience to persons who lawfully picked up and dropped off passengers in nearby road sections if the area of yellow box markings were expanded to that junction.

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

- (i) the Kowloon City Police District combatted the illegal parking of vehicles from time to time on Bulkeley Street, Taku Street and Kwun Yam Street in Hung Hom from October 2023 to April 2024 and issued more than 2 300 FPNs to take out prosecution against offending vehicles; and
- (ii) officers of the Traffic Team of the Kowloon City Police District and Hung Hom Division had been keeping a close watch on the traffic situation in the area and would issue tickets to offending vehicles from time to time. Officers of the Kowloon City Police District would continue to monitor the traffic situation in the area and take appropriate law enforcement action against offending vehicles in accordance with the STEPs of the HKPF to ensure road safety and smooth traffic flow.

52. **Members** stated that residents nearby had been plagued by the problem of illegal parking of vehicles for many years and therefore requested the TD to take more preventive measures to prevent the problems from occurring, instead of just handing the

problems over to the Police for enforcement after the problems had arisen.

53. **The Chairman** made a conclusion and he would like the relevant departments to pay attention to the problems mentioned by Members and take appropriate follow-up actions.

#### **Item 14**

#### **Concern over the Problems of Loosening of Eco-pavers on Footpaths and Subsidence of Manhole Covers on Roads in Kowloon City District** (TTC Paper No. 29/2024)

54. **A Member** introduced the Paper and requested the Department to step up inspection of road surfaces and various road facilities in the district and do a proper job in the prevention of flooding.

55. **The representative of the HyD** replied with the main points as follows:

- (i) the Department attached great importance to the safety of pavements and would regularly inspect the roads under its purview. If any loosen or damaged paving blocks were found, the Department would arrange for repairs in a timely manner to safeguard the safety of road users;
- (ii) with regard to the situation of damage to the road surfaces on Taku Street and Bulkeley Street, the Department had sent staff to inspect on-site the above location and found that the locations of the potholes on the aforementioned roads were caused by water leakage from underground water pipes. The Department had immediately made a referral to the Water Supplies Department (WSD) for follow-up and repair. Relevant repair works had been completed on 19 April. Regarding the matter on the subsidence of manhole covers on the relevant road, the Department also completed the repair works jointly with the WSD on the same day;
- (iii) As for the situation of the damages to the road off Yuen Shing Building on Gillies Avenue South, the Department had also sent staff for on-site inspection and was arranging for a contractor to carry out the repair works. As the works involved discussions with the TD and the Police on the temporary traffic arrangements and details of the

related works, the rehabilitation works were expected to be completed by the end of June 2024; and

- (iv) the Department would regularly check and clear the drainage systems of the roads and pavements. It would also send staff to inspect the situations of the roads after inclement weather and follow up the situations of road surface damages in a timely manner.

56. **The Chairman** made a conclusion and requested the Department to take note of Members' views and maintain liaison with Members on the matter.

### **Item 15**

**Concern over the Progress of the Lift Retrofitting Works at Exit A of the Subway on Chatham Road North in Hung Hom (Structure No. KS41)**  
(TTC Paper No. 30/2024)

57. **A Member** introduced the Paper.

58. **The representative of the HyD** stated that the contractor had completed the installation of monitoring devices at the MTR track area and investigation on the conditions of the tracks in May 2024 as per the request by the MTRCL to ascertain the conditions of the railway structures / installations prior to the commencement of the works. The foundation works for the lifts would be commenced in June. The works were expected to be completed in the first quarter of 2025.

### **Item 16**

**Any Other Business**

59. No other items were raised by **Members**.

### **Item 17**

**Date of Next Meeting**

60. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 25 July 2024 and the closing date for submission of Papers would be 10 July 2024.

61. **The Chairman** adjourned the meeting at 5:25 p.m.

The minutes of this meeting were confirmed on 25 July 2024.

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The Chairman

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The Secretary

KCDC Secretariat  
July 2024