

**Minutes of the 6th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 28 November 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 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 LAU Ka-yiu, Executive Officer (District Council)1, Kowloon City District Office

In Attendance:

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

Mr TONG Lok-tung, 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 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	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Carson FUNG	Operations Manager (Kowloon and New Territories), Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
	Mr Alvin KEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
	Mr Eric LEE	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Item 3	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Carson FUNG	Operations Manager (Kowloon and New Territories), Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Item 4	Ms Sarah YUN	Senior Manager, Community Development, Urban Renewal Authority
	Mr Chris HO	Manager, Works and Contract, Urban Renewal Authority
Item 5	Mr WONG Chor-kuen, Alfred	Senior Environmental Protection Officer (Assessment and Noise) 6, Environmental Protection Department

* * *

Opening Remarks by the Chairman

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

Item 1

Confirmation of Minutes of the 5th Meeting

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

Item 2

Proposal for the Bus Route Planning in Kowloon City District

(TTC Paper No. 57/2024)

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

6. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon Motor Bus Company (1933) Limited (KMB), the Citybus Limited (Citybus) and the Transport Department (TD), i.e. Documents No. 4, 6 and 9 tabled.

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

- (i) six franchised bus routes and one green minibuss (GMB) route were provided in the vicinity of Kai Tak Runway Area at present to travel to and from the nearby MTR stations or places in other districts. In response to the development of Kai Tak Runway Area, the Department had implemented the provision of two additional bus routes travelling between Kai Tak Runway Area and other areas under the Bus Route Planning Programme earlier, including Citybus Route 20X (Kai Tak Cruise Terminal – Tsim Sha Tsui) (circular route) and Citybus Route 22S (Kai Tak Public Transport Interchange – Kai Tak Cruise Terminal);
- (ii) the Department encouraged passengers in Kai Tak Runway Area currently to use the existing public transport services to reach nearby MTR stations for interchanging to the MTR or other bus routes to travel to and from various areas on Hong Kong Island. The Department would also maintain close liaison with bus companies, monitor passengers' demand closely and review bus services in a timely manner;
- (iii) in respect of the suggestion on enhancing the frequency of runs of KMB Route 17, the Department had been paying close attention to

the passengers' demand and service standards of that route and had requested the KMB to step up services appropriately when necessary based on passengers' demand during morning and afternoon peak hours. Apart from regular runs, the existing Route 17 also had special departure routes during morning peak hours, departing from Kwun Tong Road near Kowloon Bay MTR Station and Prince Edward Road East near Richland Gardens respectively to Oi Man Estate to help divert passengers;

- (iv) with a view to monitoring the operation situation of Route 17, the Department had sent staff to conduct an on-site survey in early November 2024. The results showed that the frequency of runs of this route generally aligned with the arrangements of the Schedule of Service. The existing service arrangements of this route were still able to meet passengers' demand;
- (v) since the passengers departing from the vicinity of Kai Ching Estate, Tak Long Estate and Kai Tak MTR Station at present could take Route 17 at the bus stops nearby Prince Edward Road East near Rhythm Garden and The Latitude to travel to the vicinity of Ho Man Tin, the Department did not have plans to launch a special departure route travelling between Tak Long Estate and Oi Man Estate at the moment. However, the Department noted Members' suggestion and would continue to pay attention to the service situation of this route and make a review in a timely manner; and
- (vi) with regard to the suggestion on enhancing the frequency of runs of GMB Route 28M before and after school periods, the Department had sent staff to conduct on-site surveys at Wyler Gardens and Sheung Shing Street respectively before and after school periods on weekdays in mid-November 2024. The results showed that the frequency of runs of this route was normal and was able to meet passengers' demand during peak hours. The Department would continue to pay attention to the operation situation of this route and had reminded the minibus operator to strengthen monitoring and timely adjust the frequency of runs to meet passengers' demand.

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

- (i) the Citybus would propose enhancing the bus services in the Bus Route Planning Programme based on the move in situation of the development projects in Kai Tak Runway Area and passengers' demand;
- (ii) at present, residents in Kai Tak area could take Route 608 to interchange to multiple bus routes at the Eastern Harbour Crossing Bus Interchange to travel to and from various areas on Hong Kong Island, while enjoying interchange fare concessions at the same time; and
- (iii) the Citybus noted Members' suggestion on the provision of additional services to travel between Kai Tak Cruise Terminus as well as the Runway Area and various areas on Hong Kong Island and had relayed them for the study of the planning division.

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

- (i) passengers could take Route 108 to travel between Kai Tak and Hong Kong Island at present. The KMB noted Members' suggestion on the provision of additional bus routes to travel between Kai Tak Runway Area and Hong Kong Island and would further study the feasibility of adjusting the routing along Route 108 with the TD to serve more residents in Kai Tak;
- (ii) according to the record of a patronage survey recently conducted by the KMB, the current frequency of runs of KMB Route 17 during morning and afternoon peak hours could meet passengers' demand. The KMB had provided special departure routes for Route 17 during morning peak hours from Mondays to Fridays (except public holidays), departing from the bus stops at Kowloon Bay MTR Station and Richland Gardens respectively to Oi Man Estate to meet the passengers' demand for the period before school. The KMB would continue to pay attention to the patronage situation of the relevant route and adjust the relevant service in a timely manner; and

- (iii) regarding the suggestion on the provision of an additional special departure route of KMB Route 17 to travel between Tak Long Estate and Oi Man Estate during morning and afternoon peak hours, the KMB held an open stance to the relevant suggestion and would follow up on its feasibility with the TD.

10. **The Chairman** made a conclusion and he stated that following the gradual completion of multiple residential projects in Kai Tak area, the population in the area would drastically increase. He would like the TD and the bus companies to continue to pay close attention to the operation situation of bus services in Kai Tak area and adjust services in a timely manner so as to meet transportation needs in future.

Item 3

Concern over the Situations of Lost Trips of Bus Routes 20 and A25

(TTC Paper No. 58/2024)

- 11. **A Member** introduced the Paper.
- 12. **The Chairman** invited Members to refer to the written replies furnished by the TD and the Citybus, i.e. Documents No. 5 and 7 tabled.
- 13. **Members** raised the following views and enquiries:
 - (i) suggested the TD and bus companies to further improve the existing vehicle positioning technology and provide more accurate arrival times based on the real-time locations of vehicles; and
 - (ii) enquired about the TD's methods for on-site surveys and requested the TD to submit the relevant survey report to the committee.
- 14. **The representative of the TD** replied with the main points as follows:
 - (i) the Department had sent staff to conduct an on-site survey on Citybus Route 20 earlier to monitor the departure times of the relevant buses at the Kai Tak (Muk On Street) terminus. The survey results showed that the situation of unstable departure times of individual runs of Citybus Route 20 (to Cheung Sha Wan direction) during morning peak hours existed. The Department had requested the Citybus to follow up on the relevant situation and make improvements.

Moreover, in response to passengers' demand during individual periods, the Citybus had also submitted an application to the Department to adjust the frequency of runs of Route 20;

- (ii) according to the operational records, the frequency of runs of Citybus Route A25 (to the airport direction) was generally normal. Situation of lost trip was not found. The Department noted Members' views and would enquire with the Citybus regarding the reasons should there be situations of delays occurred on individual runs of Route A25; and
- (iii) the Department had reminded the Citybus to pay attention to the operation of the real-time arrival system to facilitate the checking of the arrival times of the related routes using mobile applications by passengers and planning of trips.

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

- (i) the Citybus had searched the operational records of Citybus Route 20 and Route A25 in November 2024. The majority of the runs departed from the terminus on time according to a fixed timetable. However, the departure times of individual runs might be affected by factors such as road congestion and emergency situations. The Citybus would closely monitor the operation situation of and demand for the relevant routes and make timely adjustments; and
- (ii) the Citybus had applied to the TD to adjust the frequency of runs of Route 20 departing from Kai Tak at individual peak periods in the morning so as to meet the passengers' demand for the period before school.

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

- (i) understood that individual runs of buses might experience delays due to various emergencies. However, the information on the relevant delays would not be displayed on the real-time arrival system of the mobile applications. Therefore, passengers could not be informed instantly. Members suggested bus companies to study the methods of using special notifications on the mobile applications to remind

passengers the information on delay of runs so that passengers could adjust their travel patterns more flexibly;

- (ii) enquired if the real-time arrival system of the mobile applications of various bus companies would update the arrival times based on the actual traffic conditions; and
- (iii) Google Maps could provide bus arrival information without advertisements at present. Members enquired if the Department and bus companies would share the real-time arrival information of buses with more third-party platforms so as to facilitate more members of the public.

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

- (i) the mobile application of the Citybus currently adopted the Global Positioning System to calculate the arrival times and made use of the positioning devices installed on each bus to provide passengers with real-time information such as the estimated arrival times of buses and the distance between the positions of individual buses and bus stops;
- (ii) if bus regulators or the Operations Control Centre found that individual runs might experience delays, related information would be updated on the mobile application for passengers' information. When individual runs were affected by factors such as road congestion and emergency situations and experienced delays when the buses were on the road, the system would provide additional remarks on the information of the relevant runs so that passengers could get a grasp of the real-time road situation; and
- (iii) the mobile application of the Citybus did not have advertisement and had recently launched a simplified version that provided larger fonts to facilitate the use of elders.

18. **The Chairman** made a conclusion and he would like the TD and the Citybus to carefully investigate the reasons for the lost trips of Route 20 and Route A25 and actively study the improvement on the accuracy of the real-time arrival system of the mobile application.

Item 4**Request for Shortening the Hours of the Works and Opening a Passage at the Side Door of the Shopping Centre to Reduce the Impact on Shop Tenants**

(TTC Paper No. 59/2024)

19. **A Member** introduced the Paper and thanked the Urban Renewal Authority (URA) and the CLP Power Hong Kong Limited (CLP Power) for sending staff earlier to conduct an on-site inspection with and introduce the progress of the relevant works to Members.

20. **The Chairman** invited Members to refer to the written replies furnished by the URA and the CLP Power, i.e. Documents No. 3 and 10 tabled.

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

- (i) a part of the enclosed works area mentioned in the Paper belonged to the underground sewage pipe works under the Chun Tin Street / Sung Chi Street Development Scheme (i.e. Tower 3 of eResidence) of the URA. The relevant enclosed area was located on the carriageway and did not include the side entrance of Hunghom Square. The Authority had obtained consent from the management office of Hunghom Square and approval from the TD prior to the commencement of the works;
- (ii) upon the receipt of the Paper, the Authority understood that the related works might cause inconvenience to nearby shop tenants. Thus, the Authority had requested the works contractor to study feasible mitigation measures to minimise the impacts of the works to shop tenants. The Authority also conducted an on-site inspection on 21 November 2024 with the works contractor, the representative of the management office of Hunghom Square, the Chairman and Members of the TTC to understand the situation on the spot; and
- (iii) at present, the works contractor had applied to the related departments for reducing the enclosed area and was awaiting approval. In addition, the Authority had a meeting with the Police on 27 November 2024 to discuss the traffic arrangements upon reducing the relevant enclosed works area. The contractors would also arrange for traffic wardens to control the traffic in the vicinity of the enclosed area and

set up additional signage during the construction period with a view to reducing the impacts of the works on nearby shop tenants.

22. **Members** would like the Police to comply with the URA to open more road sections as soon as possible to facilitate public access to Hunghom Square and improve the operating conditions of shop tenants there.

23. **The Chairman** made a conclusion and he would like the related departments to maintain good communication with various stakeholders to ensure that not only the works could be conducted smoothly, but also the operating interests of shop tenants and public safety could be safeguarded.

[Post-meeting note: The URA pointed out that the relevant application for reducing the enclosed works area had been approved by the related department and would be implemented since 11 December 2024.]

Item 5

Matters Related to the Installation of Noise Barriers at East Kowloon Corridor

(TTC Paper No. 60/2024)

24. **A Member** introduced the Paper.

25. **The Chairman** invited Members to refer to the written replies furnished by the Hong Kong Police Force (HKPF), the Highways Department (HyD), the TD and the Environmental Protection Department (EPD), i.e. Documents No. 1, 8, 11 and 13 tabled.

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

- (i) the Department had conveyed the situation of illegal driving mentioned in the Paper to the HKPF for follow-up with a view to strengthening law enforcement and combatting speeding; and
- (ii) the Department had noted Members' views and would review the records of traffic accidents and situations of speeding of vehicles of the relevant road section with the HKPF in a timely manner. Taking into account factors such as the geography and environment of the carriageways, the Department would consider and study suitable locations and priorities for the installation of speed enforcement cameras under the principle of effective resources utilisation.

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

- (i) the Police had been conducting law enforcement actions such as combatting speeding or illegal car racing from time to time. Since the traffic network in West Kowloon was closely interconnected, the law enforcement actions of the Police would cover the entire Kowloon West Region, including districts such as Kowloon City, Yau Tsim Mong and Sham Shui Po;
- (ii) the Traffic Kowloon West, dedicated to the handling of matters relevant to breaches, detected and prosecuted a total of more than 7 000 vehicles for speeding offences during July to September 2024; and
- (iii) the Police would continue to monitor the traffic conditions in the district and take appropriate law enforcement actions against offenders in accordance with the “Selected Traffic Enforcement Priorities” (STEP) of the Police to ensure road safety and smooth traffic in the district.

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

- (i) since the East Kowloon Corridor was built many years ago, the structure of the flyover was unable to withstand the additional load imposed by the construction of additional noise barriers. It was also difficult to look for sufficient space on the ground along both sides of the flyover for the construction of a detached structure to support the noise barriers. Coupled with other significant technical limitations (such as not affecting fire and rescue requirements), noise barriers could not be built at the East Kowloon Corridor;
- (ii) the Department completed the laying of materials with noise-reducing effects on the East Kowloon Corridor in 2020. According to the Department’s observation, the noise-reducing materials on the East Kowloon Corridor were generally in good conditions at present; and
- (iii) the Department would inspect the conditions of the related roads and ancillary road facilities regularly. If obstacles were found at the

relevant road surface that might affect the safety of drivers, the Department would follow up and handle them as soon as possible.

29. **The representative of the EPD** replied that the suggestion for the establishment of a “Tranquillity Fund” to subsidise residents on both sides of the East Kowloon Corridor for the installation of fixed glazing was unable to reduce traffic noise at the source. Coupled with the relatively warm and humid climate in Hong Kong, residents in general would often open their windows to provide natural ventilation in their units. However, glazed windows could only effectively block the traffic noise when they were closed. Therefore, according to the prevailing policy, the Government would not install fixed glazing for residential units affected by existing road noise at this stage.

30. **Members** considered that the existing measures were unable to resolve the noise problem caused by the East Kowloon Corridor. Members also pointed out that residents on both sides of the flyover would not open their windows in the long run due to the noise problem. Members suggested the EPD to send staff to conduct an on-site inspection to understand the severity of the noise problem on that road section and re-consider the suggestion on the establishment of a “Tranquillity Fund” to subsidise residents for the installation of fixed glazing.

31. **The Chairman** made a conclusion and he would like the related departments to actively study Members’ suggestions to minimise the impacts of the noise problem on the residents there.

Item 6

Request for Extending the Pedestrian Green Time of Traffic Lights at Tak Ku Ling Road to Prevent the Occurrence of Accidents

(TTC Paper No. 61/2024)

32. **A Member** introduced the Paper.

33. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 12 tabled.

34. **The Member** stated that the TD was implementing a trial scheme on smart zebra crossing (Trial Scheme) in Kwai Tsing District, utilising thermal detectors to detect vehicles approaching the zebra crossing and pedestrians who were ready to cross the road. Members enquired with the Department about the implementation timetable

of the Trial Scheme in Kwai Tsing District, if it would consider implementing the relevant Trial Scheme in Kowloon City District and if it would plan to expand it to various districts across the territory.

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

- (i) the Department had sent staff to inspect the traffic light settings of Carpenter Road at its junction with Tak Ku Ling Road (near Carpenter Road Park) and the traffic conditions in the vicinity. Upon review, the Department had appropriately extended the pedestrian green time for crossing Carpenter Road so as to provide more ample time for pedestrians to cross the road; and
- (ii) the Department would supplement Members with the situation of implementation of the relevant Trial Scheme after the meeting.

[Post-meeting note: The Secretariat had forwarded the TD's supplementary documents to Members on 5 December 2024.]

Item 7

Concern over the Situations of the Use of Electric Bicycles and Electric Unicycles on Footpaths

(TTC Paper No. 62/2024)

36. **A Member** introduced the Paper.

37. **The Chairman** invited Members to refer to the written reply furnished by the HKPF, i.e. Document No. 2 tabled.

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

- (i) enquired about the prosecution figures and the related penalties on couriers from food delivery platforms for illegal use of electric bicycles and electric unicycles in 2024; and
- (ii) according to the written reply by the Police, the officers of Kowloon City Police District only issued 95 summons and arrested 12 individuals involving cycling offences and illegal driving of electric mobility devices (EMDs) from May to October 2024. Members

considered that the relevant prosecution figure was unable to truly reflect the situation in Kowloon City District, requesting the Police to strengthen efforts in law enforcement so as to enhance deterrent effect.

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

- (i) the officers of the Kowloon City Police District had been paying attention to the traffic conditions in the district and would organise various publicity and education activities from time to time, including distributing leaflets and hanging promotional posters at the black spots of cycling offences. With a view to enhancing the awareness of road safety among different members of the public, the posters were available in Pakistani and Hindi in addition to Chinese and English;
- (ii) the officers of the Road Safety Team of Traffic Kowloon West would maintain close liaison with various mainstream food delivery platforms and notify the persons-in-charge of the relevant platforms of the information regarding couriers who had committed serious traffic offences so that the relevant platforms could activate the internal disciplinary mechanisms;
- (iii) the officers of the Kowloon City Police District issued a total of 95 summons involving cycling offences and arrested 12 individuals involving offences for illegal driving of the EMDs during May to October 2024. Upon the completion of the large-scale traffic operations every month, the Kowloon City Police District would disseminate the situations and results of the operations to the public through the media to ensure smooth traffic and safety of road users;
- (iv) the Police would continue to monitor the traffic conditions in the district and take appropriate law enforcement actions against offenders in accordance with the STEP of the Force to ensure road safety and smooth traffic in the district. Due to limited manpower resources of the Force, the Police was required to arrange the follow-up priorities and deploy manpower according to the severity of the community problems. However, the Police would step up law enforcement actions against cycling offences and illegal driving of the EMDs if resources permitted; and

- (v) the Sau Mau Ping Police District and the Traffic Kowloon East had arrested a total of seven individuals for illegal driving of the EMDs in Kai Tak area in the past six months. The Police would pay close attention to the situation of the use of electric bicycles and electric unicycles on footpaths.

40. **Members** stated that apart from food delivery couriers, a number of the public were accustomed to riding bicycles on the footpaths in the community at present. Hence, Members requested that the relevant publicity work should not only target at food delivery couriers. Members also suggested the Police to consider stepping up publicity via the Road Safety Council, such as distributing promotional leaflets to the public and enhancing the safety awareness of the public when riding bicycles.

41. **The Chairman** made a conclusion, pointing out that using bicycles, especially electric bicycles, on footpaths or roads would pose dangers to users and other road users. If the existing publicity work of the Police was unable to improve the relevant situation, the Police should step up law enforcement at the black spots in the district to enhance deterrent effect.

Item 8

Any Other Business

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

Item 9

Date of Next Meeting

43. **The Chairman** announced that the next meeting would be tentatively held at 2:30 p.m. on 21 January 2025 and the closing date for submission of Papers would be 6 January 2025.

[Post-meeting note: The date of the next meeting would be postponed to 24 January 2025.]

44. **The Chairman** adjourned the meeting at 3:31 p.m.

The minutes of this meeting were confirmed on 24 January 2025.

The Chairman

The Secretary

KCDC Secretariat
January 2025