

**Minutes of the 5th Meeting of  
the Traffic and Transport Committee of  
the Kowloon City District Council**

Date: 24 September 2024 (Tuesday)  
Time: 2:30 p.m.  
Venue: Conference Room, Kowloon City District Office

**Present:**

Chairman: Mr CHO Wui-hung, MH

Vice-chairman: Mr HE Huahan, MH

Members: Mr TING Kin-wa, MH

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 WU Ming-tai

Mr SIU Tin-hung

Secretary: Miss SIN Hong-ying, Executive Officer (District  
Bonnie Council)2, Kowloon City District  
Office

**In Attendance:**

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

Mr TONG Lok-tung, Senior Transport Officer / Kowloon  
Anson City, Transport Department

Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr WONG Chun	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-yee, Jenny	District Engineer / Hung Hom, Highways Department
Mr CHU Chi-wai	Officer-in-charge of Traffic Team, Sau Mau Ping District, Hong Kong Police Force
Mr NG Lui-sun	Acting Station Sergeant, Officer-in- charge of Traffic Team, Kowloon City District, Hong Kong Police Force

Attendance by Invitation:

Items 2 to 3	Ms Joyce WAN	Senior Manager – Public Relations & Communications, Kai Tak Sports Park Limited
	Mr Alan CHAN	Traffic and Transport Manager, Kai Tak Sports Park Limited
	Ms CHAN Shuk-ping	Divisional Commander (Ngau Tau Kok), Hong Kong Police Force
	Mr TAM Yu-hei, William	Chief Inspector of Police (Kai Tak Sports Park), Special Duties, Ngau Tau Kok Division, Hong Kong Police Force
	Dr ZHANG Yiqi, Jackie	Environmental Protection Officer (Electric Vehicle) <sup>23</sup> , Environmental Protection Department
	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Calvin WONG	Manager (Planning), Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

	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
	Mr Eric LEE	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited
	Mr KWOK Ho-man, Kelvin	Manager – External Affairs, MTR Corporation Limited
Item 4	Mr WONG Sik-ming, Sunny	Project Coordinator / SCL(2), Highways Department
	Ms KWOK Man-yi	Senior Corporate Communications Manager – Capital Works, MTR Corporation Limited
	Mr SIU King-hay, Kenny	Construction Support Engineer – Civil, MTR Corporation Limited
Items 12 to 13	Mr CHAN Ying-lok, Simon	Senior Engineer / District Facility, Highways Department
	Mr FUNG Kwun-tang, Myron	Engineer 2 / Universal Accessibility, Highways Department
	Mr HO Bun, Ben	Engineer 3 / Universal Accessibility, Highways Department
Item 14	Mr WOO Ho-nam	Engineer 1 / 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 departments to the fifth meeting of the TTC.
2. **The Chairman** reminded Members to register their interests in accordance with the regulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders) and stated that, if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights,

profession or investment, Members should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.

3. **The Chairman** stated that in accordance with Order 80(1) of the Standing Orders, the quorum at any meeting of a committee should be half of the total number of members of the committee provided that District Council members must constitute half or more of the members attending the meeting. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the regulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of three speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to switch off their mobile phones or turn the ringers to vibration notification to avoid causing disturbances to the meeting.

### **Item 1**

#### **Confirmation of Minutes of the 4th Meeting**

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

### **Item 2**

#### **Concern over the Problems of Ancillary Transport Facilities upon the Opening of Kai Tak Sports Park**

(TTC Paper No. 44/2024)

### **Item 3**

#### **Urge for a Proper Study on the Ancillary Transport Facilities and Crowd Control Measures for Kai Tak Sports Park**

(TTC Paper No. 45/2024)

5. **The Chairman** stated that since Items 2 and 3 were both related to the Kai Tak Sports Park (KTSP), he announced that the two items would be discussed together after consulting Members.

6. **The Chairman** invited Members to refer to the written replies furnished by the Citybus Limited (Citybus), the Kowloon Motor Bus Company (1933) Limited (KMB), the Environmental Protection Department (EPD), the Hong Kong Police Force

(HKPF), the Transport Department (TD), the Kai Tak Sports Park Limited (KTSPL) and the MTR Corporation Limited (MTRCL), i.e. Documents No. 1, 2, 4, 18, 19, 20, 21 and 22 tabled.

7. **A Member** introduced Paper No. 44/2024 and Paper No. 45/2024 and raised the following views and enquiries:

- (i) upon its commissioning in 2025, the KTSP would stage major sports events and concerts one after another, which were expected to attract large crowds to go to the KTSP. The related departments were suggested to consider the provision of additional public transport interchanges in the KTSP and its vicinity, as well as the provision of additional special departures routes for buses and the enhancement of bus services during the staging of events;
- (ii) upon its opening, the KTSP would attract a large number of Mainland tourists to attend events in Hong Kong. The related departments were suggested to consider the provision of additional cross-boundary coach services to and from the KTSP, so as to facilitate the travelling of Mainland tourists to and from the various border control points;
- (iii) suggested the related departments to provide additional clear pedestrian signage and traffic signs near the KTSP to facilitate tourists or residents of various districts to travel to and from the KTSP;
- (iv) enquired about the crowd and vehicular flow control measures to be adopted by the HKPF during the staging of events at the KTSP in future;
- (v) it was estimated that the majority of the participants in events would use railway service to travel to and from the KTSP. The MTRCL's train service arrangements and the possibility of sharing the crowd data during the staging of events at the KTSP were enquired;
- (vi) requested the EPD to introduce measures to reduce the impact of noise caused to residents near the KTSP during the staging of events;

- (vii) enquired about the mechanism for the KTSP to notify participants in events regarding the special departures arrangement of public transport and whether signage would be provided to indicate the boarding locations;
- (viii) requested the related departments to elaborate on the contingency plans for handling unforeseen incidents; and
- (ix) suggested the related departments to disseminate maps of transportation routes to and from the KTSP through different channels and announce the related traffic arrangements in advance for various major events.

8. **The representative of the KTSPL** replied with the main points as follows:

- (i) the KTSP was about 10 to 15 minutes' walking distance from Kai Tak Station and Sung Wong Toi Station of the MTR. It was expected that the majority of the public would travel to and from the precinct by taking the MTR during the staging of major events. In addition to the railway network, the public could travel between the precinct and various districts in Hong Kong, Kowloon and the New Territories by taking a number of bus and minibuses via Shing Kai Road, Prince Edward Road East or Ma Tau Kok Road;
- (ii) during the design stage of the KTSP, a traffic consultant was commissioned to study the impact of crowd and vehicular flows on the surrounding traffic during the staging of events. The findings of the study indicated that the majority of the participants in events would use the railway service for entry and exit. Since the Kai Tak Public Transport Interchange and Kowloon City Ferry Pier Public Transport Interchange were available near the precinct, a bus terminus was not incorporated in the design at that time. The KTSPL understood the demand from the public for public transport during major events. The KTSPL stated that it would continue to discuss with the related departments on the feasibility of providing more transport facilities and cross-boundary coach services near the precinct;

- (iii) ancillary facilities such as taxi stands, over 600 parking spaces with charging facilities for private cars and about 60 parking spaces for tourist coaches were available in the precinct. Car parks in the shopping malls nearby were also available for the public to use to cater for the demand from the public for different modes of transport;
- (iv) regarding the crowd control measures, the KTSPL would formulate comprehensive arrangements for dispersal. Crowds leaving the venue could proceed to Central Square using the nearest exit according to the clear signage in the Main Stadium and proceed to Kai Tak Station Square to take the railway or leave the precinct via the covered West Bridge, Kai Tak Sports Avenue or Pier Gallery respectively. The KTSPL would also arrange for staff to guide the crowds leaving the venue to exit the precinct in an orderly manner;
- (v) the KTSPL encouraged participants in events to go to retail space or Dining Cove after events ended to continue to enjoy other catering facilities and experience leisure activities, so as to lower the impact on the traffic in the vicinity during the peak periods of dispersal;
- (vi) clear notices were available in the precinct to guide visitors regarding the boarding locations for various public transport;
- (vii) during the staging of major events, the KTSPL, related government departments and public transport operators (PTOs) would establish a joint command centre in the precinct in accordance with the situation with a view to taking crowd control measures and making temporary traffic arrangements;
- (viii) the KTSPL would commence various tests in relation to pre-operation with the related government departments, including crowd management, emergency response and the operation arrangement of the venue under inclement weather. The KTSPL would maintain close communication with the interdepartmental steering group led by the Chief Secretary for Administration; and
- (ix) the Main Stadium of the KTSP was equipped with a retractable roof, which not only ensured that events could be staged smoothly under inclement weather, but also provided a sound insulation effect. It

was expected that concert events in future would be held in the state where the roof was retracted with a view to concentrating the sound inside the stadium and minimising the impact on residents.

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

- (i) the KTSP was situated at the core location of the Kai Tak Development Area with diversified, efficient and convenient ancillary transport facilities nearby. The KTSP was about 10 to 15 minutes' walking distance from Kai Tak Station and Sung Wong Toi Station of the MTR. The public could use the convenient railway network to travel to and from the KTSP. The bus stops on Shing Kai Road and Prince Edward Road East also provided various bus routes to and from Hong Kong, Kowloon and the New Territories;
- (ii) taxi stands and parking spaces were available in the precinct. Ancillary facilities such as car parks in the shopping malls nearby were also opened for the public to use;
- (iii) the Department would maintain close liaison in advance with the KTSPL, different government departments and various PTOs during the staging of major events at the KTSP. Depending on the scale of the events and the needs of participants, the Department would make different contingency arrangements such as strengthening railway services for related time periods in a timely manner and launching special bus services to meet the additional transport demand during the staging of events;
- (iv) the Department had raised the number of pedestrian signage and traffic signs in the area nearby the KTSP to clearly guide the public on the direction to the KTSP; and
- (v) the Department would continue to review and implement the ancillary transport facilities in the area with the KTSPL and related stakeholders, while making timely arrangements to strengthen the related public transport service having regard to the traffic needs of the public and tourists.



10. **The representative of the MTRCL** replied with the main points as follows:

- (i) regarding the ancillary transport facilities of the KTSP, the MTRCL had been maintaining close communication with related departments such as the TD and the HKPF, as well as the KTSPL, and would make preparations properly in advance for the timely adjustment of train services and enhancement of crowd management to complement with the traffic arrangements made under the Government's coordination mechanism and the Police's crowd management arrangements;
- (ii) the MTRCL had made proper preparations regarding the crowds upon completion of the KTSP when constructing Kai Tak Station and Sung Wong Toi Station of the MTR. The exits of the two stations closest to the KTSP were more spacious and with greater number of escalators and entry / exit gates to cope with the additional crowds during the staging of major events at the KTSP; and
- (iii) during the staging of major events, the MTRCL would deploy additional manpower to maintain order at Kai Tak Station and Sung Wong Toi Station of the MTR and step up instructions and announcements at various stations to help persons going to the KTSP to arrive at the venue smoothly.

11. **The representative of the Citybus** replied with the main points as follows:

- (i) as the major bus service operator in the Kai Tak Development Area, the Citybus had been maintaining close communication with major stakeholders such as the TD and the KTSPL on the ancillary transport facilities upon commissioning of the KTSP;
- (ii) the Citybus submitted proposals to the TD earlier on the bus service in the KTSP, including regular routes and special bus routes during the staging of major events, in the hope that the Department could implement the details as soon as possible to facilitate the dissemination of information about the relevant routes by the Citybus to the public and tourists; and
- (iii) the Citybus agreed with Members' suggestion and considered that the KTSP should follow other venues of major events, such as Hong

Kong Coliseum and AsiaWorld-Expo, by providing public transport interchanges or bus terminals near the location of the precinct to facilitate the picking up or dropping off of passengers by buses as well as the dispersal of crowds. The Citybus would like the relevant departments to give consideration to the suggestion.

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

- (i) the KMB noted Members' concerns about the traffic arrangements upon the opening of the KTSP and would actively provide appropriate bus services for the KTSP; and
- (ii) the KMB kept an open mind towards the suggestion of launching special routes or additional special departures to disperse the crowds and would maintain close liaison with the TD and the KTSPL to discuss different bus service plans to ensure that public transport service could meet the demand when major events ended.

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

- (i) the Police had been complementing with the Culture, Sports and Tourism Bureau and maintaining close liaison with the KTSPL, various related departments and transport operators to formulate a sound coordination mechanism, as well as formulating a series of corresponding traffic and crowd management arrangements in accordance with different meetings held in the past;
- (ii) the Police was reviewing the adequacy of the hardware facilities along the dispersal routes of the KTSP and would carry out improvement works on the facilities along the routes that caused obstruction to people leaving the venue. The Police had also arranged for the carrying out of stress tests and five rehearsals to improve the arrangements for crowd control measures. Members and the public were encouraged to give their views on the relevant stress tests and crowd management arrangements; and
- (iii) during the staging of major events, the Police would arrange sufficient manpower for crowd management to create a good experience for participants in events and residents nearby.

14. **The representative of the EPD** replied with the main points as follows:

- (i) regarding noise control, the KTSPL had responded on the venue design of the KTSP; and
- (ii) the Department would supplement Members with the arrangements on noise control for events at the KTSP after the meeting.

[Post-meeting note: The Secretariat had referred the EPD's supplementary paper to Members on 28 October 2024.]

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

- (i) there were a large number of residential buildings near the KTSP. The secondary stadium was just beyond the residential buildings. The three dispersal routes from the stadium, no matter to the Sung Wong Toi Station or Kai Tak Station of the MTR, would pass through a large number of residential buildings and shops, among which Kai Yuet Court, Kai Ying Court and Kai Yan Court were expected to have greater impacts. According to the estimation of the KTSPL, about 80 per cent (about 40 000 people) of the participants would take the MTR to leave, while the crowds would take about one hour to disperse completely. Members were concerned that the crowds and noise generated during dispersal would seriously affect residents and shops near the KTSP and enquired about the measures to be taken by the related departments to lower the impact of dispersal of crowds on residents and shops;
- (ii) putting the crowds leaving by the railway and private cars aside, Members estimated that over 100 vehicles by other land-based public transport services would be required to disperse the remaining crowds. Members enquired whether the carrying capacity of the roads in the vicinity of the KTSP (such as Kowloon City Roundabout and To Kwa Wan Road) would be sufficient to cope with the relevant traffic flow;
- (iii) some parking spaces in the car park of the precinct were required to reserve for organisers and related parties during the staging of major events. Members enquired whether the remaining parking spaces in

the precinct and the parking spaces in the shopping malls nearby would be sufficient to cope with the parking demand during events and whether parking spaces for the use of non-electric vehicles would be available in the precinct;

- (iv) since the KTSP was close to the waterfront, the related departments were suggested to consider offering a pier in the precinct and providing additional ferry services to and from the vicinity of Tsim Sha Tsui and West Kowloon to disperse the crowds. Members also suggested the TD to make good use of the existing ferry services at Kowloon City Ferry Pier to disperse the crowds;
- (v) enquired whether the progress of the works of the Central Kowloon Route (CKR) could catch up with and facilitate the events at the KTSP in future, such as the 2025 National Games;
- (vi) suggested the related departments to reconsider the feasibility of providing an additional public transport interchange or bus terminus in the KTSP, so that besides facilitating participants in the entry and exit of the KTSP on event dates, it could facilitate the public and tourists to visit the KTSP on non-event dates;
- (vii) enquired about the details of and the key items to be tested for the five rehearsals and stress tests, as well as requested the related departments to announce the timetable for the relevant rehearsals as early as possible;
- (viii) Members considered that the usage of Kai Tak Youth Sports Ground in the precinct would be higher than that of the Main Stadium. Since the location of the Kai Tak Youth Sports Ground was closer to residential buildings, Members enquired how the related departments would minimise the impacts of the lighting and noise of Kai Tak Youth Sports Ground on residents nearby;
- (ix) suggested to consider the provision of additional feeder services for some of the minibuses in the sub-district (for example, Route 2, Route 2A and Route 26) and connect the KTSP to other MTR stations, such as Kowloon Tong Station and Whampoa Station;

- (x) suggested various PTOs to make a preliminary estimate on the carrying capacities of the crowds and vehicles in the KTSP;
- (xi) enquired about the end times of other leisure activities and catering facilities in the KTSP;
- (xii) enquired about the feasibility for various PTOs to offer interchange concessions to avoid the over-concentration of crowds from using the same transport;
- (xiii) enquired whether instructions would be available in the precinct to guide drivers heading to nearby buildings to car parks with parking spaces, so as to prevent all vehicles from using a particular car park and thus causing traffic paralysis. Members also enquired about the impact on existing drivers in the buildings nearby. In addition, Members requested the related departments to exercise proper traffic control in the car park of the precinct and its vicinity to prevent a large number of vehicles from parking in the vicinity of the KTSP and affecting the daily lives of residents nearby; and
- (xiv) enquired whether the roof of the KTSP would be retracted during concerts to minimise the impact of noise on residents nearby.

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

- (i) to travel to and from the KTSP on non-event dates, apart from using the railway, the public could take buses at Shing Kai Road and Prince Edward Road East to travel between the precinct and Hong Kong, Kowloon and the New Territories;
- (ii) for green minibus (GMB) and ferry services, as the carrying capacity of minibuses was relatively small, it was more effective to use bus and railway services to disperse the crowds during major events. There were also buses connecting the KTSP to other MTR stations such as Kowloon Tong (Festival Walk) at present. In addition, Kowloon City Ferry Pier might not be a too attractive option for the public taking into account factors such as the walking distance to Kowloon City Ferry Pier as well as the landing facility of the pier. Thus, the Department suggested the public to use railway services to

travel to and from the KTSP;

- (iii) AIRSIDE near the KTSP and “The Twins” shopping mall to be opened soon could provide a total of a few hundred parking spaces;
- (iv) the main construction works of the CKR were expected to be completed by the end of 2025, thus unable to catch up with and facilitate the commencement of the KTSP. However, the Department had taken forward a number of road projects in Kai Tak area to enhance the connectivity of the Kai Tak Development Area with the surrounding areas such as To Kwa Wan, Kowloon City and Wong Tai Sin. At present, the Kai Tak Development Area had eight junctions to divert vehicles to the surrounding areas so that vehicles would not be concentrated in one place; and
- (v) the Department would actively facilitate the rehearsals and stress tests of the KTSPL by making appropriate traffic arrangements and would make timely adjustments on the measures to disperse the crowds in the light of the nature, crowds and passenger demand of various events.

17. **The representative of the KTSPL** replied with the main points as follows:

- (i) the KTSPL and various related departments would assess the effectiveness of the entry and exit arrangements during the staging of events through the various tests and rehearsals to be commenced shortly and would make corresponding improvements according to the results of the tests;
- (ii) the public could leave through going to Causeway Bay Station of the MTR or spend leisure time in the vicinity of Causeway Bay in an orderly manner after events staged at Hong Kong Stadium ended. Therefore, the KTSPL considered that the public could also enter and exit the precinct in an orderly and efficient manner when they were accustomed to the mode of entry and exit of the KTSP in future;
- (iii) the KTSPL would produce a short video for civic education purpose to educate the public on the means of going to the precinct and the points to note on entry and exit. The KTSPL would also publicise

support infrastructure near the precinct through social media platforms so that the public could familiarise with the precinct and the modes of transport to and from the precinct quicker;

- (iv) non-electric vehicles could also use the parking spaces in the car park of the precinct. During the staging of major events, some parking spaces in the car park of the precinct would be reserved for organisers and emergency vehicles. The number of parking spaces for private cars to be opened would depend on the crowd and vehicular flow control measures during events;
- (v) the KTSPL would launch a dedicated mobile application to disseminate information on different facilities in the precinct to the public, including the real-time situation of parking spaces in the car park and the arrival times of departures of various public transportation service operators;
- (vi) both the Government and the KTSPL encouraged the public to travel to and from the precinct by taking public transport. Therefore, the KTSPL welcomed various PTOs to offer interchange concessions to the public to attract them to travel to and from the precinct by taking public transport;
- (vii) since the process of extending and retracting the roof of the Main Stadium took 30 minutes and due to safety reasons, the KTSPL would discuss with organisers prior to events on the conditions of the retractable roof during events, so as to ensure that participants in the events would not be affected by inclement weather and minimise the impact of noise on residents nearby; and
- (viii) apart from the operators of various road-based transport, the KTSPL had maintained communication with ferry companies to discuss the feasibility of increasing the frequency of ferry trips and services between Kowloon City and North Point during the staging of major events.

18. **The representative of the Citybus** replied and stated that double-decked buses, with a carrying capacity of more than 130 passengers, were the road-based public transport with the largest carrying capacity. Therefore, he would like the related

departments to identify suitable locations near the KTSP for buses to park and for pick-up / drop-off points so as to disperse the crowds effectively.

19. **The representative of the KMB** replied and stated that apart from KMB Route 5D which would pass through Shing Kai Road at present, the public could take buses of different routes at the bus terminus of Kowloon City Ferry Pier and the bus stops at To Kwa Wan Road to and from the KTSP. In addition, the KMB had offered different interchange concessions at present. The KMB would also continue to follow up with the TD and the KTSPL to study different arrangements to allow the crowds leaving the venue to use bus services to exit the KTSP more conveniently.

20. **Members** stated that besides the KTSP, the Kai Tak Cruise Terminal (KTCT) and “The Twins” shopping mall to be completed soon were located in Kai Tak area. Situations of staging major events in the KTSP, docking cruise vessels at the KTCT and holding thankful week at the Sogo Departmental Store in “The Twins” shopping mall at the same time were possible by then. He would like the related departments to formulate a coordination mechanism to prevent paralysis of the entire Kai Tak area due to large crowds.

21. **The Chairman** made a conclusion and he thanked the KTSPL, various departments and PTOs for responding positively to Members’ concerns about the crowds, ancillary transport facilities and traffic control in the KTSP. He would like the related departments to take note of Members’ views on increasing the carrying capacity of the roads, give an account to the committee on the specific proposals in a timely manner and report on the results and assessments of the various rehearsals.

#### **Item 4**

#### **Concern over and Urge for the Improvement of the Temporary Pedestrian Crossings at Sung Wong Toi Road and Tam Kung Road**

(TTC Paper No. 46/2024)

22. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, the MTRCL and the Highways Department (HyD), i.e. Documents No. 8 and 17 tabled.

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

- (i) the MTRCL and the HyD stated in the written reply that additional temporary traffic signs had been placed at the road section mentioned



in the Paper. However, drivers might not be able to see these temporary traffic signs. The Member considered that putting the “SLOW” road markings would be more effective in enhancing the traffic safety there;

- (ii) enquired if the use of mobile recording devices by the Police in law enforcement was a long-term measure and requested the Police to provide the number of successful prosecutions; and
- (iii) suggested the related departments to consider the installation of red light cameras at this road section.

24. **The representative of the HyD** replied that since the construction of the footbridge connecting Pak Tai Street and Exit C of Sung Wong Toi Station took time, the MTRCL set up a temporary pedestrian crossing at Sung Wong Toi Road near Tam Kung Road to facilitate residents in the vicinity of Pak Tai Street to travel to and from Sung Wong Toi Station.

25. **The representative of the MTRCL** replied with the main points as follows:

- (i) suitable traffic light facilities had been installed on both sides of the temporary pedestrian crossing mentioned in the Paper, which had been reviewed and approved by the Site Liaison Group formed by government departments such as the TD, the HyD and the HKPF, the MTRCL, the contractor and representatives of traffic consultancy, to ensure that the related design met road safety requirements;
- (ii) members of the Site Liaison Group had reviewed the related traffic measures at the meeting of the group a few months ago. The contractor also placed additional temporary traffic signs at Sung Wong Toi Road (westbound) off Sky Tower on 13 September this year to enhance road users’ awareness of the temporary pedestrian crossing;
- (iii) with regard to the proposal of putting “SLOW” road markings near Pak Tai Street, upon review, members of the Site Liaison Group considered that drivers might be confused and lead to potential hazards if road markings were put in front of traffic lights. Hence, there were no plans to provide additional related road markings at this

road section; and

- (iv) in response to the situation of jumping lights of individual drivers, the MTRCL had contacted the Police and requested for stepping up law enforcement. The MTRCL would also continue to pay close attention to the traffic conditions of the aforementioned location and follow up with the relevant departments in a timely manner.

26. **The representative of the HKPF** stated that a written reply regarding the number of successful prosecutions with the use of mobile video recording in law enforcement and the proposal to install red light cameras would be made after the meeting.

27. **Members** stated that the situation of frequent occurrence of red-light jumping at that road section was most likely due to misreading of traffic light signals by drivers. Therefore, Members considered that the installation of temporary traffic signs to address the relevant problem would be ineffective. Hence, Members suggested the Police to actively consider the provision of additional red light cameras at that road section so as to enhance deterrent effect.

28. **The Vice-chairman** made a conclusion and he would like the related departments to actively study Members' proposals and maintain liaison with Members on the relevant matters.

[Post-meeting note: The Secretariat had forwarded the HKPF's written reply to Members on 14 October 2024.]

## **Item 5**

### **Request for Re-examining and Enhancing the Pedestrian Crossing Facilities off Hung Hom Clinic at Station Lane**

(TTC Paper No. 47/2024)

29. **A Member** introduced the Paper.

30. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 10 tabled.

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

- (i) the Department had sent staff to inspect on-site the pedestrian crossing off Hung Hom Clinic at Station Lane and the vicinity during peak hours and carry out the statistics on crowd and vehicular flows at the pedestrian crossing, as well as review the pedestrian crossing and traffic conditions on-site. Upon review, the Department considered that the pedestrian crossing at present was suitable and able to allow pedestrians to cross the road safely; and
- (ii) the Department had notified the HyD to refurbish the road traffic markings in the vicinity and would continue to monitor the usage situation of the relevant pedestrian crossing facilities.

#### **Item 6**

#### **Proposal for the Study on Shortening the Waiting Time for Pedestrians to Cross the Roads at Dock Street and Wuhu Street** **(TTC Paper No. 48/2024)**

32. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 11 tabled.

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

- (i) the TD stated in the written reply that the waiting time for pedestrian green phase of a traffic light at Dock Street at its junction with Tak Man Street during morning peak hours had been shortened. Members enquired how long had the waiting time been shortened; and
- (ii) enquired if the Department had also considered the width of the pavement of the relevant junction when conducting a review to ensure the safety of pedestrians when they were waiting to cross the road.

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

- (i) the Department had sent staff to inspect the light settings at Dock Street at its junction with Tak Man Street (off Bank of Communications on Dock Street) and at Wuhu Street at its junction with Marsh Street (off Chow Sang Sang Jewellery on Wuhu Street)

during peak hours;

- (ii) upon review, the Department had shortened the waiting time for pedestrian green phase of a traffic light at Dock Street at its junction with Tak Man Street by about two to three seconds and increased the pedestrian phase by 10 per cent during morning peak hours;
- (iii) with regard to Wuhu Street at its junction with Marsh Street, the Department considered that the current pedestrian green phase settings at this junction were appropriate. Hence, it was not recommended to make any changes for the time being; and
- (iv) the Department's assessment would take into account the statistics on crowd and vehicular flows and the width of the pedestrian crossing of the relevant road section.

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

- (i) enquired whether the Department would take into account the width of the pavement in addition to considering the width of the pedestrian crossing when conducting a review;
- (ii) enquired if the adjustments of the traffic lights at the two junctions mentioned in the Paper would affect the nearby traffic light settings of another pedestrian crossing off Chow Sang Sang Jewellery on Wuhu Street and the crossing near Y83 on Ma Tau Wai Road; and
- (iii) enquired about the feasibility of adjusting the width of the island at the pedestrian crossing off Chow Sang Sang Jewellery on Wuhu Street and widening the relevant pedestrian crossing lines.

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

- (i) adjusting the settings of a set of traffic lights must create impact on other traffic lights at nearby junctions. Thus, the Department would balance the needs of different parties first before adjustments; and
- (ii) due to the limited road space in the vicinity of Wuhu Street at present, it might be difficult to widen the island of the pedestrian crossing

further. The Department noted Members' views and would review continuously the situation of the pedestrian crossing on the relevant road section.

37. **The Chairman** made a conclusion and he invited the committee to monitor continuously the situation of the relevant crossings and maintain close communication with the TD to follow up on the relevant situation in a timely manner.

### **Item 7**

#### **Matters Regarding the Insufficient Runs of GMB Route 13** **(TTC Paper No. 49/2024)**

38. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 13 tabled.

39. **A Member** introduced the Paper and stated that the lost trip problem of minibus Route 13 had been existing for a long time. Despite multiple adjustments made by the TD to this minibus route, the relevant problem had yet to be improved. Since residents in the vicinity of Hung Hom had a great demand for this minibus route, the Member urged the Department to actively follow up on the relevant problem and suggested the Department to request the minibus operator to establish and fulfil the performance pledge, as well as send staff to step up inspections on its service quality during peak hours.

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

- (i) the Department had been closely monitoring the service standards of Route 13. With a view of monitoring the service situation and passenger demand of this route, the Department had sent staff to conduct on-site surveys during weekday mornings and afternoons in early September this year. The survey results indicated that the frequency of runs and the service standards of this route was generally normal and could meet passengers' demand respectively. However, situations of unstable runs and lost trips were also recorded at the same time during certain periods;
- (ii) the Department attached great importance to the situation of unstable runs and had sent letters to urge the minibus operator to provide service in accordance with the frequency specified in the Schedule of

Service and closely monitor the situation of runs and passengers' demand of the route to maintain stable runs;

- (iii) the minibus operator stated that it would strengthen the hiring of drivers to increase manpower with the aim of improving the stability of runs and shortening passengers' waiting time; and
- (iv) the Department would continue to monitor the service of Route 13 and would make corresponding follow-up with the operator in a timely manner.

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

- (i) at present, a number of minibus routes were facing the situation of manpower shortage of drivers. Members considered that the Department should propose to minibus operators on how to maintain service frequency with the existing manpower situation to satisfy passengers' demand; and
- (ii) some minibus routes had started importing drivers to address the problem of manpower shortage. Members enquired about the current data on driver importation by the minibus industry and requested the Department to closely monitor the service quality upon the recruitment of additional manpower.

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

- (i) the Department would follow up with minibus operators on the arrangements of manpower and frequency deployment upon the recruitment of additional manpower for Route 13; and
- (ii) currently, the imported drivers of some GMB operators had passed the related procedures and had begun to serve the relevant routes.

**Item 8****Request for Repairing the Damaged Signage at the Waiting Areas of Minibus Stands****(TTC Paper No. 50/2024)**

43. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 3 tabled.

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

- (i) currently, different minibuss operators had different ways of displaying signage of minibuss stands. The Member enquired if the Department would issue guidelines to minibuss operators in respect of the design and display of signage of minibuss stands and what would the penalties be if the operators did not comply with relevant guidelines;
- (ii) due to the dilapidated and rudimentary facilities at some minibuss stands and the occurrence of the situation of varying ways of displaying route information at different minibuss stands on streets with a higher concentration of minibuss routes, the Member considered that the relevant situation would affect Hong Kong's image as an international metropolis. Therefore, the Member suggested the Department to issue guidelines on the facilities and ways of displaying information at minibuss stands, as well as requested minibuss operators to provide timetables of runs, route maps and contact numbers; and
- (iii) enquired if the Department would inspect and monitor the facilities at minibuss stands.

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

- (i) the Department had sent staff to inspect the signage of minibuss stands mentioned in the Paper and had requested the relevant GMB operators and red minibuss trade associations to check the related signage of minibuss stands and make appropriate repairs to ensure that they were in good condition, as well as update or supplement information on route services as appropriate to facilitate the checking of passengers. The Department would also continue to follow up on the situation;

- (ii) the signage of minibus stands were set up by various minibus operators themselves and the Department did not establish a uniform standard on the format of signage of minibus stands at present. However, when the Department issued Passenger Service Licences to the GMB operators, the related terms required the operators to provide basic information at minibus stands, such as route information in Chinese and English, fares and timetables. The Department would also inspect the situation of different minibus stands from time to time. If situation of dilapidation or ambiguous information of signage of minibus stands was found, the related minibus operators would be requested to arrange repairs or make rectifications; and
- (iii) regarding the suggestion to formulate guidelines on the format of signage of minibus stands, he would relay the Member's views to the related section of the Department for consideration.

### **Item 9**

#### **Proposal for the Study on Improving the Traffic Safety at Po Loi Street (TTC Paper No. 51/2024)**

46. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 5 and 12 tabled.

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

- (i) the Member thanked the Police for enhancing law enforcement to strengthen the deterrent effect. However, the situation of illegal parking at the locations mentioned in the Paper had yet to be improved. Hence, the Member would like the related departments to formulate other measures to alleviate the problem; and
- (ii) since the pavement mentioned in the Paper was narrow and crowded at present, the Member urged the related departments to consider the feasibility of adjusting the width of the pavement appropriately.

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

- (i) the Department had sent staff to inspect the traffic conditions on Po Loi Street and its vicinity during peak hours, as well as carry out



statistics and review on crowds on both sides of pavements of Po Loi Street, including the section at United Building and the section at Zung Fu car showroom;

- (ii) upon review, the Department considered that the width of the two sections of pavements could still meet the walking needs of pedestrians at present. Thus, the suggestion to widen the pavement off United Building would not be considered at the moment. Nevertheless, the Department would continue to pay attention to the usage situation of the pavement in the relevant road section; and
- (iii) currently, the relevant road section had been demarcated a “No-Stopping Restriction Zone” to prohibit general vehicular traffic from stopping during specified periods. Regarding the matter on the relevant vehicles suspected to be illegally parked in the relevant road section, the Department had referred the cases to the Police for follow-up and urged for the stepping up of law enforcement.

49. **The representative of the HKPF** replied and stated that the Police would enhance law enforcement against illegally parked vehicles on Po Loi Street, Bulkeley Street and Dock Street.

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

- (i) the relevant pavement was so narrow that even two pedestrians of average build had difficulty in walking side by side. It would cause a greater inconvenience for the pedestrians with handcarts or baby strollers. Members requested the Department to explain the indicators used for statistics and reviews on crowds, as well as the standards for evaluating whether the road space were sufficient; and
- (ii) requested the TD to conduct an on-site inspection at the location on Po Loi Street near Wellcome Supermarket and reconsider the necessity of the provision of additional double yellow lines to prevent vehicles from parking on both sides of the road and safeguard the safety of pedestrians when crossing the road.

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

- (i) regarding the criteria for statistics on crowds, the Department would carry out statistics on crowds during peak hours of the road in accordance with the internal guidelines;
- (ii) concerning the situation of the two sections of pavement mentioned in the Paper, the Department had sent staff to inspect the crowds on-site and measure the width of the road surface during morning peak hours. Upon evaluation, the walkability of the relevant road was rated as Grade A, which was the highest grade; and
- (iii) the Department had noted Members' views and would continue to review the usage situation of the pavement.

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

- (i) the relevant pavement was adjacent to markets and shops selling daily necessities. Massive loading and unloading activities were carried out. Hence, the peak hours of crowds should be in the afternoon. Members suggested the Department to adjust the time of inspections; and
- (ii) the road sections adjacent to Wellcome Supermarket and Ka Hing Supermarket was the busiest and the roads were narrow. Coupled with the frequent parking of van-type light goods vehicles and medium goods vehicles on both sides of the pedestrian crossings in that road section and its vicinity, the safety of drivers and pedestrians were affected. Therefore, the Department was suggested to actively consider the provision of additional double yellow lines in the relevant road section.

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

- (i) the Department would conduct inspections and evaluations again based on the time proposed by Members; and
- (ii) the relevant road section already had a single yellow line prohibiting stopping of vehicles from 7:00 a.m. to 7:00 p.m. Moreover, given

the large amount of shops selling daily necessities in that area, there was a constant need for loading and unloading of goods. Thus, the Department considered that it was not appropriate to convert this area with double yellow lines.

54. **The Chairman** made a conclusion and he would like the Police to pay close attention to the traffic conditions at the relevant locations, take law enforcement actions in a timely manner and enhance warnings.

### **Item 10**

#### **Request for Strengthening Law Enforcement at the Traffic Black Spots in Kowloon City District to Alleviate the Problem of Illegal Parking** **(TTC Paper No. 52/2024)**

55. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 6 and 9 tabled.

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

- (i) requested the Police to step up patrols and take law enforcement actions at the road sections mentioned in the Paper with a view to taking out prosecutions against vehicles from shops that occupied metered parking spaces for a long time and alleviating the situation of illegal parking in the district; and
- (ii) requested the TD to replace most of the railings on Winslow Street which had been seriously damaged as soon as possible.

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

- (i) the Department had sent staff to review on-site the traffic conditions in To Kwa Wan area, including Cheung Ning Street and Sheung Heung Street, in Sung Wong Toi area, including Mok Cheong Street (road section near “13 Streets”) and in Hung Hom area, including Ming On Street, Station Lane, Bulkeley Street, Cooke Street, Baker Street, Lo Lung Hang Street and Winslow Street. The Department had demarcated “No-Stopping Restriction Zones” at suitable locations in the relevant road sections to prohibit general vehicular traffic from stopping during specified periods. The Department would also

consider the traffic of the aforementioned road sections in detail and balance the demand of local communities for loading and unloading of goods, as well as study the feasibility of extending or providing additional “No-Stopping Restriction Zone” in the relevant road sections;

- (ii) the Department proposed to provide additional cautionary crossings at the locations of 145 and 165 Bulkeley Street to improve the crossing safety and walking environment of pedestrians at the relevant road section. However, due to opposing views received during public consultation, the Department was currently contacting related parties to explain the needs for and design considerations of the works;
- (iii) in respect of the views on the situation of damaged U-shaped railings at Winslow Street, the Department would follow up with the responsible section; and
- (iv) the Department had taken note of Members’ views on the provision of additional roadside parking spaces in Hung Hom area and would study the feasibility of providing additional related facilities at suitable locations in the area.

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

- (i) targeting at the problem of vehicles from shops and hearses occupying metered parking spaces, the Police would send officers to carry out law enforcement actions before the commencement of the free parking period at the relevant locations so as to prevent the relevant vehicles from parking overnight; and
- (ii) the Department would deploy more manpower to step up law enforcement against illegally parked vehicles on other streets in the district.

59. **The Chairman** made a conclusion and he would like the TD and the HKPF to take note of Members’ views to step up patrols and law enforcement.

**Item 11****Problems about the Traffic in Kowloon Tong**  
**(TTC Paper No. 53/2024)**

60. **A Member** introduced the Paper.

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

62. **The representative of the HKPF** replied and he stated that apart from sending officers to take law enforcement actions in Kowloon Tong area, the Police had sent officers to divert traffic in the school area during peak hours. Upon commencement of the new school year, the Police maintained close liaison with students, parents and schools and distributed leaflets about traffic safety to them.

**Item 12****Concern over the Works Progress of the Lift Connecting Dyer Avenue at Hung Hom Road**  
**(TTC Paper No. 54/2024)****Item 13****Enquiry about the Progress of the Lift at Dyer Avenue Flyover**  
**(TTC Paper No. 55/2024)**

63. **The Chairman** stated that since Items 12 and 13 were both related to the works progress of the lift at Dyer Avenue, he announced that the two items would be discussed together after consulting Members.

64. **Members** introduced Paper No. 54/2024 and Paper No. 55/2024 and raised the following views and enquiries:

- (i) many residents in the area, particularly residents near Hung Hom Estate, were very concerned about the works progress of the relevant lift. Therefore, Members requested the department to explain the current works progress of the lift and any factors that might lead to the delay of the works. Members also enquired if the lift could commence operation as scheduled in the first quarter of 2026; and

- (ii) the Department stated in the written reply that if the contractor failed to complete the works within the completion period agreed on the contract, it would be liable for the damages caused by the works delay. Members enquired if the date of completion period agreed on the contractor's contract was the same as the lift commencement date pledged by the Department.

65. **The Chairman** invited Members to refer to the written replies furnished by the HyD, i.e. Documents No. 14 and 15 tabled.

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

- (i) the new works contract had commenced on 26 August this year and the new contractor had started to take over the construction site in September. At present, the contractor had started the regular sanitary cleaning of the construction site and was completing the document approval procedures related to the construction works, including the application for an Excavation Permit and the approval of the temporary traffic measure plan to safeguard the safety of road users;
- (ii) the contractor was investigating the pipes and public facilities within the area of the construction site to minimise the impact of works on the relevant facilities and was preparing for relaunching the piling works for the lift foundation;
- (iii) the Department did not find any factors that might lead to the delay of works at the moment and expressed confidence that the works would be completed within 18 months as scheduled; and
- (iv) the Department understood the concerns of Members and the public about the works of the lift and would continue to follow up on the works progress, as well as strengthen the supervision of the contractor. The Department would also actively maintain communication with and offer assistance to the contractor with a view to completing the works at the soonest.

67. **Members** raised further enquiries and views as follows:

- (i) according to the Department's written reply, six processes of the works were yet to be completed at present. It was estimated that completing the works within 18 months would be in a great rush. Members requested the Department or the contractor to provide the timetable of each process and anticipated that the contractor could send representatives to attend the meetings of the TTC to exchange views with Members and explain the timetable of relevant works; and
- (ii) Members requested the Department and the contractor to post the related information outside the construction site after the announcement of the works timetable, enabling residents to understand the works progress and raise views when necessary.

68. **The representative of the HyD** replied that the Department would urge the contractor to formulate the works timetable as soon as possible and would report the latest progress on works to Members in a timely manner.

69. **The Chairman** made a conclusion and he would like the contractor to complete and commence the operation of the relevant lift in 18 months smoothly to achieve the goal of universal accessibility.

#### **Item 14**

#### **Concern over the Progress of the Lift Retrofitting Works at Hung Luen Road in Hung Hom** **(TTC Paper No. 56/2024)**

70. **A Member** introduced the Paper.

71. **The Chairman** invited Members to refer to the written reply furnished by the HyD, i.e. Document No. 16 tabled.

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

- (i) the augering works were currently being conducted at the construction site near Shung King Street (Lift No.1). Since the works of Lift No.1 required the construction of a lift tower, connecting bridge and stairs, the scope of the foundation works was relatively larger. In addition,

the geological conditions were more complex than expected and several special circumstances arose during construction, including discrepancies between the rockhead levels at various locations and the data obtained during the initial ground investigation. Moreover, unknown obstacles were also encountered at different locations and depths during augering works. As a result, foundation works were required to be suspended sometimes in order to review construction methods, safety of the construction site and surroundings, as well as foundation design. The works progress was therefore affected. The Department estimated that all the augering works could be completed in the fourth quarter this year; and

- (ii) Members requested the Department and the contractor to post the related information outside the construction site after the works timetable was announced, enabling residents to understand the works progress and raise views when necessary.

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

- (i) several lift works were currently being conducted in the area. However, it was observed that no works were being carried out in many construction sites and the sites were overgrown with weeds. Members enquired with the Department if the relevant works of the construction sites were in progress;
- (ii) requested the Department to announce the chart on works progress as soon as possible after the meeting and post it outside the construction site so that residents could be informed of the works progress; and
- (iii) requested the Department and the contractor to clear the hoardings and water-filled barriers in the construction site at the soonest after inclement weather to ensure the safety of road users.

74. **The representative of the HyD** replied that the Department noted Members' views and stated the chart on works progress would be announced at the soonest for the reference of Members and the public.

75. **The Chairman** made a conclusion and he would like the works to be completed as scheduled so that residents could use the relevant lifts as soon as possible.



**Item 15**

**Any Other Business**

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

**Item 16**

**Date of Next Meeting**

77. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 5 December 2024 and the closing date for submission of Papers would be 20 November 2024.

[Post-meeting note: The date of next meeting would be advanced to 28 November 2024.]

78. **The Chairman** adjourned the meeting at 4:46 p.m.

The minutes of this meeting were confirmed on 28 November 2024.

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The Chairman

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The Secretary

KCDC Secretariat  
November 2024