

**Minutes of the 4th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 25 July 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, MH

Members: Mr TING Kin-wa, MH

Mr LEE Chiu-yu

Mr NG Fan-kam, MH

Mr NG Po-keung, MH

Mr LAM Pok

Mr LAM Tak-shing, MH

Ms LEUNG Yuen-ting

Mr CHAN Chi-wah

Mr CHEUNG King-fan

Mr WONG Man-kong

Mr WONG Chi

Ms FUNG Mo-kwan

Ms LAU Yuen-yin

Mr PUN Kwok-wah, JP

Mr KWAN Ho-yeung

Co-opted Members: Mr SIU Tin-hung

Mr WU Ming-tai

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

In Attendance: Mr CHAN Yat-kin, Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Kaiser
Mr TONG Lok-tung, Senior Transport Officer / Kowloon City, Transport Department
Anson

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 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 KEUNG Man-hon	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Items 3 to 4	Mr KEUNG Man-hon	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), 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 5	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
Item 6	Mr KWOK Ho-man, Kelvin	External Affairs Manager, MTR Corporation Limited
Item 7	Mr CHAN Chi-fung	Senior Executive Officer / Driving Test 1, Transport Department
	Mr WONG Fai	Senior Driving Examiner 2, Transport Department
Items 9 and 11	Mr CHAN Sze-ho	Engineer / Kowloon Bay, Transport Department
Item 12	Mr WONG Fuk-ling	Senior Engineer / Transport Services D, Electrical and Mechanical Services Department
	Mr LEUNG Ka-chun	Engineer / Transport Services D / 1, Electrical and Mechanical Services Department
	Mr KOO Chi-hong	Senior Health Inspector (Cleansing & Pest Control) Kowloon City 1, Food and Environmental Hygiene Department
Item 14	Mr LO Chi-cheung, Stephen	Chief Engineer / E5, Civil Engineering and Development Department
	Mr CHAN Wai-kit, Ricky	Senior Engineer / 11(E), Civil Engineering and Development 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 forth 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 should 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 notification to avoid causing disturbances.

Item 1

Confirmation of Minutes of the 3rd Meeting

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

Item 2

Request for Enhancing the Design of the Bus Stop Shelter at 21 Ma Tau Wai Road (TTC Paper No. 31/2024)

4. **A Member** introduced the Paper and raised the following views:
 - (i) the related design of the shelter was very commonplace at old bus stops in the district. Members requested the Kowloon Motor Bus Company (1933) Limited (KMB) to carry out enhancement works on shelters of old bus stops in the district at the soonest; and

- (ii) requested the KMB to give due consideration to factors such as offering shelter from the rain and shade from the sun when providing additional bus stops in future.

5. **The representative of the Transport Department (TD)** replied and he stated that the TD had requested the KMB to study the feasibility of enhancing the design of the bus stop shelter mentioned in the Paper. Also, the KMB had replied to the Department that it had sent staff to inspect the bus stop and was studying the relevant plans.

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

- (i) the KMB noted Members' suggestions and had sent staff to inspect the on-site environment. The KMB was conducting a study on the enhancement works on the bus stop shelter. The works were expected to be carried out within 2024; and
- (ii) he would convey Members' views to the related departments of the company and study the feasibility of extending the enhancement works on the related bus stop shelter to other bus stops in the district.

7. **The Chairman** made a conclusion and he thanked the KMB for its positive response to Members' views and would like the relevant enhancement works to be implemented at the soonest.

Item 3

Request for Repainting the Signage for Queueing up at the Bus Stops in Hung Hom Area

(TTC No. 32/2024)

8. **A Member** introduced the Paper and stated that as many bus stops in the area would offer stoppings for multiple bus routes, queue markings played an important role in guiding the public to queue up for the correct bus route. Members would like the TD and the bus companies to actively inspect and take the initiative to install additional or enhance the queuing signage and facilities at the bus stops in the area, so as to facilitate residents in taking buses.

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

- (i) the TD had requested the bus companies to review the existing signage and arrangements for passengers queuing up at the bus stop at Valley Road on Chatham Road North northbound and make appropriate adjustments or demarcate queue markings for passengers in the light of the actual circumstances and the queuing conditions of passengers of various bus routes to guide passengers waiting for buses to queue up;
- (ii) the bus companies stated that queue markings had been demarcated for some bus routes that did not originally have one; and
- (iii) the Department had also requested the bus companies to regularly inspect the bus stop facilities in the area and make appropriate follow-ups.

10. **The representative of the KMB** replied and he stated that the KMB had demarcated additional queue markings for Routes 5, 14, 26 and 28 at the bus stop after sending staff to inspect the on-site environment. The KMB would continue to pay close attention to the queuing arrangements for bus stops in the area and would enhance the relevant arrangements where necessary.

11. **The representative of Citybus Limited (Citybus)** replied and she stated that the Citybus had noted Members' views and would study the provision of additional queue markings for Routes 790, 795X and 796P for the bus stop at Valley Road on Chatham Road North to facilitate passengers in waiting for buses. The Citybus would continue to pay attention to the queuing arrangements for bus stops in the area and would provide other additional and appropriate measures where necessary.

12. **The Chairman** made a conclusion and he thanked the TD and the bus companies for their prompt responses to Members' views. He would like the Members to continue to pay close attention to the relevant matter as well as relay to the Department and the bus companies in a timely manner.

Item 4**Matters Regarding the Enhancement of Bus Stop Facilities in To Kwa Wan Area**

(TTC Paper No. 33/2024)

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

- (i) as some road sections of Shansi Street had to be temporarily closed due to construction works of Home Ownership Scheme, Members suggested that the TD and the bus companies could take this opportunity to carry out modernisation works for the bus stops in the vicinity of Shansi Street; and
- (ii) Members enquired about the power source for bus stops currently installed with real-time arrival information display panels.

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

- (i) the TD had been encouraging franchised bus companies to upgrade the bus stop facilities to offer convenience to passengers and enhance the waiting environment;
- (ii) the KMB expressed to the Department that additional bus arrival information display panels could not be installed for the time being as there were no power supply currently at the shelters of the bus stops at Shek Tong Street and Shansi Street; and
- (iii) seats were currently provided at the bus stops at Shek Tong Street for the use of passengers. The KMB would send staff to inspect the bus stops at Shansi Street to study the feasibility of installing additional seats in the light of the actual circumstances to offer convenience to passengers waiting for buses.

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

- (i) the KMB had to assess the conditions and actual circumstances of the bus stops to determine whether real-time arrival information display panels could be installed. As there were currently no power supply at the bus stops at Shek Tong Street and Shansi Street, additional real-

time arrival information display panels could not be installed. The KMB was willing to follow up on matters related to the installation of additional real-time arrival information display panels if power supply facilities were available at the relevant bus stops in future;

- (ii) at present, two seats were already provided for the use of passengers at the two sets of bus stops at Shek Tong Street. Regarding the views on installing additional seats at the bus stop at Shansi Street, the KMB would send staff to conduct on-site inspections and submit an application to the TD for the installation of seats if the on-site conditions permitted; and
- (iii) regarding the suggestions on modernising the bus stop at Shansi Street, the KMB would discuss its feasibility with the Department.

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

- (i) the Citybus noted Members' views and would first complete the enhancement works at bus stops serving multiple routes and coping with high passenger demand, as well as those without shelter facilities nearby;
- (ii) regarding the matter on providing additional real-time arrival information display panels, the Citybus was willing to study the provision of additional relevant panels for bus stop shelters with power supply; and
- (iii) where conditions of various aspects permitted, the Citybus would concurrently consider providing additional seats, shelters and real-time arrival information display panels at bus stops for the use of passengers.

17. **The Chairman** made a conclusion and he would like the bus companies to continuously strive for providing various additional passenger-friendly facilities at bus stops in the area.

Item 5**Request for Resuming the Original Frequency of Runs of Airport Bus Route A20 at the Soonest****(TTC Paper No. 34/2024)**

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

- (i) in respect of Route A20, the Member suggested that Citybus should:
 - (a) optimise the routing and reduce the stops overlapping with Route A21 so as to shorten journey time;
 - (b) increase the frequency of runs to the pre-pandemic level, which was one trip per hour for the whole day; and
 - (c) provide an additional stop at the Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge to increase passenger volume.
- (ii) the public's demand for outbound travel was gradually increasing. Together with the "tourism is everywhere in Hong Kong" policy put forward by the Government, the Airport Authority Hong Kong (AA) also expected that the passenger volume at the airport would resume to the pre-pandemic level by the end of this year. As a result, the demand for bus services to and from the airport had gradually increased. The existing service arrangements for Route A20 could not meet the needs of residents in the area;
- (iii) Route A20 was the only bus route in Ho Man Tin area that could directly travel to and from the airport. At present, there were only three runs each in the morning and in the evening every day. Residents in the area had to interchange to other airport bus routes to travel to and from the airport outside the service hours of Route A20, causing inconvenience to the travelling of residents;
- (iv) the sparse frequency and little number of runs of Route A20 had left some passengers with no option but to interchange to other routes, causing situations that some routes reached full capacity and some routes encountered insufficient patronage. Therefore, it was inaccurate to calculate the patronage by using the current frequency

of runs of Route A20. Members requested the Citybus to launch a trial scheme to raise the number of runs of Route A20, then make appropriate adjustments according to the patronage rates to make good use of resources.

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

- (i) the TD understood the concerns of Members and the local community over the airport bus services. Following the increase in the number of travellers at the airport, the Department had been requesting the Citybus to gradually raise the service level of Route A20 in accordance with the actual passenger demand. The Department would continue to follow up with the Citybus; and
- (ii) the Department noted Members' suggestions on adjusting the routing of Route A20 and would convey them to the sections responsible for matters on bus route planning for the ease of follow-up and study.

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

- (i) the Citybus had been maintaining close communication with the TD and the AA and had enhanced the services of various Cityflyer routes in accordance with the number of travellers and the demand of passengers travelling between the airport or the Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge and various districts so that passengers could travel conveniently; and
- (ii) according to records, the patronage of Route A20 was less than 25 per cent. Therefore, the Citybus considered that the current service level of Route A20 could generally meet the passenger demand. Nevertheless, the Citybus understood that Members and residents in the area would like to have direct bus services to and from the airport. The Citybus would continue to pay close attention to the demand of residents in the area in travelling to and from the airport as well as enhance the related airport bus services where necessary and resources permitted.

21. **The Chairman** made a conclusion and he would like the Citybus to take note of Members' views and actively consider optimising and strengthening the service of

Route A20 to meet the demand of residents in the area in travelling to and from the airport.

Item 6

Request for the Provision of Customer Service Centres at Kai Tak, Sung Wong Toi and To Kwa Wan MTR Stations

(TTC Paper No. 35/2024)

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

- (i) at present, many elders and tourists were entering and exiting Sung Wong Toi Station and Kai Tak Station. Neither the mobile application nor the Help Lines could provide immediate answers to their questions, let alone requesting them to seek assistance through the “Virtual Service Ambassador”. Members considered that the MTR Corporation Limited (MTRCL) should set up more Customer Service Centres with staff on duty in order to provide the most real-time, speediest and most effective assistance;
- (ii) Members pointed out that the utilisation rate of the “Virtual Service Ambassador” launched by the MTRCL at Kai Tak Station was low. Situations of failing to identify problems due to the users’ speaking accent or speed of speech were frequent, which were unable to help resolve passengers’ difficulties. Members considered that the current technology was immature and staff assistance must be complemented to solve passengers’ problems effectively. Members requested the MTCL to provide the utilisation situation of the “Virtual Service Ambassador” and re-examine its effectiveness;
- (iii) the Kai Tak Sports Park would commence operation in early 2025. Events would be organised in most part of the year by then. Many international competitions would also be hosted. It was expected that crowds of the public and tourists would enter and exit Kai Tak Station and Sung Wong Toi Station. Members were concerned that solely relied on the Roving Service Teams and the “Virtual Service Ambassador” would not be able to cope with the enormous passenger volume. Therefore, Members considered that it was necessary to set up additional Customer Service Centres with staff on duty at the stations to provide assistance to passengers in need;

- (iv) Members requested the MTRCL to deploy additional uniformed staff at stations to provide assistance to passengers before setting up additional Customer Service Centres with staff on duty.

23. **The representative of the TD** replied and he stated that the TD had been encouraging the MTRCL to explore more different ways to enhance passengers' travelling experience, and had also requested the MTRCL to remind its staff to pay attention to the movement of passengers in the stations and to provide assistance where necessary.

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

- (i) in recent years, the MTRCL had been actively introducing and adopting technology to provide better services to passengers. These measures included setting up Smart Customer Service Centres in some of the newly built stations, supplemented by Roving Service Teams in the station which patrolled locations where passengers often sought assistance to actively assist passengers in handling ticketing issues and reply to enquiries. The MTRCL had also installed "Help Line" buttons and posted telephone numbers in Smart Customer Service Centres and at conspicuous locations in stations to facilitate passengers in contacting staff directly for assistance;
- (ii) the MTRCL would take into account the operational situation, passenger needs and uniqueness of each station, including factors such as the environment of the nearby community and the types of passengers, to provide the service mode correspondingly, while reviewing the station facilities and raise the service quality in a timely manner;
- (iii) in accordance with Members' views, the MTRCL had deployed additional manpower at some stations of the Tuen Ma Line to assist passengers in resolving service or ticketing difficulties;
- (iv) the "Virtual Service Ambassador" set up at Kai Tak Station was still in the trial stage. The MTRCL would adjust the system after collecting data so that the "Virtual Service Ambassador" could assist passengers more effectively;

- (v) according to the MTRCL's records, the "Virtual Service Ambassador" set up at Kai Tak Station handled enquiries from more than a hundred people per day in June, among which including enquiries about relevant station facilities, suggested itineraries and landmarks in the vicinity of the stations. The system was now bi-literate and tri-lingual and would also provide relevant information on the Kai Tak Cruise Terminal's sailing schedules to offer convenience to passengers. The MTRCL would pay close attention to the situation upon the commissioning of the Kai Tak Sports Park in future with a view to enhancing the service level; and
- (vi) the objective of the MTRCL in implementing smart initiatives was that it would like its passengers to have a better travelling experience so as to achieve the target of being customer-oriented. He would relay Members' views to the related sections of the Corporation and pay close attention to the operation situation of various stations to make timely service adjustments.

25. **The Chairman** made a conclusion and he agreed with the MTRCL's practice of implementing smart initiatives. However, Members also expressed many concerns over smart customer service. He considered that there was still much room for improvement in the existing facilities of smart customer service of the MTRCL. Therefore, he requested the MTRCL to listen to Members' views, convey Members' views to the related sections of the Corporation and improve the station facilities and services in a timely manner.

Item 7

Concern over the Driving Learning Situation in Ho Man Tin Area

(TTC Paper No. 36/2024)

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

- (i) the relevant traffic problems arising from Tin Kwong Road Driving Test Centre in the area had been discussed in the past few terms of the Kowloon City District Council (KCDC) but the TD had yet to implement the related relocation arrangements;

- (ii) although the Department had additionally installed the sign of “No Motor Vehicles Driven by Learner Drivers” on a whole-day basis at King Tak Street, many learner drivers still conducted driver training there illegally in the evening. There were even situations of pavement railings being knocked down and damaged, which showed that the sign was of little avail;
- (iii) there were many large housing estates and schools in Ho Man Tin area. Following the development of Ho Man Tin area, many residential projects had been completed one after another and the number of residents would continue to increase. Conducting driver training at that road section would not only aggravate the situation of traffic congestion in the area during peak hours, but also affect the safety of residents and schoolchildren;
- (iv) there were even delays in the rescue missions of ambulances due to traffic congestion. Therefore, Members requested the TD to relocate Tin Kwong Road Driving Test Centre and cancel the motorcycle test venue at King Tak Street;
- (v) since the applicable areas of driving licenses would not be restricted by the locations where the driving tests were taken, the Department might consider relocating the driving test centre to other areas of the territory such as the Northern Metropolis if the law did not stipulate that there should be driving test centres in both Hong Kong Island, Kowloon and the New Territories;
- (vi) the Department had spent more than ten years in identifying sites for relocating the driving test centre. Members invited the Department to explain the site selection criteria;
- (vii) the Department should formulate short-, medium- and long-term measures for the relocation of Tin Kwong Road Driving Test Centre such as gradually reducing the number of candidates, changing/adjusting some of the test routes and at the same time assess the impacts of the driving test centre on the driving tests as a whole;
- (viii) at present, vast amount of learner drivers were still conducting driver training in Ho Man Tin area during late nights, causing noise and

safety problems. It was suggested that the Department should set up learner driving hours and prohibit driving lessons during peak hours;

- (ix) many metered parking spaces and motorcycle parking spaces in the area had also been occupied by driving instructors or learner drivers for a long time. Members suggested that the Department should impose penalties to combat illegal driving lessons before implementing the relocation of Tin Kwong Road Driving Test Centre. Members also suggested to conduct more joint blitz enforcement actions with the Police to combat illegal driving lessons and driving instructors;
- (x) Members pointed out that some driving instructors drew lines on roads with chalk and therefore enquired whether the relevant behaviour had contravened the law or constituted the behaviour of occupation of land; and
- (xi) the Department must consult the KCDC and local stakeholders before studying the renewal of the site for Tin Kwong Road Driving Test Centre.

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

- (i) the TD understood Members' views on the request to relocate Tin Kwong Road Driving Test Centre;
- (ii) when considering the relocation of individual driving test centre, the Department must first identify suitable sites for relocation to avoid causing impacts on the public applying for driving tests. Regarding the relocation of Tin Kwong Road Driving Test Centre, the Department had been searching for suitable sites across various districts in Hong Kong to establish a driving test centre and liaising with related departments. However, the Department had yet to identify a suitable site for relocation at present;
- (iii) in order to strike a balance between driving training and road traffic and avoid learner drivers from increasing the traffic burden as far as possible, the Department had set restrictions on driving learning time to prohibit learner drivers from learning driving during peak

commuting hours and set up restricted learning road sections according to the situation. The Department had also reminded driving instructors and learner drivers not to conduct driving training during prohibited driving learning period and in restricted road sections. The Department would also conduct joint operations with the Police from time to time to combat illegal driving learning;

- (iv) the Department maintained close liaison with the driving instructor industry through various means and had reminded members of the industry to pay attention to traffic conditions when conducting driving training and arranged for beginners to conduct driving training elsewhere first and only practised in the vicinity of driving test location until learner drivers had sufficient experience and skills ;
- (v) the Department had hung two banners at King Tak Street to advise learner drivers not to learn driving on this road section;
- (vi) in respect of the criteria of identifying a site as a driving test venue, since the existing legislation had related requirements for driving tests, the driving test centre and its vicinity must consist of roads that met the requirements of the legislation; and
- (vii) the Department was also required to consider if the traffic conditions near the driving test centre were sufficient for assessing the driving ability and performance of candidates.

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

- (i) the officers of the Kowloon City Police District would issue tickets to offending learner drivers from time to time; and
- (ii) the Police would continue to collaborate with other related departments and would like to alleviate the various traffic problems caused by learner drivers through publicity, education and law enforcement.

29. **The Chairman** made a conclusion and he requested the TD to consider Members' views to continue exploring the feasibility of relocating Tin Kwong Road

Driving Test Centre and report to Members the progress of site identification in a timely manner. At the same time, he requested the Department to formulate different measures to alleviate the current traffic problems generated by driving tests and driving training.

Item 8

Proposal for the Introduction of Countdown Timers on Pedestrian Crossing Lights in Kowloon City District **(TTC Paper No. 37/2024)**

30. **A Member** introduced the Paper and requested the TD to provide the survey data and results of the related research.

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

- (i) the TD installed a pedestrian traffic light countdown device at the signalised junction of Tat Tung Road and Mei Tung Street in Tung Chung in mid-December 2023 to conduct testing. The countdown device started to count down immediately when the “Green man” light was on, enabling the pedestrians to grasp the total remaining time of the “Green man” light;
- (ii) with regard to the aforementioned test, the Department had commissioned a local university to carry out research and survey with a view to conducting an assessment more objectively. The related university was currently conducting a detailed analysis and writing a report based on the data collected from the test of the pedestrian traffic light countdown device in Tung Chung. Preliminary results showed that the traffic light countdown device could help pedestrians crossing the road before the “Green man” light stopped flashing; and
- (iii) the Department had taken note of Members’ views and would continue to follow up on the matter on the installation of pedestrian traffic light countdown devices. Upon completion of the test, the Department would conduct an appropriate review on its results and make considerations in a timely manner.

32. **The Chairman** made a conclusion and he would like the TD to make proactive response to Members’ views.

Item 9**Concern over the Matter of Illegal Parking at the Roundabout at Muk On Street in Kai Tak****(TTC Paper No. 38/2024)**

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

- (i) even though the TD and the Police had taken various measures and actions at the roundabout at Muk On Street, it was ineffective. Therefore, the Member suggested the Department to provide additional road markings on the road before entering the roundabout to remind drivers not to park at the roundabout and step up advisories and law enforcement actions at the roundabout; and
- (ii) the current practice of the Police in arranging law enforcement actions only upon receipt of complaints was ineffective in penalising the culprits causing traffic congestion at the roundabout. Members enquired if the Police would accept photos or videos submitted by the public via online reporting as evidence to take out prosecutions against offenders.

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

- (i) the officers of the Sau Mau Ping Police District had placed warning signs and posted notices at the roundabout at Muk On Street to remind drivers that the relevant road section was a bus lane and illegal parking was strictly prohibited. The Police would continue to monitor the traffic conditions in the area and take appropriate law enforcement actions targeting offenders to ensure road safety and smooth traffic in the area; and
- (ii) the public could provide photos or videos in relation to illegal parking and careless driving through the WeChat mini-programme “Project PROVE” reporting platform to the Police for law enforcement purposes.

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

- (i) currently, the TD had imposed 24 hours no stopping restriction zone at the roundabout at Muk On Street near One Kai Tak and Kai Long Court to prohibit vehicles from parking there and obstructing traffic; and
- (ii) the Department had considered closing the loading/unloading bay at the end of the roundabout. However, taking into account the needs of nearby residents and merchants, the Department considered that it was necessary to retain the relevant loading/unloading bay. The Department would consider extending the area of 24 hours no stopping restriction zone to alleviate the situation of traffic congestion at the roundabout at Muk On Street.

36. **The Chairman** made a conclusion and he would like the TD to conduct public consultations in regard to the suggestion on extending the area of the 24 hours no stopping restriction zone as soon as possible. He would also like the Police to continue strengthening law enforcement to improve the traffic conditions at the relevant location.

Item 10

Concern over the Matter of Traffic Safety outside HKVNS Alumni Association Kindergarten at Liberty Avenue **(TTC Paper No. 39/2024)**

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

- (i) the Member stated that the written reply of the TD did not pay sufficient attention to the safety of lives of kindergarten schoolchildren;
- (ii) the Member stated that school buses would park next to the two metered parking spaces mentioned in the Paper. Therefore, the kindergarten schoolchildren boarding and alighting from school buses were unable to go to school without walking between vehicles. The relevant behaviour would subtly inculcate wrong traffic safety concepts in schoolchildren, which might lead to more traffic accidents in future;

- (iii) the Member stated that the kindergarten schoolchildren and their parents often chose to walk through the metered parking spaces to cross the road. Since drivers' views might be obstructed by parked vehicles, they were unable to see pedestrians suddenly appeared in the gap between vehicles. In addition, situations of illegal parking were frequently found in the location and large vehicles would also pass through. Fatal accidents might prone to occur. Members requested the Department to put the safety of schoolchildren as the first priority by removing at least one metered parking space or prohibiting vehicles other than school buses from parking there during the designated period so that kindergarten schoolchildren could enter and exit the school in a safer environment; and
- (iv) the Member stated that it was a normal phenomenon for the metered parking spaces to have a high utilisation rate. Therefore, he would not accept the Department's refusal to remove metered parking spaces due to its high utilisation rate to disregard the safety of schoolchildren. The Member considered that the Department's understanding on the situation there was insufficient and therefore requested the Department to send staff to conduct on-site inspections with Members before and after school hours.

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

- (i) the Kowloon City Police District would implement strategic traffic control measures during peak hours within the school area. As there were many schools in the area, the Police would carry out traffic control in order of priority based on traffic conditions;
- (ii) from January to June 2024, the Police issued more than 2 500 fixed penalty tickets to take out prosecutions against offending vehicles at Liberty Avenue, Peace Avenue and Victory Avenue; and
- (iii) the Police would issue tickets to offending vehicles from time to time, continue to monitor the traffic conditions in the area and take appropriate law enforcement actions in accordance with the "Selected Traffic Enforcement Priorities" of the Police to ensure road safety and smooth traffic.

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

- (i) the TD had sent staff to carry out an on-site inspection at the location after school hours in May 2024 and found that a number of parents went to the kindergarten to pick up schoolchildren between 4:25 p.m. to 4:35 p.m.. However, the traffic flow was not heavy on-site and generally in an orderly manner;
- (ii) the utilisation rate of the relevant metered parking spaces was over 90 per cent. In order to cater to the parking needs of the public, the Department was unable to accept the proposal for relocating the two metered parking spaces; and
- (iii) the Department noted Members' views and would study the feasibility of removing one of the metered parking spaces and would seek local stakeholders' views in a timely manner.

40. **The Chairman** made a conclusion and he stated that the prosecution figures of the Police in the first half of the year revealed that there was a serious problem of traffic contravention there. He would like the TD and the Police to adopt more measures to improve the traffic conditions there. He also accepted Members' proposal for the request to conduct on-site inspections with the representatives of the Department and instructed the Secretariat to coordinate the time with the representatives of the relevant Department.

[Post-meeting note: The Secretariat had coordinated with Members and the TD to conduct on-site inspections after the commencement of the new school year.]

Item 11

Concern over the Problem of Road Safety at Concorde Road **(TTC Paper No. 40/2024)**

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

- (i) the TD should implement the painting of cautionary crossings with reddish-brown warning markings mentioned in the written reply the soonest, provide relevant timetable and expand the area of the reddish-brown warning markings so that drivers could be aware of pedestrians crossing the road as early as possible;

- (ii) the road crossing facilities at Concorde Road were insufficient. Fatal traffic accidents even occurred there. The Member suggested the Department to take into consideration the provision of additional crossing facilities such as pedestrian traffic light countdown devices at Concorde Road off Kai Tak Community Hall to ensure pedestrian safety; and
- (iii) the Member stated that many large vehicles parked illegally at Concorde Road and suggested the Police to strengthen law enforcement and affix notices on roads in the vicinity to remind drivers not to park illegally by the means of publicity and education.

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

- (i) the TD would conduct district consultations regarding the matter on painting cautionary crossings with reddish-brown warning markings at Concorde Road. If the matter was being supported, the Department would refer it to the Highways Department (HyD) as soon as possible for carrying out the relevant works;
- (ii) according to the Department's trial experiences in Tsuen Wan and Sha Tin districts earlier, the reddish-brown warning markings would be painted on the area of cautionary crossings. Regarding the Member's suggestion on expanding the area of reddish-brown warning markings, he would relay it to the related section of the Department for consideration; and
- (iii) with regard to the views on the provision of additional pedestrian traffic light countdown devices at Concorde Road, he would relay the Member's views to the related section of the Department for consideration.

43. **The representative of the HKPF** replied and he stated that he had taken note of Members' views on the matters on the traffic condition and illegal parking at Concorde Road. He would closely monitor the relevant situation and follow up in a timely manner.

44. **The Chairman** made a conclusion and he would like the related departments to actively consider the suggestions raised by Members and conduct on-site inspections

when necessary.

Item 12

Request for Stepping up Inspections on the Lifts and Escalators at the Junction of Wuhu Street and Chatham Road North to Avoid Frequent Malfunctions (TTC Paper No. 41/2024)

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

- (i) requested the Department to explain the reasons for frequent malfunctions of lifts and escalators;
- (ii) the relevant lifts had an extremely high usage. Cleaning them once every three months was insufficient for maintaining their hygiene. The Member requested the related departments to consider enhancing the cleaning frequency to once a month with the aim of improving the environmental hygiene of Kowloon City District;
- (iii) requested the related departments to step up inspections on the situations of operation and hygiene of the lifts in the area and try their best to avoid conducting inspections and cleaning during peak hours; and
- (iv) the related departments should shorten the time for repairing the malfunctions of lifts and requested the Department to re-examine and replace the aged lift components to avoid the frequent malfunctions of lifts.

46. **The representative of the Electrical and Mechanical Services Department (EMSD)** gave a consolidated reply as follows:

- (i) according to the EMSD's records, the three lifts mentioned by the Member had a total of 14 malfunction cases involving lift components in the past year (that was from July 2023 to 10 July 2024) whereas the other 24 cases were related to external factors, including lift malfunctions caused by typhoons and rainstorms and damage to lift doors facilities caused by improper use of the public; and

- (ii) apart from two cases of lift malfunctions caused by typhoons and rainstorms, among the remaining 36 malfunction cases, about 63 per cent of the malfunction cases had completed repairs and the lifts resumed operations within three hours. All malfunction cases could complete repairs and the lifts resumed operations within 24 hours. The Department would study on how to enhance the monitoring of contractors' work performance to minimise the impact on the travelling of the public.

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

- (i) the HyD employed contractors on a term contracts basis to clean the lifts attached to public footbridges. Contractors would clean the lifts every three months, including lift towers, external glass walls of lift cars and lift shafts, to ensure that the lift structure was in good condition;
- (ii) regarding the matter on the cleaning of the interior glass of the lifts at the junction of Wuhu Street and Chatham Road North, the Department had arranged for contractors to conduct cleaning work at the related structure in July 2024 and would continue to closely monitor the progress of cleaning work to ensure that the public facilities were maintained in good condition;
- (iii) in respect to the environmental hygiene problems of the floor and the interior of lifts, the Department had referred it to the Food and Environmental Hygiene Department (FEHD) for follow-up; and
- (iv) the Department had noted Members' suggestions in relation to increasing the frequency of lift cleaning and would study the relevant feasibility.

48. **The representative of the FEHD** gave a consolidated reply as follows:

- (i) the FEHD had always considered the floor of public lifts as an extension of public road surface and was responsible for the cleaning work of its floors using the street-sweeping approach, including cleaning up substances that posed immediate hygiene problems such as excrement and vomitus. If necessary, the Department would

arrange for specific cleaning at locations with immediate hygiene problems the soonest as far as practicable after sweeping; and

- (ii) the HyD was responsible for the cleaning work of the floor and other parts (such as walls and buttons) inside the lift.

49. **The Chairman** made a conclusion and he would like the related departments to take note of Members' views and adjust the frequency of lift cleaning in the area according to the situation.

Item 13

Request for Stepping up Inspections and Resurfacing the Roads in Kowloon City District to Avoid Accidents from Happening **(TTC Paper No. 42/2024)**

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

- (i) there were frequent small-scale road repair works at Ma Tau Wai Road. However, the quality of the works varied. The Member enquired if the HyD would conduct monitoring on the contractors;
- (ii) there were situations of frequent damage of a lot of road surfaces in the district again shortly after the repairs. The Member requested the Department to step up inspections and re-examine the quality of materials used for road repairs again to ensure that the road surfaces had been properly maintained, thereby minimising the impact on drivers and the public;
- (iii) there was a large-scale unevenness in the centre of the road turning from Olympic Avenue to Prince Edward Road West. Situations of damaged road surfaces were also found at a number of pedestrian crossings in the district. The Member would like the Department to step up inspections on the road surfaces in the district and take the initiative to carry out repairs;
- (iv) since the situations of frequent damages to road surfaces in the district were found, the Member suggested the related department to conduct large-scale road surface replacement works in a timely manner to improve the road conditions in the district in a one-off manner; and

- (v) the Member pointed out that small stones would be left behind after repairs on some roads. The stones might bounce back onto pedestrians when vehicles rolled over. Thus, the Member requested the Department to be aware of the relevant issue.

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

- (i) the HyD had been paying attention to the conditions of public roads and attached road facilities in the district. Inspections were conducted and appropriate rehabilitation arrangements were made for the streets mentioned in the Paper with details as follows:
 - (a) regarding the situation of damage to road surfaces on Wuhu Street near Marsh Street, Wuhu Street near Walker Road bus stop, the junction at Wuhu Street and Gillies Avenue South and the junction off Hung Hom Market, the Department had sent staff to inspect on-site and arranged for contractors to carry out temporary repair works. The relevant works had now been completed;
 - (b) the road resurfacing works at the relevant road sections of Wuhu Street near Marsh Street and off the junction at Hung Hom Market were anticipated to be completed in September 2024;
 - (c) the road resurfacing works at the relevant road sections of Wuhu Street near Walker Road bus stop and the junction at Wuhu Street and Gillies Avenue South were anticipated to be completed by the end of 2024 and early 2025 respectively;
 - (d) in regard to the situation of damage to road surfaces at Bulkeley Street and Taku Street, the Department found that the potholes on the aforementioned traffic lanes were caused by water leakage from underground water pipes. The case had been referred to the Water Supplies Department for follow-up and repairs. The relevant works had been completed in April 2024. Upon receipt of the Paper, the Department sent staff to inspect on-site again and situation of damage to the traffic lanes was not found again at the relevant location. If road surface damage and unevenness were found, the Department would arrange for the carrying out

of repairs; and

- (e) regarding the situation of damage to road surfaces at Gillies Avenue South and Baker Street, the Department had sent staff to inspect on-site and arranged for contractors to carry out temporary repair works. The related works had now been completed. According to the Department's understanding, the CLP Power Hong Kong Limited was planning to carry out improvement works on electrical facilities at the above location. The works were expected to be completed in early 2026. The Department would closely monitor the road conditions during the works and carry out timely repairs if road damage and unevenness were found. Upon completion of the improvement works on the relevant electrical facilities, the Department would arrange for carrying out the road resurfacing works on the relevant road sections.
- (ii) there was a stringent monitoring mechanism in the contract signed between the Department and the works contractor. The contractor was required to submit works records to the Department upon completion of the related works. If the Department found that the performance of the contractor failed to meet the requirements of the contract, the Department would take appropriate follow-ups according to the established mechanism in the contract;
- (iii) there were a variety of reasons for road damage. Upon receipt of the damage notification, the Department would arrange for repair works at the soonest to ensure the safety of road users. The Department had noted the conditions of other road surfaces in the district mentioned by the Member. The Department would send staff to inspect on-site and carry out repair works; and
- (iv) before the commencement of road resurfacing works, the Department was required to conduct a series of preliminary work, including discussing temporary traffic arrangement with other related departments and consulting local stakeholders. The relevant preliminary work took time and the Department would maintain close liaison with other related departments. The works would only commence upon completion of all the related preliminary preparatory

work.

52. **The Vice-chairman** made a conclusion and he would like the Department to step up inspections on the road surfaces in the district and send staff to inspect the road sections mentioned by the Member and conduct necessary follow-up work.

Item 14

Introduction to the Temporary Traffic Arrangement on the Modification to Flyover K73 Regarding Kai Tak Development – Stage 5B Infrastructure Works at Former North Apron Area **(TTC Paper No. 43/2024)**

53. **The representative of the Civil Engineering and Development Department (CEDD)** introduced the Paper and supplemented as follows:

- (i) during the road closure, drivers could use Prince Edward Road East Link Road westbound or Olympic Avenue westbound to reach Argyle Street and Ma Tau Chung Road; and
- (ii) after the construction of the working platform was completed, the relevant modification works of Flyover K73 would be conducted on the working platform and no road closure was required during this period.

54. **Members** raised the following enquires and views:

- (i) enquired about the exact number of days that the CEDD would implement the temporary traffic arrangement;
- (ii) as the closed road section was a trunk road, Members were concerned that there would still be a considerable number of vehicles using it in the small hours. Therefore, Members enquired if the Department could ensure that the relevant road could reopen at or before 5:30 a.m. every day;
- (iii) since the works this time were conducted in the small hours and elevated work was involved, Members requested the Department to closely monitor the relevant safety matters on the works;

- (iv) some overnight buses would pass through the affected road section. Members enquired if the relevant buses would be rerouted to the routing proposed by the Department during the works and how the affected passengers would be notified; and
- (v) enquired about the Department's timetable regarding the publicity on road closure and if banners would be hung on nearby roads to inform drivers regarding the information of the road closure.

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

- (i) the progress of the works should be able to be expedited after the contractor became familiar with the on-site construction environment. It was estimated that the works on working platform construction involving road closure could be completed within 10 to 14 days;
- (ii) the CEDD would closely monitor the progress of the works and urge the resident site staff and the contractor to ensure the safety of the works;
- (iii) the resident site staff and the contractor would adopt a more conservative attitude during the conduction of works and would estimate the time required for the related works before the commencement of the next specific works process to ensure that the road could be reopened at or before 5:30 a.m. every day;
- (iv) a total of five bus routes and one minibus route would be affected by the road closure. The Department had notified the bus companies and the operator of minibus services regarding the temporary traffic arrangement. The locations of some bus stops and minibus stops would be adjusted;
- (v) notices on the relevant road closure and route modifications would be posted at the related stops and compartments of the affected bus routes and minibus route; and
- (vi) the works contractor of the Department would arrange for notifying nearby residents of the impact of the relevant works and route modification arrangements.

56. **The Vice-chairman** made a conclusion and he requested the Department to do a proper job in preparing and publicising the works to ensure the works could be carried out smoothly.

Item 15

Any Other Business

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

Item 16

Date of Next Meeting

58. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 24 September 2024 and the closing date for submission of Papers would be 6 September 2024.

59. **The Chairman** adjourned the meeting at 5:28 p.m.

The minutes of this meeting were confirmed on 24 September 2024.

The Chairman

The Secretary

KCDC Secretariat
September 2024