

**Minutes of the 8th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 20 March 2025 (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
Ms WONG Man-lei, Vivian
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
Yoyo

In Attendance:

Mr CHANG Chi-ho, District Officer, Kowloon City
Ivanhoe, JP District Office
Mr WU Ho-man, Assistant District Officer, Kowloon
Kenneth City District Office

Mr CHAN Yat-kin, Senior Liaison Officer (District

Kaiser	Liaison)1, Kowloon City District Office
Mr TONG Lok-tung, Anson	Senior Transport Officer / Kowloon City, Transport Department
Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr WONG Chun	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-ye, Jenny	District Engineer / Hung Hom, Highways Department
Mr NG Chi-sing	Officer-in-charge of Traffic Team, Kowloon City District, Hong Kong Police Force
Mr CHU Chi-wai	Officer-in-charge of Traffic Team, Sau Mau Ping District, Hong Kong Police Force

Attendance by Invitation:

Item 2	Mr FUNG Yiu-cheung, Dennis	Chief Engineer / East 4, Civil Engineering and Development Department
	Mr LAM Chun-cheuk, Tim	Senior Engineer / 13 (East), Civil Engineering and Development Department
	Mr WONG Yat-fong, Andy	Engineer / 32 (East), Civil Engineering and Development Department
	Mr CHAN Chun-hing	Senior Associate, WSP (Asia) Limited
Item 3	Ms CHAN Mei-chu	Chief Health Inspector (Kowloon City) 1, Food and Environmental Hygiene Department
	Mr NG Ho-yin, Samuel	Director (Operations), Travel Industry Authority
	Ms YUEN Ka-man,	Senior Investigator (Inspection and

	Carmen	Investigation), Travel Industry Authority
	Mr TSOI Pui-long, Gary	Manager (Inspection), Travel Industry Authority
Item 4	Mr CHAN Wai-kit, Ricky	Senior Engineer / 11 (East), Civil Engineering and Development Department
Item 5	Mr LAU Ho-ken, Duncan	Senior Engineer / 16 (East), Civil Engineering and Development Department
Items 12 to 13	Mr Gordon LEUNG	Assistant 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 Albert YU	Operations Manager – Cityflyer and Airport Services, Citybus Limited
	Mr Peter WONG	Planning Officer, Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
	Mr WONG Chi-yeung	Senior Transport Officer / Bus / Kowloon, Transport Department
	Ms CHEUNG Cheuk-yiu, Heather	Transport Officer / Bus / Kowloon, Transport Department
Item 14	Mr Gordon LEUNG	Assistant 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 WONG Chi-yeung Senior Transport Officer / Bus /
Kowloon, 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 eighth 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 7th Meeting

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

Item 2

Smart and Green Mass Transit System in Kai Tak

(TTC Paper No. 15/2025)

5. **The Chairman** made a declaration and stated that prior to the meeting, he had made a declaration in accordance with Order 21(1) of the Standing Orders to the Chairman of the Kowloon City District Council (KCDC) on his ownership of a private property in Kai Tak area. Therefore, he decided that **the Vice-chairman** would chair the discussion on Item 2.

6. **The representative of the Civil Engineering and Development Department (CEDD)** introduced the Paper.

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

- (i) the Smart and Green Mass Transit System (SGMTS) in Kai Tak would provide a station at Kai Tak Station Square. To enhance the accessibility of the SGMTS and its stations, it was suggested that the Department could plan Site 1F3 near Kai Tak Station Square and the undeveloped sites along the SGMTS as early as possible. To make good use of land resources, it was enquired that if the Department would re-plan the use of Site 1F3 in light of the construction of the SGMTS;
- (ii) a high volume of usage was expected at the station of Kai Tak Station Square. To facilitate the dispersal of crowds, it was suggested that the Department could consider the provision of an additional footbridge to connect the station and the shopping malls;
- (iii) the proposed station at the Kai Tak Sports Park (KTSP) was very close to the private domestic in the vicinity of Muk Tai Street. It was enquired that if the Department had consulted the KTSP and local residents in respect of the site selection for the station;
- (iv) part of the site of the proposed Kai Tak Metro Park would be used as a temporary supporting works area for the works of the SGMTS. Members enquired about the area used and if it would affect the opening time of the park for public use;

- (v) enquired about the reasons why the SGMTS was proposed to be constructed above the Kai Tak Sky Garden instead of below it;
- (vi) the station at the sky garden would be the closest station to the Hong Kong Children's Hospital (HKCH) and the New Acute Hospital (NAH). Members enquired if transport facilities such as minibus stands would be provided at the station to connect the two hospitals, if an additional covered walkway would be provided to connect the station and hospitals so that users could walk between these two places more comfortably, and if barrier-free facilities would be available at the station for the use by elders or passengers with impaired mobility;
- (vii) enquired about the development right and its restrictions for the land on the rooftop of the proposed depot. Members were also concerned about the impact of the lighting and noise of the depot on residents. It was requested that the Department should announce the timetable of the maintenance work and noise reduction measures to be adopted in advance, as well as consider operating the depot in an enclosed or semi-enclosed manner;
- (viii) enquired if the Department would consult the public on the alignment of the SGMTS;
- (ix) a new station was added in the new proposal when compared to the original one. Members enquired about the total journey time of the SGMTS upon the provision of an additional station;
- (x) since the SGMTS was in close proximity to residential areas, it was enquired that how the privacy of residents along the transit could be safeguarded upon the commissioning of the SGMTS;
- (xi) suggested the Department to consider introducing requirements related to environmental, social and governance (ESG) in the tender documents; and
- (xii) with the completion of the SGMTS, Members enquired if it was necessary to conduct improvement works on various facilities in the vicinity of Kai Tak such as Kai Tak Cruise Terminal and parks so as

to tie in with the commissioning of the SGMTS, as well as if the relevant works would incur additional costs.

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

- (i) given that bypassing the underground tunnel of the MTR Tuen Ma Line and the facilities of the MTR stations was required for the alignment of the SGMTS, the station at Kai Tak Station Square of the SGMTS would be located between AIRSIDE and MTR Kai Tak Station. In addition, the station was only approximately more than 20 metres away from both locations. To tie in with the open design of Kai Tak Station Square and avoid affecting the operations of MTR Kai Tak Station and AIRSIDE, a footbridge would not be constructed under the SGMTS to connect the aforementioned locations;
- (ii) the Department had assessed the proposed construction site at Kai Tak Station Square and considered that there was sufficient space at the relevant site. Thus, using Site 1F3 as a temporary works area was not required;
- (iii) the Department had been maintaining communication with the Culture, Sports and Tourism Bureau on the arrangements for the provision of a station at the KTSP. To minimise the impact of the station on the facilities of the precinct and nearby residential buildings, the Department decided to provide a station between the North Garden and Muk Tai Street;
- (iv) different walkways and facilities connecting to nearby residential buildings were available at the sky garden at present. If the alignment of the SGMTS was constructed under the landscaped deck of the sky garden, extensive modifications would be involved and all the existing walkways and facilities connecting to the garden could no longer be used. Therefore, the relevant suggestion was technically unfeasible;
- (v) the station at the sky garden of the SGMTS was only approximately 500 metres away from the HKCH. Nevertheless, the Department would still explore ways to improve the walking environment connecting the station and the HKCH;

- (vi) the site of the proposed elevated depot was a commercial land, while the floors above the depot would be reserved for commercial development. Hence, there would be a rooftop on the depot;
- (vii) the Department would conduct an environmental assessment of the SGMTS and recommend suitable mitigation measures. To minimise the impact of noise on residents, a solid wall would be constructed when necessary;
- (viii) given the state-of-the-art technology of the SGMTS at present, dedicated electronic systems were already provided in some of the systems to monitor train conditions. In the event of a train failure, the electronic system could detect it immediately. Thus, majority of the maintenance work could be carried out during the day to minimise the impact on residents;
- (ix) the Department currently did not have prerequisites regarding the SGMTS used in Kai Tak. To explore how different systems could cater to the needs of the project in Kai Tak, the Department would evaluate the carrying capacity, environmental impact, fire escape arrangements, land use requirements and operational performance of the SGMTS based on the 30 expressions of interest (EOI) received. The Department would also like to select a SGMTS that was the most suitable for the use in Kai Tak area in an open tender;
- (x) to expedite the construction progress of the SGMTS, the Department would adopt a precast segment approach. Precast segments would be transported to a site with a larger area for assembly. Therefore, under the premise of not affecting the construction of other facilities within the site, the Department would use part of the site of the proposed Kai Tak Metro Park as a temporary works area. The location of the temporary works area would not affect the temporary 11-a-side Artificial Turf Soccer Pitch;
- (xi) the SGMTS would use rubber tyres and be battery-driven. Hence, the noise emitted would be lower. Moreover, the Department had also adjusted the alignment of the SGMTS by increasing the distance between the SGMTS and the nearest residential buildings to approximately 20 metres. It could not only reduce the impact of

noise emitted from the SGMTS on residents, but also enhance the efforts in safeguarding the privacy of residents. To safeguard the privacy of nearby residents, suppliers also suggested using technology such as electronic atomisation for the trains in the EOI. The Department would continue to study the feasibility of various technologies;

- (xii) to tie in with green elements of “smart” and “green” of the SGMTS, the Department would introduce requirements relevant to environmental protection in the tender documents; and
- (xiii) to tie in with the commissioning of the SGMTS, the Department would discuss with the Leisure and Cultural Services Department the proposal for the improvement and enhancement of the related recreational venues and facilities upon completion of the works.

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

- (i) enquired if the Department would specify requirements for the trains of the SGMTS such as the operational parameters, carrying capacity, expected lifespan, noise level and fire protection technology in the tender documents. It was also enquired that if the alignment of the SGMTS would reserve space for the additional installation noise insulation facilities in the future so as to avoid the failure to install such facilities upon completion of the SGMTS;
- (ii) suggested extending the SGMTS to the HKCH and the vicinity of Yau Tong, which could not only tie in with the development of Kowloon East as the Second Core Business District, but also helped to disperse the crowd of the KTSP. The Department’s difficulties in extending the alignment of the SGMTS were also enquired;
- (iii) the public could reach AIRSIDE and Mikiki through the footbridge of MTR Kai Tak Station at present. To enable passengers to transfer to the MTR and reach nearby shopping malls more comfortably, it was suggested that the Department could reconsider the provision of a cover to the walkway connecting the station at Kai Tak Station Square and MTR Kai Tak Station;

- (iv) since the SGMTS was in close proximity to residential buildings, it was suggested that the Department must pay attention to the operational safety of the SGMTS during planning and consult the residents of Kai Tak area on the details of the SGMTS as early as possible. The Department was also suggested to maintain transparency and good communication with residents and government departments when operating the SGMTS;
- (v) to avoid labour disputes during the works, it was enquired that if the Department would establish regulations to ensure the financial capacity of the contractor;
- (vi) apart from considering elements such as smartness and environmental protection, it was suggested that the Department should also unleash creativity and make good use of space when planning for the construction of the SGMTS. Hence, the parent building and various facilities of the SGMTS would be in harmony and consistent with the surrounding environment, creating a diversified tourism and leisure area that integrated with technology and art in the district;
- (vii) under the current proposal, it was enquired about the difference between the height of the rooftop of the sky garden of the SGMTS with the original proposal, the difference in the distance between the alignment and the residential buildings on both sides of the runway area, if additional pillars in the construction of the sky garden was necessary and the changes in the area of the public space of the sky garden;
- (viii) under the current proposal, part of space in the sky garden would be blocked by the parent building of the SGMTS. Part of the proposed Kai Tak Metro Park would also be used as a construction site of the SGMTS. To further enhance the accessibility between Kai Tak and various stations of the SGMTS, it was suggested that the Department could consider making good use of the currently vacant Site 1F3; and
- (ix) enquired about the operational mode, the number of train cars, the journey time between each station and the response measures for emergencies of the SGMTS.

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

- (i) the noise level of the SGMTS was lower than the traditional heavy railway system. Upon completion of the environmental impact assessment study for the relevant works and review of the proposals in the EOI, the Department would decide if the construction of noise insulation facilities was necessary based on the train system adopted;
- (ii) although the Department would like to retain the open design of Kai Tak Station Square as much as possible, it had to consider if the emergency access of Kai Tak Station Square would be affected by the provision of an additional covered walkway connecting the SGMTS stations and MTR Kai Tak Station. Nevertheless, the Department would still study the feasibility of the relevant proposal;
- (iii) the Department estimated that the one-way carrying capacity of the SGMTS would be 6 000 people per hour during peak hours. According to the transit system of medium carrying capacity in general, it was estimated that each train would consist of five to six train cars, with a carrying capacity of 200 to 300 people per train;
- (iv) the fire protection requirements of the SGMTS were always stringent. Fire protection materials would also be used during the construction of the SGMTS. Nevertheless, the Department would still require that the materials used in the SGMTS must comply with its fire protection standards in the tender documents;
- (v) to ensure that the successful tenderer was financially capable of completing the works, the Department would require each tenderer to submit a proof of the financial status of the relevant company and the financial arrangements for carrying out the works in the tender documents;
- (vi) the Department had reserved space for shops and public areas purposes at the entrances and exits of some stations. In the tender documents, the contractor was required to incorporate elements such as creativity and art into the design of the SGMTS, as well as propose ways to make more effective use of space and integrate the SGMTS into the community environment;

- (vii) the sky garden was situated in the middle of the residential buildings on both sides of the runway area. Thus, it was estimated that the alignment of the SGMTS over the sky garden would maintain a considerable distance with the residential buildings on both sides;
- (viii) regarding the design of the alignment at the sky garden, the original alignment was located on the footpath next to the westbound lane of Shing Fung Road. There were four footbridges across the said footpath. Hence, the height of the original alignment must be higher than these four footbridges. The alignment was located above the sky garden after adjustment. The height of the elevated corridor would be lower than the original alignment by approximately one to two metres. In addition, pillars of the relevant elevated corridor would be extended from the existing pillars on the carriageway of Shing Fung Road. Each pillar were approximately 20 metres apart in distant;
- (ix) the Department estimated that the elevated corridor of the SGMTS would occupy approximately 60 per cent of the space (approximately 800 metres) of the sky garden. The said elevated corridor would also be narrower than the sky garden, expecting to minimise the impact on the said sky garden;
- (x) to minimise the impact of the works on residents, the Department would reduce the works area as much as possible. Therefore, the Department would not consider using Site 1F3;
- (xi) the SGMTS would adopt a double-track design, with two parallel tracks providing services in both directions upon completion;
- (xii) the Department estimated that the total journey time from Kai Tak Cruise Terminal to Kai Tak Station Square would be approximately ten minutes. It was estimated that the provision of an additional station would only increase the journey time by approximately one minute, which would not have significant impact on the total journey time; and
- (xiii) the Department had required the suppliers and operators to submit contingency plans in case of emergencies at the EOI stage. The

Department would also require tenderers to submit the detailed information on the relevant plans in the tender documents.

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

- (i) the public open space in Kai Tak area would be used as the construction site for the works of the SGMTS, including part of Kai Tak Station Square, the sky garden and the proposed Kai Tak Metro Park. To compensate for closing vast area of open space for the works, it was thus requested that the Department should consider opening Site 1F3 to residents for recreational purposes during the construction period;
- (ii) to deepen the public's understanding on the SGMTS, it was suggested that the Department could consider setting up a small exhibition about the SGMTS at Site 1F3;
- (iii) the investigation and alignment of the works had been completed and implemented at present. It was enquired that if the Department could commence the preliminary works simultaneously during the tender period and if it was feasible to strive to complete the works ahead of schedule in 2028;
- (iv) enquired if the Department would incorporate criteria and penalties for works delay in the tender documents;
- (v) about half of the proposed Kai Tak Metro Park would be used as the construction site for assembling precast segments for the works. To facilitate the works of Kai Tak Metro Park, Members enquired if the Department would consider gradually returning the site used while the works were in progress and when the number of segments decreased;
- (vi) requested the Department to conduct a noise assessment prior to the commencement of works, and provide residents with a comparison of noise levels in decibels prior to the relevant works and after the completion of the SGMTS when trains passed by;
- (vii) suggested considering the provision of additional pet compartments

for the SGMTS;

- (viii) to facilitate the public to travel between the station at the sky garden and the HKCH and the NAH, it was suggested that the Department could consider connecting the station and these two hospitals with a covered barrier-free access;
- (ix) enquired if the Department would introduce requirements such as the service commencement time, fare details and train frequency of the SGMTS in the tender documents; and
- (x) suggested the Department to consider requiring the contractor in the tender documents to level Site 1F3 while carrying out the works of the SGMTS and open the relevant site to the public for recreational purposes.

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

- (i) regarding the suggestion on levelling and opening Site 1F3 to the public, the Department had noted Members' views and would relay the suggestion to the related bureaux. To minimise the impact of the works on residents, the Department would also like to reduce the works area as much as possible;
- (ii) the Department would invite tenders for the works of the SGMTS in the second half of this year. The successful tender was required to conduct a detailed design based on the type of the SGMTS adopted and go through the statutory gazettal procedure at the same time. Prior to the official commencement of works, the contractor was also required to conduct a lot of preliminary work such as ground investigation and relocation of underground utilities. Upon communicating with various groups that submitted the EOI, the Department considered that completing the works in 2031 was a reasonable target. Nevertheless, the Department would encourage the contractor to make good use of advanced technology to complete the works as early as possible. Since the contractor would also be responsible for the operation of the SGMTS in the future, the Department considered that the relevant contractor would also complete the works at the soonest to obtain operating profit as soon

as possible;

- (iii) the Department welcomed Members to convey the views of residents and stakeholders and was willing to meet with them. The Department would actively consider public views when formulating the tender documents;
- (iv) the currently opened Shing Fung Road Park would not be affected by the works of the SGMTS. Only part of the proposed Kai Tak Metro Park would be used as a temporary works area. The area used would gradually reduce as the works progressed. The Department would like to return the site used to the related departments for the construction of Kai Tak Metro Park at the soonest;
- (v) the Department would study the feasibility of the provision of pet compartments;
- (vi) the Department would study the feasibility of the provision of an additional covered walkway connecting the station at the sky garden to the HKCH and the NAH;
- (vii) to ensure that the fares could balance the interests of all parties, the Department would conduct a financial study on the fares and introduce the relevant requirements in the tender documents so that the contractor could gain operating profit without going beyond public affordability; and
- (viii) the train frequency of the SGMTS could only be estimated subject to the type of SGMTS, train model, number of train cars and carrying capacity eventually adopted. Since the operating conditions of the SGMTS could be electronically monitored, the frequency could be flexibly adjusted when necessary. The Department expected that the waiting time would not be too long.

13. **The Vice-chairman** made a conclusion. The relevant SGMTS was a long-awaited facility among the public in Hong Kong. To complete the works at the soonest, he would like the Department to uphold the “dual innovation” mindset and enhance speed and efficiency. He would also like the Department to accept the feasible suggestions put forward by Members and introduce the relevant suggestions in

the tender documents.

Item 3

Problems Regarding the Illegal Parking of Tourist Coaches

(TTC Paper No. 16/2025)

14. **A Member** introduced the Paper.

15. **The Chairman** invited Members to refer to the written replies furnished by the Food and Environmental Hygiene Department (FEHD), the Hong Kong Police Force (HKPF), the Travel Industry Authority (TIA) and the Transport Department (TD), i.e. Documents No. 1, 5, 9 and 14 tabled.

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

- (i) the Department was deeply concerned about the cleanliness of streets in Kowloon City District. Apart from providing routine street sweeping and refuse collection services on a daily basis, the Department also provided pest control services and washed the streets regularly to maintain environmental hygiene. The Department would deploy the street cleansing service contractor to step up street sweeping and washing when necessary;
- (ii) upon receipt of the Paper, the Department had deployed staff to inspect Wan On Street, Bailey Street and the vicinity of the entrance and exit of Upper East. A small amount of refuse was found at the aforementioned locations. The Department had immediately arranged for the relevant contractor for clearance. To enhance the awareness of pest control among merchants and residents in the vicinity, the Department also stepped up cleansing services and anti-mosquito measures in the vicinity of public places at the relevant locations, including eliminating potential mosquito breeding sites, providing suggestions on pest control measures to the management staff of the relevant private buildings and the persons-in-charge of nearby shops, distributing publicity leaflets and putting up posters; and
- (iii) with a view to maintaining environmental hygiene, the Department would continue to closely monitor the aforementioned locations, as

well as deploy additional enforcement officers for inspection and taking appropriate actions.

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

- (i) the TIA had been sending staff to inspect locations with a higher volume of inbound tour group activities, including locations in Kowloon City District. The Authority would deploy additional staff to inspect the registered shops, restaurants offering “group meals” and tourist spots in the district on a daily basis. The Authority also conducted joint operations with the HKPF at the relevant spots from time to time;
- (ii) the Authority would collect and analyse related tourism statistics. If signs of an excessive number of tour groups visiting the district were detected, the Authority would contact travel agents and tourist guides for diversion;
- (iii) to strengthen the management of visitor and vehicular flow of Mainland tour groups in individual areas, the Authority would maintain communication with different stakeholders of the industry (such as licensed travel agents, tourist guides, restaurants offering “group meals” and the persons-in-charge of “registered shops”); and
- (iv) according to the past statistics of the Authority, the number of tour groups visiting Hong Kong during the Labour Day Golden Week would be less than normal days. To more accurately estimate the latest statistics for this year and make corresponding preparations and arrangements with related stakeholders, the Authority would collect the number of confirmed tour groups received on the relevant days from travel agents that primarily received Mainland tour groups before the Labour Day Golden Week.

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

- (i) the Department had noted public concerns regarding tourists from Mainland tour groups visiting the tourist hotspots in Kowloon City District. Prior to long holidays, the Department would maintain communication with the tourism industry and related departments to

understand the estimated number of visitors and their needs for preparation in advance;

- (ii) the Department had set up parking spaces for tourist coaches at the temporary car park on Bailey Street and the location on Hung Hom Road near Bailey Street in the district for the industry to park tourist coaches as well as pick up and drop off passengers;
- (iii) to encourage the tourism industry to use the aforementioned parking facilities for parking as well as picking up and dropping off passengers, the Department had also designated suitable road sections around tourist hotspots in the district as “No-stopping Restriction Zones for Buses” to restrict tourist coaches from picking up and dropping off passengers on public roads; and
- (iv) to encourage tourist coach drivers to park at the temporary car park on Bailey Street, the Department would continue to implement a concessionary charge of \$6 per half hour from 9 a.m. to 8 p.m. there. The Department would also continue to monitor the road and traffic conditions of tourist coaches in the district and take appropriate traffic control measures in a timely manner.

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

- (i) the main traffic duties of Kowloon City Police District included diverting the massive flow of people and vehicles in school areas and tourist areas, handling traffic enquiries or reports from the public and implementing road closures or diversions in response to major projects or serious incidents;
- (ii) the Police would prioritise different traffic arrangements based on urgency, including enforcement actions against offending vehicles;
- (iii) Kowloon City Police District conducted multiple traffic enforcement actions to combat illegal parking in the vicinity of Bailey Street, Wan On Street, Sung On Street, Man Yue Street and Man Lok Street from September 2024 to February this year. A total of more than 2 500 fixed penalty notices (FPNs) were issued; and

- (iv) to ensure smooth traffic flow, the Police would continue to monitor road safety in the district.

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

- (i) the Police currently deployed staff to conduct traffic control on Sung On Street during peak hours. Members suggested the Police to adopt the same measures at Bailey Street;
- (ii) to monitor the traffic conditions and enhance the deterrent effect against offenders, it was suggested that the Police could install a closed circuit television (CCTV) system on Baily Street; and
- (iii) Members stated that they had given the registration marks of some illegally parked tourist coaches to the TIA in the past, requesting the Authority to advise the tourist coach drivers involved not to park illegally through the related travel agencies. To encourage the relevant tourist coaches to make good use of the parking spaces for tourist coaches on Bailey Street and Hung Hom Road, it was also suggested that the Department should enhance communication with the industry.

21. **The Chairman** made a conclusion and he stated that although the tourism industry was crucial to Hong Kong's economy, all related departments should also take into account the needs of road users. To reduce the impact of illegally parked tourist coaches on the community, all related departments should give advice or even take out prosecutions against offenders when necessary. The Chairman would also like the TIA to implement corresponding measures such as providing parking concessions to parking spaces for tourist coaches, thereby encouraging the related drivers to make good use of parking spaces.

Item 4

Matters Regarding the Proposal to Provide an Additional Walkway Between Exit A of Sung Wong Toi Station and Kai Yan Court

(TTC Paper No. 17/2025)

22. **A Member** introduced the Paper and thanked the representatives of the CEDD, the HKPF and the Housing Department (HD) for conducting on-site inspections with Members earlier and studying the feasibility of the new proposal.

23. **The Chairman** invited Members to refer to the written reply furnished by the CEDD, i.e. Document No. 23 tabled.

24. **The representative of the CEDD** replied with the main points as follows:

- (i) it was necessary for the route of the additional walkway proposed by Members to pass through the sites of “Stage 5B Infrastructure Works at the Former North Apron Area” and “Open Spaces Works near Kai Tak River and Kai Tak Station Square” projects under Kai Tak Development of the CEDD. Since the open space works adjacent to Kai Yan Court under the latter one was already in full swing, the Department was unable to provide a walkway passing through the said site to Kai Yan Court upon assessment;
- (ii) several newly constructed walkways would be gradually completed in the vicinity of Kai Yuet Court under “Stage 5B Infrastructure Works at the Former North Apron Area”;
- (iii) there was a walkway over ten metres wide at the west side of Kai Yuet Court connecting Exit D of Sung Wong Toi Station and Kai Tak Station Square at present. A pedestrian street between the said walkway and Kai Yuet Court was under construction, which was expected to be completed and open for public use by the beginning of the second quarter of this year. By then, the relevant walkway would be further widened by six metres, which would facilitate crowd dispersal when events were hosted at the KTSP;
- (iv) there would also be another pedestrian street on the east side of Kai Yuet Court connecting the soon-to-be-completed Muk Wo Street and Kai Tak Station Square. The works on the said pedestrian street were expected to be completed in the middle of the second quarter of this year. Upon the coordination between the HD and the electricity company and the completion of electrical connection works near Kai Ying Court, the relevant pedestrian street was expected to be open for public use by the beginning of the third quarter of this year; and
- (v) the Department considered that the opening of the aforementioned pedestrian street for public use could facilitate residents in travelling between Sung Wong Toi Station and Kai Yan Court via Kai Tak

Station Square.

25. **The Chairman** thanked the Department's reply and follow-up actions. He would like the Department to complete the relevant facilities as soon as possible to facilitate residents.

Item 5

Proposal to Provide an Additional Route from the Western Portal of the Trunk Road T2 Tunnel to the New Kai Tak Area

(TTC Paper No. 18/2025)

26. **A Member** introduced the Paper.

27. **The Chairman** invited Members to refer to the written reply furnished by the CEDD, i.e. Document No. 24 tabled.

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

- (i) the Trunk Road T2 and the Cha Kwo Ling (CKL) Tunnel were part of Route 6. The entire Route 6 would provide a major trunk road from West Kowloon to Tseung Kwan O New Town with intermediate interchanges at Kai Tak and Lam Tin. Eastbound vehicles from West Kowloon could directly reach Kai Tak Development Area (KTDA) via Kai Tak Interchange, while westbound vehicles from Tseung Kwan O could use Lam Tin Interchange to connect to the KTDA via Kwun Tong Bypass;
- (ii) the Department had considered different proposals during planning, including the feasibility of the provision of an additional approach road from Hoi Bun Road to the Trunk Road T2 and the CKL Tunnel. However, the said proposal involved resumption of private land and permanent reclamation in Victoria Harbour. Besides, the operation of Kwun Tong Typhoon Shelter would be affected. Taking into account factors such as land constraints, reducing the impact on the operation of the typhoon shelter, reclamation in Victoria Harbour and its cost-effectiveness, the Department considered that the current design of the Trunk Road T2 and the CKL Tunnel was more appropriate. The Department would not consider the provision of an additional road to Kai Tak area from the Trunk Road T2 and the

CKL Tunnel; and

- (iii) upon completion of the Trunk Road T2 and the CKL Tunnel, Route 6 would be fully commissioned. By then, the Trunk Road T2 and the CKL Tunnel would serve as a bypass, diverting vehicles currently travelling between East and West Kowloon. Thus, the traffic in Kowloon Bay area and Kwun Tong District could be alleviated. The traffic in Kowloon Bay area and Kwun Tong District would be smoother, facilitating vehicles to reach the KTSP, the HKCH and the future NAH in the KTDA by using the roads in the district (including Kwun Tong Bypass).

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

- (i) with large-scale commercial, sports and healthcare facilities in Kai Tak area, a large number of vehicles from other districts were expected to access Kai Tak. To achieve the diversion effect more effectively, Members suggested the Department to study the provision of an additional road connecting Kai Tak area and the Trunk Road T2 from the exit of Central Kowloon Route (CKR) at Shing Kai Road, or utilise other unused commercial land in Kai Tak area as an approach road to access the Trunk Road T2; and
- (ii) the Trunk Road T2 was currently connected to the CKR as a bypass. It was enquired that if the Department would consider providing an additional bypass between the two as a link to access Kai Tak area.

30. **The representative of the CEDD** replied with the main points as follows:

- (i) to safeguard traffic safety, a merging lane was required for the provision of an additional slip road. A corresponding road curvature was required to facilitate the turning of vehicles. The Trunk Road T2 was an expressway with a speed limit reaching 80 kilometres per hour. A significant amount of land in the area would be occupied if an additional merging lane was provided at the expressway to connect the Kai Tak area. Upon research by the Department, the most suitable location for connecting the entrance and exit had already been designated as a commercial land. Occupying the relevant land was expected to seriously affect the development potential of Kai Tak

area and run counter to public expectations; and

- (ii) a straight road currently served as a connection between the Trunk Road T2 and the CKR. With regard to the suggestion on the provision of an additional link between two trunk roads, upon assessing the functions of Route 6 and its traffic benefits after completion, the Department considered that the current design best met the development needs of Kai Tak area.

31. **The Chairman** made a conclusion and he would like the Department to actively study the feasibility of the suggestions put forward by Members.

Item 6

Problems Regarding Motorcycles in To Kwa Wan

(TTC Paper No. 19/2025)

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

33. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, the TD and the Government Property Agency, i.e. Documents No. 4, 21 and 25 tabled.

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

- (i) the Department had deployed staff to carry out on-site inspections in the vicinity of Kau Pui Lung Road and Kiang Su Street in To Kwa Wan, where abandoned motorcycles were found in the parking spaces for motorcycles at the said locations. To ensure the proper utilisation of public parking space resources, the Department had notified the Kowloon City District Office (KCDO) to follow up and coordinate relevant operations to remove abandoned vehicles;
- (ii) to solve the problem of unlicensed vehicles being improperly abandoned at public places at source, the Department had amended the Road Traffic (Registration and Licensing of Vehicles) (Amendment) (No. 2) Regulation 2024, requiring vehicle owners to be held responsible for their vehicles. Within three months of the date of a notice to be issued by the Department, the registered owner of a vehicle unlicensed for two years or more must either have the

vehicle relicensed, or cancel the registration of the unlicensed vehicle in accordance with the requirement, otherwise an offence would be constituted. The relevant regulation would tentatively come into effect in the fourth quarter of this year. The Government would specify the commencement date by notice to be published in the Gazette and conduct publicity and education work in due course; and

- (iii) according to the existing policy, parking spaces for all vehicles including motorcycles should be set up outside the road as far as possible to make good use of the limited road space for the use of road users and vehicles. The Department had noted Members' views and would study increasing the supply of roadside parking spaces for motorcycles in the area where road safety and road space permitted.

35. **Members** stated that although the Department had enhanced enforcement efforts, there were still a large number of vehicles with "L-plates" and "dead vehicles" occupying parking spaces for motorcycles for extended periods. Therefore, nearby residents who drove motorcycles had to park their vehicles in the rear lanes and received FPNs. Members requested the Department to enhance communication with motorcycle dealers and driving schools, advising the relevant individuals to stop occupying parking spaces.

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

- (i) the Police had been maintaining communication with the motorcycle driving schools in the area, advising them not to illegally park motorcycles on the streets or rear lanes, otherwise they would receive FPNs;
- (ii) since vehicles with "L-plates" were not prohibited from parking in the parking spaces for motorcycles, driving schools parked their motorcycles in these parking spaces to avoid being prosecuted by the Police. As a result, the public in need in the area were unable to use these parking spaces; and
- (iii) the Police would continue to maintain communication with the relevant stakeholders and jointly discuss solutions.

37. **The Chairman** thanked the Department for their follow-up actions and he would like the Police to continue strengthening enforcement efforts.

Item 7

Problems Regarding the Frequent Occurrence of Traffic Incidents on a Road Section of Chatham Road North (Heading for Tsim Sha Tsui)

(TTC Paper No. 20/2025)

38. **A Member** introduced the Paper and would like to conduct a site visit with the Departments to study the improvement measures to be taken.

39. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, the Highways Department (HyD) and the TD, i.e. Documents No. 6, 13 and 15 tabled.

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

- (i) according to the Road Users' Code, the maximum speed on all roads was 50 kilometres per hour unless "speed limit" signs showed otherwise. No sign indicating a higher speed limit was erected on the road section in the vicinity of Chatham Road North (heading for Tsim Sha Tsui). Therefore, the speed limit on this road section was 50 kilometres per hour. Erecting an additional speed limit sign on the related road sections as reminders to drivers was generally not required;
- (ii) the Department had contacted the lighting section of the HyD to follow up on the proposal for the provision of additional street lamps under the East Kowloon Corridor to enhance lighting on the road section; and
- (iii) regarding the proposal to erect signs for road reminders, the Department had deployed staff for a site inspection and was studying the feasibility of the additional provision of suitable traffic signs.

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

- (i) from September 2024 to February this year, two traffic accidents involving injuries at the junction between Ma Tau Wai Road and Chatham Road North were reported. The causes for the accidents

were pedestrian inattentiveness when crossing the road and careless driving respectively; and

- (ii) officers of the Kowloon City Police District would continue to pay attention to the relevant situation and enhance promotion on traffic issues to ensure road safety.

42. **The representative of the HyD** replied and stated that the Department had immediately deployed staff for a site inspection and brightness measurements upon receiving the relevant case. Results indicated that the brightness level on Chatham Road North (heading for Tsim Sha Tsui) complied with the related lighting standards. Therefore, there was no plan for additional provision of other lighting facilities at the aforementioned location at the moment. Moreover, the Department would arrange for timely repairs upon identifying failure or damage to the relevant facilities.

43. **The Chairman** thanked the related departments for their follow-ups and replies.

Item 8

Concern over the Traffic Safety Problems off HKVNS Alumni Association Kindergarten on Liberty Avenue

(TTC Paper No. 21/2025)

44. **The Chairman** stated that **Mr TING Kin-wa and Ms LAU Yuen-yin** had declared their directorship in HKVNS Alumni Association Kindergarten (the Kindergarten) before the meeting. He considered that the interests concerned did not involve personal interests such as property rights or investments. He therefore allowed the two Members to participate in the discussion of the agenda item.

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

- (i) even though a parking space outside the Kindergarten had been previously removed by the TD, recent observations indicated that there was no noticeable improvement in the relevant traffic problem; and
- (ii) suggested the related department to conduct another site inspection and listen to the parents' views on the traffic situations at the said location.

46. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 7 and 16 tabled.

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

- (i) apart from the Kindergarten, there were also many residential buildings and shops in the vicinity of Liberty Avenue. For the sake of fair distribution of public road resources, the Department could not designate the space to an individual organisation for boarding and alighting purposes;
- (ii) the Department would continue to monitor the traffic situation at the aforementioned location and weigh the demand for on-street parking spaces as well as spaces for picking up or dropping off passengers and loading or unloading goods in the area. The views of the stakeholders near the said location would also be taken into account. Further reviews and adjustments to the location and number of on-street parking spaces near the Kindergarten would be conducted so that the spaces for picking up or dropping off passengers and loading or unloading goods would be more appropriate; and
- (iii) the Department would continue to maintain close liaison with the Police to combat illegal parking at the said location.

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

- (i) due to the substantial number of schools in the area, officers of the Kowloon City Police District would strategically implement traffic control measures in the school area during the peak hours, including the vicinity of Liberty Avenue. From September 2024 to February this year, the Kowloon City Police District combatted illegal parking from time to time on Liberty Avenue, Peace Avenue and Victory Avenue, during which over 2 400 FPNs were issued to take out prosecution against offending drivers; and
- (ii) the Police would continue to monitor the traffic situations in the area and issue tickets to offending vehicles from time to time to ensure road safety and smooth traffic.

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

- (i) Members agreed that the relevant space could not be designated for the use of an individual organisation. However, the parking spaces in front of the said location was a cause for concern as vehicles entering and exiting would pose a danger to students and elders who were passing by the said location; and
- (ii) suggested the Department to consider relocating the parking spaces mentioned in the Paper to the bend at the junction between Peace Avenue and Liberty Avenue, or prohibit parking in those parking spaces during arrival and dismissal hours of the schools.

50. **The Chairman** made a conclusion and he stated that the site inspection conducted earlier revealed heavy traffic flow and several traffic blind spots at the location mentioned in the Paper. Since many students and elders passed by the said location, he considered that the safety of road users should be the overriding concern of the Department. Therefore, he would like the TD to study measures to improve the traffic safety of the said location and conduct site inspections with related Members or stakeholders when necessary.

Item 9

Concern over the Traffic Problems in the Vicinity of Station Lane and Means to Avoid Disrupting Residents' Daily Lives

(TTC Paper No. 22/2025)

51. **A Member** introduced the Paper and thanked the Department for agreeing to designate additional parking spaces for persons with disabilities at the related location. It was also suggested that the Department should consider designating temporary parking spaces at a suitable location on Wuhu Street for tourist coaches to pick up and drop off passengers. This would prevent tourist coaches from entering and parking on the narrow Kun Yam Street, thereby improving nearby traffic. Members also welcomed invitations for site inspections from related departments when needed.

52. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 8 and 17 tabled.

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

- (i) the Department had deployed staff to conduct site inspections near the vicinity of Station Lane and examine pedestrian crossing and traffic situations on site. A “no-stopping” zone was designated at a suitable location on the relevant road section by the Department to prohibit parking of regular vehicles during specific time periods;
- (ii) prior to the meeting, the Department had discussed solutions to the traffic problems in the vicinity of Station Lane with related Members and the Police. The relevant solutions would be referred to the related sections of the Department for feasibility studies; and
- (iii) in January this year, the Department conducted a district consultation regarding the proposed designation of additional parking spaces for persons with disabilities in the vicinity of Station Lane through the KCDO. Based on the results of the consultation, the Department had issued works order to the HyD to arrange for the implementation of the relevant solutions.

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

- (i) the Police noted the traffic situations of Station Lane near the vicinity of Kwun Yum Temple and deployed additional manpower for traffic and crowd control at the said location, particularly on holidays; and
- (ii) the Police would later discuss with the TD about the feasibility of designating temporary parking spaces on Wuhu Street for tourist coaches to pick up and drop off passengers.

55. **The Chairman** made a conclusion and he stated that the Police had previously deployed staff to conduct site inspections and carried out publicity and educational efforts with related Members on Station Lane near the vicinity of Kwun Yum Temple. He considered that the reminders about prohibition of illegal parking at the said location were very clear. If there was no noticeable improvement to the illegal parking situation at the said location, he would like the TD to study other measures that were more effective in improving the relevant problems.

Item 10**Request for the Provision of Additional Diagonal Crossings in Kowloon City District**

(TTC Paper No. 23/2025)

56. **A Member** introduced the Paper.

57. **The Chairman** invited Members to refer to the written replies furnished by the TD, i.e. Document No. 18 tabled.

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

- (i) in 2024, the Department selected the junction of Sha Kok Street and Yat Tai Street in Sha Tin and the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui as the trial locations for the first stage of the trial scheme for diagonal crossings. Diagonal crossings were provided at the relevant junctions in January and August 2024 respectively to observe the usage by road users at the said junctions;
- (ii) The Department had been assessing the feasibility of the additional provision of diagonal crossings at other signalised junctions based on the usage conditions at the two aforementioned trial locations and the public views. Suitable junctions would be selected for the additional provision of diagonal crossings on the premise of maintaining vehicular capacity. The Department expected to finish the relevant assessment and select suitable junctions as the trial locations for the second phase of the scheme for diagonal crossings by mid-2025. Some of the locations also included those suggested by the public for the additional provision of diagonal crossings; and
- (iii) the Department noted Members' proposal to provide additional diagonal crossings at the seven junctions mentioned in the Paper.

59. **Members** stated that the pedestrian lights at the crossings at Hung Hom Road and Tak Man Street (i.e. at the junction off Exit A of MTR Whampoa Station) turned green simultaneously. He therefore suggested the Department to consider the provision of diagonal crossing at the said junction.

Item 11**Proposal to Step Up Publicity of Information about Taxi Fleet to Prevent Residents' Confusion over the Fares**

(TTC Paper No. 24/2025)

60. **A Member** introduced the Paper.
61. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 3 tabled.
62. **The representative of the TD** replied with the main points as follows:
- (i) the Department noted Members' views about stepping up promotion of taxi fleet information;
 - (ii) apart from the Department's promotion of taxi fleets via official channels (which included uploading information of the relevant fleet to the TD's website and HKeMobility), the taxi fleets would also promote related information through their official mobile applications;
 - (iii) taxi fleets had two ways to charge fares:
 - (a) for usual street-hail trips, passengers would be charged according to the metered fare; and
 - (b) for pre-arranged trips booked via the website or mobile application of a taxi fleet, passengers could confirm the fare before the ride began. Fleet licensees could charge customised fares for pre-arranged trips, either in the form of a booking fee (agreed in advance with the passenger) added on top of the metered taxi fare, or as a lump sum fare agreed with the passenger prior to the trip.
63. **Members** enquired whether there would be situations in which the fare for pre-arranged trips would be lower than the metered fare.
64. **The representative of the TD** stated that the fares for pre-arranged trips would vary based on the time of booking and passengers' needs.

65. **The Chairman** made a conclusion and he stated that some mobile applications in the Mainland could simultaneously show the fares of online-hailed cars from different companies for passengers' comparison. He therefore would like the Department to take reference from the relevant practice and make good use of technology to make commuting more convenient for the public.

Item 12

Bus Route Planning Programme 2025-2026 of Kowloon City District

(TTC Paper No. 25/2025)

66. **The representative from the TD** introduced the Paper with main points as follows:

- (i) both bound journeys of Citybus Route No. 20A would be re-routed via Olympic Avenue in light of the growing population in its nearby vicinity in the coming years;
- (ii) both bound journeys of Citybus Route No. A25 would route via Muk On Street. The airport-bound journeys would route via Whampoa Garden Public Transport Interchange, providing a more direct service to the airport and the Hong Kong Port of the Hong Kong-Zhuhai-Macao (HKZM) Bridge for residents of Kai Tak and Whampoa;
- (iii) both bound journeys of Citybus Routes No. 20A and 22 would route via the NAH in Kai Tak to facilitate its access by passengers from various districts. In addition, the scope of service of KMB Route No. 15A would be expanded to cover the HKCH and the NAH in Kai Tak, providing direct bus service to the two aforementioned hospitals to residents in the vicinity of Tsz Wan Shan and Kowloon East; and
- (iv) given the long-term low patronage of peak-only bus routes, the Department suggested cancelling the relevant services, including KMB Route No. 6X, special departures of Routes No. 8P, 80M and the special departures of Cross Harbour Route No. 104.

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

- (i) with the progressive intake of the Home Ownership Scheme and Light Public Housing flats on Olympic Avenue and the opening of the KTSP,

pedestrian flow in the vicinity of Olympic Avenue would increase substantially, along with an increasing demand for bus services. It was not sufficient that only Route No. 20A operated via Olympic Avenue. It was suggested that the Department could actively consider routing Citybus Routes No. 20 and 22M as well as KMB Routes No. 5A, 24 and 108 via the vicinity of Olympic Avenue;

- (ii) with multiple bus routes currently operating via the vicinity of Muk On Street, and given the roundabout and the frequent illegal parking that obstructed the buses, there were concerns that the congestion would worsen after the routing Citybus Route No. A25 via the said location. Members would like the Department to proactively assess the traffic situations at the said location and take timely measures to improve the traffic congestion there;
- (iii) the introduction of KMB Route No. 25 and Citybus Route No. 22S were proposed in the Bus Route Planning Programme a few years ago but they had yet to commence service so far. Given the growing population in Kai Tak area, residents' demand for the relevant routes was also increasing by the day. Members requested the related department to arrange for the implementation of the relevant routes as soon as possible;
- (iv) welcomed the addition of two morning departures for Citybus Route No. A20 and would like the Department to consider increasing the number of evening departures from the airport to Hung Hom. In addition, the number of airport bus routes operating via Shum Shui Po District was relatively high. It was suggested that the Department could consider re-routing Route No. A20 by reducing the number of stops in Shum Shui Po District and routing it via the port at the HKZM Bridge. This would reduce travel time and help increase patronage;
- (v) suggested the Department to conduct a proper patronage assessment before introducing special departures to avoid cancellation due to long-term low patronage shortly after its introduction, which would be a waste of resources;
- (vi) suggested introducing bus routes operating between the KTSP and various districts;

- (vii) Route No. A20 was the most convenient airport route for residents of the old district of Hung Hom. It was suggested that further frequency enhancement of the route could be made to reduce residents' need to take a transport to Whampoa Garden or Valley Road with large baggage for airport-bound buses. Members requested the Department to step up the publicity for Route No. A20 so that more residents could know of the relevant departure information;
- (viii) with the gradual housing intake currently taking place in the vicinity of Olympic Avenue, the public commuting to work in nearby vicinity and the upcoming completion of the pedestrian walkway outside Exit A of Sung Wong Toi Station, the pedestrian traffic at the said locations was expected to gradually increase. It was suggested that the Department could implement the re-routing of Route No. 20A to meet the passenger demand in the vicinity of Olympic Avenue; and
- (ix) at present, the only options to travel between To Kwa Wan and Tsuen Wan were by the MTR or red minibus, which followed a circuitous route and was easily full. It was therefore suggested that the Department should consider providing en-route stops in the vicinity of Chatham Road North in To Kwa Wan for bus routes operating between Kwun Tong and Tsuen Wan, thereby facilitating residents of the district to travel to and from Tsuen Wan.

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

- (i) the Department noted Members' views on the bus routes in Kowloon City District and would continue to monitor the operation of various routes with bus companies for timely service adjustments;
- (ii) the residential buildings in the vicinity of Olympic Avenue were close to MTR Kai Tak Station and Sung Wong Toi Station. Adjacent to Olympic Avenue, there were approximately 40 bus and minibus routes operating via Prince Edward Road East. These facilitated access to various districts across the territory for residents in the vicinity of Olympic Avenue. The Department would pay close attention to the developments in the vicinity of Olympic Avenue and passenger demand to conduct timely reviews of bus services with the bus companies;

- (iii) the Department would monitor vehicular flow on Muk On Street after the re-routing of Route No. A25 and would follow up on the relevant traffic situation when necessary; and
- (iv) the Department would continue to follow up with bus companies on the implementation dates for KMB Route No. 25 and Citybus Route No. 22S. Members would be informed when further information became available.

69. **The representative of the Kowloon Motor Bus Company (1933) Limited (KMB)** replied with the main points as follows:

- (i) the KMB adopted an open stance regarding the suggestion of operating Route No. 5A via Olympic Avenue. The KMB would study the feasibility of the suggestion and follow up on the relevant proposal with the TD in a timely manner; and
- (ii) the KMB understood Members' concerns regarding the implementation date of Route No. 25 and would follow up on the implementation arrangements for the relevant route with the TD.

70. **The representative of Citybus Limited (Citybus)** replied with the main points as follows:

- (i) the location of the bus stops on Olympic Avenue had not yet been confirmed. The Citybus would closely liaise with the TD to follow up on the implementation arrangements of the relevant route;
- (ii) the Citybus would actively study the suggestions regarding the optimisation of the routing and frequency enhancement of Route No. A20. The Citybus had previously submitted a frequency enhancement proposal to the TD. The relevant implementation arrangements were being discussed with the TD. It was expected that the relevant proposal would be implemented before the upcoming long holidays. The Citybus would continue to observe the patronage of Route No. A20 and assess the feasibility of further frequency enhancement when necessary;

- (iii) upon the implementation of the amendment proposal regarding the frequency of Route No. A20, the Citybus would inform the public and disseminate the relevant information to the public through passenger notices and the mobile application;
- (iv) the Citybus would continue to follow up on the problems of illegal parking and traffic congestions with the Police and the TD to ensure Route No. A25 could maintain normal service;
- (v) the Citybus would follow up on the implementation arrangements of Route No. 22S with the TD; and
- (vi) while many Citybus routes currently operated via the vicinity near the KTSP, the bus stops near the vicinity of the precinct were not conveniently located. The Citybus suggested the TD to provide additional bus stops at locations closer to the KTSP and would follow up on the relevant suggestion with the TD in a timely manner.

71. **The Chairman** made a conclusion and he considered that there was considerable room for improvement in the services of Citybus Routes No. 20A and A20. He would like the TD and the bus companies to actively consider Members' suggestions and further enhance the services of the relevant routes to meet the needs of more people.

Item 13

Proposal to Improve the Traffic Facilities and Bus Routes in Kai Tak

(TTC Paper No. 26/2025)

72. **A Member** introduced the Paper.

73. **The Chairman** invited Members to refer to the written replies furnished by the Citybus, TD, KMB and Kai Tak Sports Park Limited, i.e. Documents No. 2, 10, 11 and 22 tabled.

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

- (i) the Department had referred Members' suggestion about the additional provision of shelters at the bus stops on Shing Kai Road near Muk Tai Street to the bus companies for reference;

- (ii) regarding special bus services, the Department would coordinate with related departments in advance for major events. Special bus services would be arranged based on factors such as the event nature, audience size, event date, dispersal time as well as the transport needs of the participants;
- (iii) the Department had coordinated with the KMB and Citybus to arrange ten special bus routes travelling to areas without MTR access during the large-scale stress tests held in January to February this year. The Department would arrange bus routes to various destinations for individual event based on passengers' needs;
- (iv) regarding the platform arrangements at Sung Wong Toi Road Special Bus Pick-up/Drop-off Area, the Department reviewed and adjusted individual pick-up/drop off locations with the bus companies based on the transport needs of event participants. Arrangements would also be made to park two buses at longer pick-up and drop off areas at the same time for boarding of passengers, thereby facilitating clearance of passenger queues;
- (v) passengers might now take Citybus Route No. 22M (Kai Tak Cruise Terminal – To Kwa Wan (Circular)) at en-route stops located at the HKCH and Muk On Street (near Exit A of MTR Kai Tak Station) for travelling between the HKCH and MTR Kai Tak Station; and
- (vi) under this year's Bus Route Planning Programme, the Department also proposed that Citybus Route No. 20A (Kai Tak Cruise Terminal – West Kowloon Station Bus Terminus) and Route No. 22 (Kai Tak Cruise Terminal – Festival Walk Public Transport Interchange) should operate via the NAH in both bound journeys.

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

- (i) the KMB was committed to providing a comfortable waiting environment for passengers and optimising bus stop facilities subject to resources availability. The KMB would arrange for the additional provision of bus shelters based on the condition and environment of different bus stops, including factors such as whether there was enough space for the pavement, usage by waiting passengers and the

number of bus routes they served. The KMB noted Members' suggestions regarding the additional provision of shelters at the bus stops on Muk Tai Street. Staff would later be deployed to the site to inspect the feasibility of the additional provision of shelters at the said bus stops subject to resources allocation;

- (ii) the KMB considered that the TD had fully considered the patronage of various special routes at the KTSP and Sung Wong Toi Road Bus Terminus in the current arrangement of the locations for different special routes. Based on the experience from multiple large-scale stress tests and the opening event of the precinct, there was sufficient information showing the location of the pick-up and drop-off platforms of the special routes on the site. The public also started to adapt to these arrangements. Nevertheless, to make departures from the KTSP more convenient for all people, the KMB was willing to follow up on Members' suggestion of increasing the number of pick-up and drop-off locations with the Department and study the introduction of bus services to the port for the dispersal;
- (iii) the KMB currently operated a number of whole-day routes, which stopped at the Hong Kong Society for the Blind bus stop, Kowloon City Ferry Bus Terminus or Kowloon City Bus Terminus Interchange, which facilitated passengers' access to the KTSP on foot. In addition, the KMB was willing to explore any adjustment solutions to meet the transport needs of people travelling to and from the precinct; and
- (iv) the KMB adopted an open stance to the suggestion of introducing bus routes that operated directly from MTR Kai Tak Station to the HKCH and the NAH, and would further study feasible solutions with the TD to extend the service to more residents of Kai Tak.

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

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

shelters would be considered and assessed subject to the availability of resources. The Citybus noted Members' suggestions regarding the erection of shelters at the bus stops on Shing Kai Road and Muk Tai Street and would refer them to the related units to study their feasibilities;

- (ii) the Citybus currently operated five routes covering Hong Kong, Kowloon and the New Territories for departures from the KTSP. Prior to the official opening of the KTSP, the Citybus had suggested to the TD to introduce routes connecting to the ports. The Citybus had also applied to have Tsim Sha Tsui covered by Route No. SP2 to serve more residents and outbound visitors;
- (iii) the Citybus had submitted the design and usage enhancement proposal of Sung Wong Toi Road Bus Terminus to the TD. Proposal regarding the additional provision of signage pointing to the said bus terminus was also made to the KTSP to facilitate crowds leaving the venue;
- (iv) the Citybus had been maintaining close communication with the TD and operated several regular routes in Kai Tak area, including Citybus Routes No. 20A, 608, 22M and 22D. Since 28 February this year, Citybus Routes No. 20A and 22D had been operating via additional bus stops on Shing Fung Road near Shing Fung Road Park for both bound journeys, which would make public access to the Kai Tak Stadium more convenient when the access connecting Shing Fung Road and the Kai Tak Stadium opened in future;
- (v) to facilitate public access to the precinct, the Citybus had previously proposed to the TD about the additional provision of bus stops on Shing Kai Road and Shing Fung Road near the vicinity of the KTSP for existing routes passing through the said area (such as Citybus Routes No. 608, 22M, A25 and 20A); and
- (vi) at present, passengers could travel between the MTR Kai Tak Station and the vicinity of the HKCH by Citybus Routes No. 20A, 22 or 22M. According to this year's Bus Route Planning Programme, Routes No. 20A and 22 would operate via the NAH to facilitate public access. The Citybus noted the proposal regarding the introduction of additional routes that operated directly from the MTR Kai Tak Station

to the HKCH and NAH.

77. **The Chairman** made a conclusion and stated that as a new development area, Kai Tak had considerable room for improvement in terms of ancillary transportation facilities. He therefore would like the bus companies to actively consider further measures to improve the ancillary transportation facilities for the buses in the area.

Item 14

Concerns over the Matters on Bus Route Planning and Transport Facilities in the District

(TTC Paper No. 27/2025)

78. **A Member** introduced the Paper.

79. **The Chairman** invited Members to refer to the written reply furnished by the KMB and the TD, i.e. Documents No. 12, 19 and 20 tabled.

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

- (i) regarding the issue of transport facilities, the Department previously deployed staff to conduct a site inspection at the junction of Ma Tau Chung Road and Ma Tau Kok Road (off the Hong Kong Federation of Trade Unions Worker's Club). The road design for right-turning from Ma Tau Kok Road eastbound into Ma Tau Chung Road southbound was examined using swept path analysis drawings. The findings indicated that the road design at the said junction was adequate for large vehicles to turn right into Ma Tau Chung Road southbound. Currently, drivers could choose to turn right into any of the three southbound lanes of Ma Tau Chung Road. The Department considered that extending the road markings for the right turning lane of Ma Tau Kok Road to restrict vehicles from following the said lane into Ma Tau Chung Road was not required;
- (ii) the Department noted Members' views and was studying the feasibility of widening the white diagonal road markings on the road surface of the safety island. The Department also arranged with the HyD for the refurbishment of the crossing facilities in the nearby vicinity;

- (iii) regarding the proposal of installing smart lampposts at the aforementioned location to monitor and track drivers involved in hit-and-run incidents, the existing CCTV system of the Department served the purposes of traffic control and monitoring. The relevant system was specially designed, installed and configured at specific locations for real-time monitoring of traffic conditions and handling of traffic incidents. It was not equipped with the function of capturing or storing CCTV footage. The said system was therefore not suitable for enforcement against traffic offences. Nevertheless, the Department had referred the relevant proposal to the Police for consideration;
- (iv) although KMB Routes No. 6C and 6F shared mostly similar routes in the vicinity of Kowloon City District, their routes and coverage in Sham Shui Po District were different. In considering the proposed adjustments to KMB Route No. 6F, the Department needed to consider the number of affected passengers and the impact of the adjustment on passengers currently taking these routes. For instance, after the proposed re-routing, passengers from Lai Kok Estate and Sham Shui Po vicinity who travelled to Hung Hom and To Kwa Wan would require to make interchanges or switch to other bus routes with higher fares to reach their destinations. Passengers from the vicinity of To Kwa Wan who travel between Mong Kok vicinity could now take KMB Route No. 45 (Lai Yiu – Kowloon City Ferry) or green minibus (GMB) Routes No. 27M (Lok Man Sun Chuen (Maidstone Road) – Mong Kok Station) or Route No. 28M (Wai Hang Cheong Sun Chuen – Mong Kok Station); and
- (v) the Department would continue to pay close attention to the service quality and passenger demands for the related routes. The service arrangements of the relevant routes would be reviewed in a timely manner.

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

- (i) according to the patronage survey conducted by the KMB in February this year, the patronage of Route No. 6C to and from Kowloon City Ferry was about 50 per cent to 60 per cent during the busiest hour, while that of Route No. 6F to and from Kowloon City Ferry was about

35 per cent to 45 per cent. The KMB would closely monitor the operation of the related routes to ensure that the services could meet passenger demand. The service would be adjusted with flexibility in a timely manner as necessary; and

- (ii) the KMB adopted an open stance to the proposed rationalisation for Route No. 6F and would study the feasibility of its re-routing with the TD in a timely manner.

82. **The Chairman** made a conclusion and would like the Department and bus companies to actively study Members' suggestions.

Item 15

Any Other Business

83. No further items were raised by **Members**.

Item 16

Date of Next Meeting

84. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 27 May 2025 and the closing date for submission of Papers would be 12 May 2025.

[Post-meeting note: The next meeting would be moved forward to being held at 10:00 a.m.]

85. **The Chairman** adjourned the meeting at 5:40 p.m.

The minutes of this meeting were confirmed on 27 May 2025.

The Chairman

The Secretary