

**Minutes of the 7th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 24 January 2025 (Friday)
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 SO Hau-kwong, Acting Senior Transport Officer /
Kenny Kowloon City, Transport
Department

Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr WONG Chun	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-yee, Jenny	District Engineer / Hung Hom, Highways Department
Mr NG Chi-sing	Officer-in-charge 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 Joanne LI	Assistant to Chairman & Executive Director, Lifestyle International Holdings Limited
	Ms Vivian YONG	Head of Marketing, SOGO Hong Kong Company Limited
	Ms Karin WOO	Deputy Head of Property Management, LS Management Limited
	Mr LAM Wai-lap, Raymond	Senior Estate Surveyor / South East Kowloon (District Lands Office, Kowloon East), Lands Department
	Mr CHAN Sze-ho	Engineer / Kowloon Bay, Transport Department
Items 3 and 4	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

Item 6	Ms IU Wai-yin, Wendy	Senior Engineer / 8 (E), Civil Engineering and Development Department
Items 8 to 10	Mr KWAN Ming-yeung, Sunny	Engineer / Yau Tsim, Transport 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 seventh 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 6th Meeting

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

Item 2

Concern over the Problem of Road Congestion by Queuing Vehicles outside the Car Parks of The Twins and AIRSIDE in Kai Tak on Holidays and Enquiry about the Rental Arrangements for Monthly Parking Spaces of The Twins

(TTC Paper No. 1/2025)

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

6. **The Chairman** invited Members to refer to the written replies furnished by the Lands Department (LandsD), the Hong Kong Police Force (HKPF) and the Transport Department (TD), i.e. Documents No. 1, 12 and 16 tabled, and the written replies furnished by The Twins and AIRSIDE, i.e. Documents No. 4 and 13 tabled.

7. **The representative of The Twins** replied and stated that only hourly parking spaces were currently provided in the car parks of Towers I and II of The Twins, which were available for the use of private cars, motorcycles and medium/heavy goods vehicles. In addition, The Twins had no plans to provide any monthly parking spaces in the relevant car parks at the moment.

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

- (i) the matter of road congestion by queuing vehicles did not fall within the Department's purview and would therefore be left to the related department to respond to; and
- (ii) regarding the rental arrangement of the monthly parking spaces at The Twins, the related lease conditions required the relevant owners to provide in the basement of the development a public car park with nine parking spaces for light goods vehicles and/or buses, which would be open to the public for the use of short-term parking on an hourly or a monthly basis. The lease did not prescribe the allotment of spaces between hourly or monthly parking and its mode of operation.

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

- (i) officers of the Sau Mau Ping Police District had noted the problem of road congestion by queuing vehicles on Concorde Road outside the car parks of The Twins and AIRSIDE in Kai Tak on holidays. The

Police would pay attention to the traffic situations of the aforementioned locations. If the car parks were approaching full parking capacity or were building up congestions, the Police would implement corresponding traffic control measures to ensure road safety and smooth traffic; and

- (ii) the Police would continue to explore various feasible measures with the community, the industry and other related government departments to improve road traffic management in the area and strengthen the related education and publicity work to ensure road safety and smooth traffic.

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

- (i) since the opening of AIRSIDE and The Twins, the Department had been paying close attention to the traffic situation of the vicinity near the aforementioned locations. After the Department had engaged in discussions with the Civil Engineering and Development Department (CEDD) and the HKPF, the CEDD timely reopened the relevant roundabouts and nearby lanes that were closed due to temporary traffic arrangements. The traffic situation was hence improved;
- (ii) the Department conducted a site visit to the said location with the representatives of the property management company of AIRSIDE and Members of the District Council on 14 January (Tuesday) this year. Moreover, the Department deployed staff for an on-site inspection on 18 and 19 January (Saturday and Sunday) this year. In the afternoon of 18 January, short periods of road congestion by queuing vehicles were observed outside the car park of AIRSIDE. Temporary measures to divert traffic flow were immediately taken by the Police to alleviate the congestion. Road traffic situation was mostly smooth during the afternoon peak hours on 19 January; and
- (iii) the Department would continue to pay close attention to the traffic situation in the area and take corresponding measures in a timely manner.

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

- (i) the traffic queues in the vicinity of AIRSIDE would extend to the entrance of Kowloon East Regional Headquarters of the HKPF on holidays. As upcoming drills involving public transportation such as buses and taxis would be organised at the Kai Tak Sports Park (KTSP), Members were concerned that the traffic in the vicinity around Concorde Road, AIRSIDE and The Twins would be heavily overloaded at that time. Members requested the related departments to step up traffic control measures;
- (ii) given the keen demand for parking spaces in Kai Tak area, Members suggested The Twins to consider following the practice used in car parks of government buildings, i.e. opening parking spaces for the use of residents in the area from 9:00 p.m. to 7:00 a.m. of the following day. This would allow a more effective use of resources and help to solve the problem of illegal parking in the area;
- (iii) suggested the related departments to consider flexible arrangements for supplying parking space during peak hours, such as temporarily releasing vacant parking spaces for goods vehicles and monthly rentals to hourly users;
- (iv) suggested the related departments to implement measures to divert vehicles properly and designate a waiting area at a suitable location for waiting vehicles queuing to enter the mall's car park. The remaining lanes could be used by other passing vehicles, thereby alleviating the situation of traffic congestion;
- (v) enquired about when the car park of Kai Tak Mall would be open for public use;
- (vi) enquired the HKPF about the traffic control arrangements to improve road safety in the vicinity of Kai Tak area during Chinese New Year; and
- (vii) suggested AIRSIDE and The Twins to consider providing real-time information about availability of parking spaces in the mall via a mobile application. This would enable drivers heading to Kai Tak

area to plan the route in advance, alleviating the situation of traffic congestion in the area.

12. **The representative of the HKPF** replied that the Police would draw on the experience of previous drills at KTSP and deploy additional manpower to direct traffic at the roundabouts outside AIRSIDE, as well as on Muk Yuen Street and Concorde Road during future drills and events at the KTSP. Appropriate diversion arrangements would be implemented in a timely manner based on the traffic situation. The Police noted Members' views on traffic control arrangements.

13. **The Chairman** made a conclusion and he would like the related departments to study the measures with AIRSIDE and The Twins to improve the parking space arrangements in the relevant malls and the road facilities in the nearby vicinity, and maintain close liaison with Members to alleviate the problem of traffic congestion in Kai Tak area more effectively.

Item 3

Proposal to Provide Additional Bus Stop Shelters, Seats and Panels for Display of Real-time Bus Arrival Information at the Bus Stops in the Vicinity of Gillies Avenue South and the Bus Stop of Route No. 8 at On Wan Road at its Junction with Cheong Wan Road

(TTC Paper No. 2/2025)

Item 4

Proposal to Provide Additional Bus Stop Shelters and Panels for Display of Real-time Bus Arrival Information at the Bus Stop on Hok Yuen Street

(TTC Paper No. 3/2025)

14. **The Chairman** stated that Items 2 and 3 were both related to bus stop facilities and announced that the two items would be discussed together after consulting with Members.

15. **A Member** introduced Paper No. 2/2025 and Paper No. 3/2025.

16. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon Motor Bus Company (1933) Limited (KMB), Citybus Limited (Citybus) and the TD, i.e. Documents No. 2, 3, 14, 15, 27 and 28 tabled.

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

- (i) the KMB had previously submitted to the Department the proposal for erecting bus shelters and seats on Gillies Avenue South northbound. Consultations with the related government departments regarding their views on the relevant proposal had been completed and the feedback from the related local community was being sought;
- (ii) regarding the bus stops on Gillies Avenue South (southbound), since construction works were currently underway nearby the related bus stops, the KMB would deploy staff to study the feasibility of erecting bus shelters at the related bus stops upon completion of the relevant works;
- (iii) the bus stops under Cheong Wan Road Flyover outside Exit A3 of Hung Hom Station had already been provided with bus shelters. The KMB had previously submitted a proposal to the Department for the provision of additional seats. The Department was currently consulting with related government departments on the relevant proposal and would arrange for consultation with the related local community in a timely manner based on the circumstances;
- (iv) regarding the proposal to provide additional display panels for real-time arrival information at the bus stops on Cheong Wan Road, such provision was not feasible for the time being due to the lack of electricity supply at the bus shelters; and
- (v) regarding the proposal to provide additional shelters and display panels for real-time arrival information at the bus stops on Hok Yuen Street, the KMB stated that the relevant bus stops could not provide additional shelters and related facilities yet due to the obstruction of underground water mains. However, the Department had noted the related proposal and would continue to monitor the operation of the relevant bus stops.

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

- (i) the KMB would assess whether an application to enhance bus stop facilities could be submitted to the TD based on the condition and environment of different bus stops, including factors such as whether there was enough space for the pavement, electricity supply and height restrictions on site;
- (ii) the bus stops at Hung Hom Station were currently provided with bus shelters. However, the additional provision of electricity supply at the bus stops would be prerequisite to the installation of the display panels. As for the proposal to provide additional seats at the bus stops, the KMB made the application last year and was currently waiting for the approval by related departments;
- (iii) regarding the proposal to provide additional shelters for the bus stops on Gillies Avenue South (northbound), the KMB made an application in 2023 and was currently waiting for the approval by related departments. As for the proposal to erect additional shelters for the bus stops on Gillies Avenue South (southbound), the KMB would further deploy staff to evaluate the feasibility of erecting additional shelters upon completion of other ongoing works near the bus stops; and
- (iv) regarding the proposal to erect additional shelters at the bus stops on Hok Yuen Street, the KMB had submitted the application to relevant departments. However, the related works could not be carried out due to the obstruction of underground water mains beneath the bus stops. The KMB had noted Members' views and would take the relevant proposals as reference for future enhancement of bus stop facilities.

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

- (i) the Citybus was committed to improving the waiting area of passengers. Due to the keen demand for erecting shelters at bus stops in various districts, the Citybus would first complete the works at bus stops serving multiple routes and coping with higher passenger demand, as well as those without shelter facilities nearby for the

effective use of resources. The priority of the erection of bus shelters would be reconsidered and assessed subject to the availability of resources; and

- (ii) the Citybus had noted Members' views and would refer them to the related departments of the company for feasibility assessments and studies.

20. **Members** raised the following views:

- (i) the bus stops on Hok Yuen Street were used by a considerable number of members of the public, who would benefit from the additional provision of shelters there. Members enquired whether underground detection technology could be employed to adjust the positioning of bus stops so as to avoid the underground water mains, thereby increasing the feasibility of additional provision of shelters at those bus stops;
- (ii) the facilities at the bus stops would affect the travelling experience of passengers and might affect the overall patronage of certain routes, leading to the eventual reduction in frequency or even cancellation of certain routes. The bus companies should make all-out efforts in enhancing facilities at bus stops;
- (iii) the TD should expedite the approval of the relevant application for the provision of additional bus stop facilities; and
- (iv) requested the TD and bus companies to also expedite the enhancement of facilities at other bus stops (such as those on Walker Road and 2A Bulkeley Street).

21. **The representative of the TD** stated that the Department had noted Members' views and would continue to study with bus companies the feasibility of the provision of various additional facilities at relevant bus stops.

22. **The representative of the KMB** replied and stated that they would work with their colleagues from the works department to study the feasibility of adopting new technology to assist in the detection of water mains positions and would follow up with the TD regarding the application progress for the provision of additional bus stop

facilities.

23. **The representative of the Citybus** stated that they would study the feasibility of the provision of additional shelters at more bus stops in Kowloon City District.

24. **The Chairman** made a conclusion and he thanked the TD and the bus companies for responding positively to Members' views. He would like the related departments to promptly study the feasibility of providing additional bus stop facilities to improve bus stop environment and facilitate passengers waiting for buses.

Item 5

Proposal to Build an Additional Pedestrian Link between Sheung Lok Street Garden and Ko Shan Road Park

(TTC Paper No. 4/2025)

25. **A Member** introduced the Paper and stated that building an additional pedestrian link could facilitate residents in the area to visit Ko Shan Theatre for arts and cultural programmes, which would help promote Cantonese opera culture.

26. **The Chairman** invited Members to refer to the written replies furnished by the TD, the Leisure and Cultural Services Department (LCSD), and the Planning Department (PlanD), i.e. Documents No. 17, 18, and 19 tabled.

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

- (i) the TD and the LCSD mentioned in their respective written replies that the relevant works were under each other's purview. Members would like to enquire which department was responsible for the follow-up and the study of the relevant works; and
- (ii) enquired whether the related departments would take the residents' need into consideration for the implementation of the relevant works.

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

- (i) regarding the proposal to build pedestrian facilities to enhance the accessibility of hillside area, the Government would follow up the issue under the purview of hillside escalator links and elevator

systems;

- (ii) the Government had selected 11 priority projects with evident benefits based on the existing assessment mechanism. The Government would continue to examine how to use public resources more effectively and the cost effectiveness of works projects, while keep reviewing the priority of relevant projects in light of the latest developments, such as policy development and financial situation of the Government, for appropriate adjustment in the implementation progress;
- (iii) subject to the implementation progress of the 11 priority projects and factors such as the allocation of available resources, the Government would follow up and assess proposals that had not been selected and projects in other new proposals (including the suggestions mentioned in the Paper) altogether pursuant to the related assessment mechanism in a timely manner;
- (iv) during the assessment, the Department would determine the priority of the projects by conducting assessment on two aspects, namely social benefits (i.e. target beneficiaries and their size) and cost-effectiveness (i.e. the estimated per capita cost of the project); and
- (v) since the pedestrian facilities proposed in the Paper were located inside the park area under the purview of the LCSD, the TD would study the technical feasibilities of the works with the LCSD, including whether the works would affect the vegetation and facilities in the park, once the construction was confirmed to be taken forward.

29. **The Chairman** made a conclusion and he would like the related departments to note Members' views and carry out feasibility studies for the relevant works in a timely manner.

Item 6

Matters Regarding the Proposal to Set up a Pedestrian Link on Sung Wong Toi Road

(TTC Paper No. 5/2025)

30. **A Member** introduced the Paper.

31. **The Chairman** invited Members to refer to the written reply furnished by the CEDD, i.e. Document No. 20 tabled.

32. **The representative of the CEDD** replied and stated that the Department was currently reviewing the pedestrian linkages across Sung Wong Toi Road to formulate the solution to enhance pedestrian connectivity. The Department was consulting with related departments, including Energizing Kowloon East Office and the TD, on the proposed solution at the moment, and would consult related stakeholders shortly.

33. **The Chairman** thanked the Department for noting Members' views and would like the Department to make timely reports to Members regarding the follow-up of the relevant solution.

Item 7

Matters Regarding the Proposal to Enhance the Traffic and Crossing Facilities in Kowloon Tong

(TTC Paper No. 6/2025)

34. **A Member** introduced the Paper.

35. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 6 and 21 tabled.

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

- (i) the Department had reviewed the setting of the traffic light on Boundary Street near the junction with Knight Street as well as the traffic situation of the nearby vicinity. Appropriate adjustment had been made to the vehicular green time on the eastbound direction of Boundary Street during the morning peak hours;
- (ii) the Department was currently reviewing the appropriateness of the erection of an additional traffic sign indicating the "banning of left turn movements for all vehicles exceeding 7 metres in length" on Cumberland Road (southbound) near the junction with Lincoln Road. The Department would consult the local community and related stakeholders about the relevant proposal through the Kowloon City District Office (KCDO), and would maintain liaison with the HKPF and the schools in the area for traffic matters in the vicinity near the

aforementioned road sections; and

- (iii) on 12 December last year, the Department conducted a site visit to the pedestrian crossing off Holy Family Canossian School (Kowloon Tong) on Suffolk Road and Tim Fuk Road and discussed feasible enhancement solutions with Members of the KCDC, HKPF and the principal and parent representatives from the school. Following the assessment, the Department proposed to improve the pedestrian crossing facilities, related road markings and traffic signs at the aforementioned location. The local community and related stakeholders were being consulted about relevant proposal through the KCDO. If the consultation found positive feedback, the Department would arrange for the works departments to implement the relevant proposal.

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

- (i) every day during peak hours in Kowloon Tong area, a large number of school buses, private vehicles of parents, company shuttles, residents' service buses and other means of public transports, along with the student passengers boarding and alighting from these vehicles, contributed to the very busy traffic. Therefore, the Police had arranged officers of the Kowloon City Police District to carry out strategic traffic control measures and issue tickets to offending vehicles from time to time; and
- (ii) the Police discussed the solutions to improve the traffic situations with Members of the KCDC, the TD and school representatives in the vicinity near the school area in Kowloon Tong in mid-December last year. The TD had begun providing additional traffic signs, road marking and speed bumps in appropriate locations in Kowloon Tong area, and moving the crossings to other appropriate locations to ensure road safety and smooth traffic in the area.

38. **Members** enquired about the closing date of the consultation and the works schedule for the erection of an additional traffic sign indicating the "banning of left turn movements for all vehicles exceeding 7 metres in length" on Cumberland Road (southbound) near the junction with Lincoln Road, and for the improvement of the pedestrian crossing facilities on Suffolk Road and Tim Fuk Road.

39. **The representative of the TD** replied that the consultation for the improvement of the pedestrian crossing facilities on Suffolk Road and Tim Fuk Road was about to close. The consultation results were expected to be announced in early February this year. If the consultation feedback was positive, the relevant works would commence immediately. The Department anticipated the relevant works to be completed by the end of the Easter holiday.

40. **The Chairman** made a conclusion and he would like the measures taken by the related departments could effectively safeguard the safety of all road users. He also welcomed it if the related departments would invite Members for a site visit when necessary.

Item 8

Proposal to Study the Construction of a Multi-storey Smart Car Park on the Government Land Northwest of Kowloon Public Mortuary on Winslow Street

(TTC Paper No. 7/2025)

41. **A Member** introduced the Paper.

42. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, the LandsD and the TD, i.e. Documents No. 7, 11 and 22 tabled.

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

- (i) the Kowloon City Police District issued a total of over 5 200 fixed penalty notices (FPNs) to illegally parked vehicles on Baker Street, Bulkeley Street, Cooke Street, Lo Lung Hang Street, Winslow Street and Ming On Street from July to December last year;
- (ii) the Police was not opposed to the proposal to provide an additional multi-storey smart car park on Winslow Street as long as it would not affect pedestrians and other road users;
- (iii) officers of the Traffic Team of Kowloon City Police District and Hung Hom Division had been keeping a close watch on the traffic situations in the area and would issue tickets to offending vehicles from time to time; and

- (iv) officers of the Kowloon City Police District would continue to monitor the traffic situation in the area and take appropriate enforcement action against offending vehicles in accordance with the Selected Traffic Enforcement Priorities (STEPs) of the HKPF to ensure road safety and smooth traffic.

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

- (i) the Department had been paying attention to the parking demand in the area. Apart from studying the provision of additional on-street parking spaces where road safety and road space permitted, the Department had been keeping close liaison with the LandsD and expressed to LandsD the intention of providing additional on-street parking spaces after the lease expiry of the relevant government land;
- (ii) the Department noted Members' views regarding the provision of an additional multi-storey smart car park on Winslow Street; and
- (iii) the Department had deployed staff to examine the traffic situation on-site in Hung Hom Area, including Baker Street, Bulkeley Street, Cooke Street, Lo Lung Hang Street and Winslow Street. Certain suitable areas of the relevant road sections had been designated as "No-stopping Restriction Zones", which prohibited general vehicles to park in specific hours. The Department would take into account the traffic situations of the aforementioned road sections in detail and balance the local community's needs to pick up or set down passengers, or load or unload goods when studying the feasibility of extending or adding "No-stopping Restriction Zones" in the relevant road sections.

45. **Members** would like the related departments to actively study the proposal to construct a multi-storey smart car park in the area to alleviate the problem of illegal parking that had plagued the area for more than a decade.

46. **The Chairman** made a conclusion and he would like the related departments to note Members' views.

Item 9**Concern over the Transport Planning for Baker Street**

(TTC Paper No. 8/2025)

47. **A Member** introduced the Paper and enquired the number of parking spaces open for public use there under the existing planning.

48. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 9 and 23 tabled.

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

- (i) the traffic impact assessment report submitted for the project mentioned in the Paper had taken full account of factors such as the nearby developments, planning and vehicular flow. Upon the completion of the project, adequate vehicular capacity could still be maintained at the signalised junctions near the relevant project (including Gillies Avenue South/Wuhu Street junction, Gillies Avenue South/Baker Street junction, Baker Street/Whampoa Street junction and Gillies Avenue South/Hung Hom South Road); and
- (ii) the project would provide over 200 parking spaces or loading/unloading facilities to meet the project's own needs.

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

- (i) the Kowloon City Police District combatted illegal parking from time to time on Baker Street, Po Loi Street, Whampoa Street and Gillies Avenue South in Hung Hom from July to December last year, during which over 3 000 FPNs were issued. To enhance the deterrent effect, the Police would also combat illegal parking by mobile video recording as the means of enforcement from time to time;
- (ii) after carrying out large-scale traffic enforcement operations, the Kowloon City Police District would disseminate the information and results of the relevant operations to the public through mass media with a view to improve traffic flow and road safety; and

- (iii) the Police would continue to monitor the traffic situations in the area and take appropriate enforcement actions against offenders in accordance with the STEPs of the HKPF to ensure road safety and smooth traffic in the area.

51. **The Chairman** made a conclusion and he would like the related departments to continue to pay attention to the traffic situations of the relevant road sections and take timely enforcement actions to ensure road safety.

Item 10

Request for Providing Additional Crossings off 165-167 Bulkeley Street and 145 Bulkeley Street in Hung Hom to Safeguard the Safe Access of Residents

(TTC Paper No. 9/2025)

52. **A Member** introduced the Paper.

53. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 8 and 24 tabled.

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

- (i) in response to Members and the public's request for the provision of an additional uncontrolled cautionary crossing on Bulkeley Street, the Department had examined the feasibility of the relevant proposal and launched a public consultation on the proposal through the KCDO. Nevertheless, opposing views were received. The Department contacted the related person to explain the requirements and design considerations of the works, and further refined the solution of the proposal; and
- (ii) the Department had been launching a new round of public consultation on the refined solution through the KCDO, which was expected to complete in late January this year. If no opposing views were received, the relevant proposal would be implemented.

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

- (i) the Kowloon City Police District issued a total of over 5 200 FPNs to drivers of illegally parked vehicles on Baker Street, Bulkeley Street,

Cooke Street, Lo Lung Hang Street, Winslow Street and Ming On Street from July to December last year;

- (ii) the Police was not opposed to the proposal mentioned in the Paper as long as it would not affect pedestrians and other road users; and
- (iii) the Police would continue to monitor the traffic situations in the area and take appropriate enforcement actions targeted at offenders in accordance with the STEPs of the HKPF to ensure road safety and smooth traffic in the area.

56. **The Chairman** made a conclusion and he would like the related departments to make timely reports to Members for the follow-ups of the situation.

Item 11

Request for Extending the Pedestrian Green Phase of Traffic Lights on Baker Street and Gillies Avenue South, off 62 Wuhu Street and on 63 Gillies Avenue South as well as Removing the Safety Island off Y83 on Wuhu Street to Prevent Accidents from Happening

(TTC Paper No. 10/2025)

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

58. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 25 tabled.

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

- (i) the Department had deployed staff to inspect the setting of traffic lights at the junction of Wuhu Street and Marsh Street (i.e. off 62 Wuhu Street), the junction of Gillies Avenue South and Baker Street and the junction of Wuhu Street and Gillies Avenue South (i.e. 63 Gilles Avenue South), as well as the traffic situation of the nearby vicinity. The Department considered that the existing pedestrian green time offered at the relevant crossings was adequate for pedestrians' safe crossing of the roads. Nevertheless, the Department had moderately extended the pedestrian green time at these crossings during certain periods of the day to provide pedestrians with more ample time to cross the roads; and

- (ii) since the removal of the pedestrian refuge off Y83 on Wuhu Street would reduce the vehicular green time at the eastbound and westbound lanes of Wuhu Street and the southbound and northbound lanes of Ma Tau Wai Road, the traffic would possibly be slowed down or even become congested at busy road sections and junctions nearby. Therefore, the Department could not accept the proposal to remove the relevant pedestrian refuge. Nevertheless, the Department would continue to pay close attention to the traffic situation at the junction and would introduce appropriate traffic control measures and adjust traffic light settings in a timely manner.

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

- (i) enquired whether the pedestrian green time was extended in all crossings mentioned in the Paper, and the amount of time extended; and
- (ii) due to the inadequate space of the pedestrian refuge off Y83 on Wuhu Street, some members of the public would bypass the pedestrian refuge and cross the road directly, putting themselves in danger. Members suggested the Department to consider widening the pedestrian refuge to provide more space for waiting pedestrians.

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

- (i) the Department extended the pedestrian green time by two seconds for all crossings mentioned in the Paper on 17 January this year, including the junction of Wuhu Street and Marsh Street (crossing on Wuhu Street), junction of Gillies Avenue South and Baker Street (crossings on the southbound lane of Gillies Avenue South and on Baker Street near Baker Circle); and
- (ii) the Department had noted the proposal to widen the pedestrian refuge off Y83 on Wuhu Street and would study the feasibility of the proposal with related divisions.

62. **The Chairman** made a conclusion and he thanked the TD for taking appropriate measures. He would also like the Department to continue to pay attention to the relevant traffic situations and invite Members to further follow up with the

Department when necessary.

Item 12

Matters Regarding the Proposal to Enhance the Traffic Facilities on Tin Kwong Road / Ma Tau Wai Road

(TTC Paper No. 11/2025)

63. **A Member** introduced the Paper.

64. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 26 tabled.

65. **Members** suggested the Department to consider adopting existing technology to help improve the traffic situations at the locations mentioned in the Paper, such as installing smart devices on pedestrian crossing lights so that the elders could tap their JoyYou Cards on the smart devices to extend the pedestrian green time, or installing real-time adaptive traffic signal system promptly to adjust the green time for pedestrian and vehicles at the relevant crossings in real-time through the collection of big data.

66. **The representative of the TD** replied with the main points as follows:
 - (i) the Department had deployed staff to observe the traffic situations on site during peak hours at the location mentioned in the Paper and to collect the pedestrian and vehicular statistics for these crossings. The relevant statistical results indicated that the existing facilities at these crossings were appropriate and allowed pedestrians to cross the roads safely. The Department therefore had no plans to widen the pedestrian refuge at the moment. Nevertheless, the Department had suitably extended the pedestrian green time at the said crossings during morning peak hours based on the observation results to balance the needs of different road users; and

 - (ii) the Department noted Members' views on the real-time adaptive traffic signal system and would consider applying the related technology in suitable signalised junctions.

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

- (i) enquired the amount of extended time of the pedestrian green time at these crossings during morning peak hours; and
- (ii) enquired whether the Department would consider listing these crossings as the trial locations for the trial scheme of diagonal crossings.

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

- (i) the Department adjusted the pedestrian green time between 7:00 a.m. to 8:10 a.m. at the relevant crossings on 16 January this year. Among which the pedestrian green time at the crossings on the southbound lane of Ma Tau Wai Road, the eastbound lane of Tin Kwong Road and the westbound lane of Ma Hang Chung Road were extended by two seconds; and
- (ii) the Department noted Members' views on the diagonal crossings and would refer them to the related sections for consideration.

69. **The Chairman** made a conclusion and he stated that Members could further explore the feasibility of the relevant proposal with the TD when necessary.

Item 13

Concern over the Problem of Tourist Coaches Parking at Station Lane

(TTC Paper No. 12/2025)

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

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

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

- (i) the Kowloon City Police District combatted illegal parking from time to time on Station Lane, Kun Yam Street and Wuhu Street in Hung Hom from July to December last year, during which over 1 100 FPNs were issued to take out prosecution against offending drivers; and

- (ii) officers of the Traffic Team of Kowloon City Police District and Hung Hom Division had been keeping a close watch on the traffic situations in the area and would issue tickets to offending drivers from time to time. The Police would continue to monitor the traffic situation in the area and take appropriate enforcement actions against offending vehicles in accordance with the STEPs of the HKPF to ensure road safety and smooth traffic, thereby minimising the impacts to nearby residents.

Item 14

Request for Resuming the Arrangements for Travelling on Shuttle Buses without Redeeming Vouchers

(TTC Paper No. 13/2025)

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

- (i) the representatives of Link Asset Management Limited (Link) had met with Members and stated that, in light of the abuse of shuttle bus services of Lok Fu Place by some individuals, they decided to take the related measures to combat the situation of abuse out of business considerations. After making reference to the existing practices of other large-scale malls in the district, the Link considered that their arrangements were relatively optimal; and
- (ii) Members understood the Link's approach but would like the Link to adopt more user-friendly arrangements when implementing the relevant measures. These included voucher-free departures from Broadcast Drive, transport voucher redemption with receipts not limited to purchases with electronic payment, extended validity period for transport vouchers, adopting electronic transport vouchers and card tapping devices, and increasing the number of transport vouchers redeemable with each purchase receipt, which would facilitate taking the transports by more residents. Members indicated that the Link stated in the meeting that they would positively consider the aforementioned proposals.

74. **The Chairman** invited Members to refer to the written reply furnished by the Link, i.e. Document No. 5 tabled.

75. **Members** requested to refer Members and residents' views to the Link in the name of the TTC and would like the Link to give a further reply to the relevant views as soon as possible.

[Post-meeting note: The Secretariat forwarded the supplementary document by the Link to Members on 5 March this year.]

Item 15

Any Other Business

76. **Members** stated that there would be more traffic and transport issues related to the tourism industry alongside with the economic recovery. If representatives of the tourism sector could be invited to attend the discussions of these issues, Members and the related departments could maintain liaison with the industry and strengthen the understanding on the size of the tourist groups in the district, which would facilitate the departments in making appropriate arrangements and minimise the traffic load near the tourist attractions and the impacts to the residents.

77. **The Chairman** invited the Secretariat to note the relevant views of Members.

Item 16

Date of Next Meeting

78. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 20 March 2025 and the closing date for submission of Papers would be 5 March 2025.

79. **The Chairman** adjourned the meeting at 3:55 p.m.

The minutes of this meeting were confirmed on 20 March 2025.

The Chairman

The Secretary