

**Minutes of the 9th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 27 May 2025 (Tuesday)
Time: 10:00 a.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 LAI Yin-chung
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:

Miss SO Yuen-mai, Acting Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Juju
Mr TONG Lok-tung, Senior Transport Officer / Kowloon City, Transport Department
Anson

Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr WONG Chun	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-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	Ms YUN Sin-wah, Sarah	Senior Manager, Community Development, Urban Renewal Authority
	Mr IU Chun-wan, Anthony	Senior Manager, Planning and Design, Urban Renewal Authority
	Mr HO Wing-hei, Ray	Manager, Planning and Design, Urban Renewal Authority
Item 3	Mr YUEN Tat-yung, Zorro	Senior Project Manager, Energizing Kowloon East Office, Development Bureau
	Mr YUI Ming-tak, Matthew	Senior Works Consolidation Manager, Energizing Kowloon East Office, Development Bureau
	Mr LO Chi-cheung, Stephen	Chief Engineer / East 5, Civil Engineering and Development Department
	Ms IU Wai-yin, Wendy	Senior Engineer / 8 (East), Civil Engineering and Development Department
	Ms FUNG Kwok-ye	Technical Director, WSP (Asia) Limited

Items 5 to 6	Ms WONG Suet-yin, Ishtar	Assistant Manager – External Affairs, MTR Corporation Limited
	Mr TAM Yu-hei, William	Chief Inspector of Police, Special Duties (Kai Tak Sports Park), Ngau Tau Kok Division, Hong Kong Police Force
	Mr LAM Wai-lap, Raymond	Senior Estate Surveyor / South East Kowloon (District Lands Office, Kowloon East), Lands Department
	Mr CHAN Sze-ho, Vincent	Engineer / Kowloon Bay, Transport Department
Items 7 to 10	Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
	Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
	Mr Alvin KEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
	Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Item 11	Mr CHAN Ying-lok, Simon	Senior Engineer / District Facility, Highways Department
	Mr MAN Cheung- kong	Engineer 16 / Universal Accessibility, Highways Department
Item 12	Mr WONG Wing-yip, Raymond	Engineer 3 / Universal Accessibility, Highways Department
Item 13	Ms Sandy CHAN	Senior Resident Engineer, Arup- Mott MacDonald Joint Venture
	Ms Label LEE	Resident Engineer, Arup-Mott MacDonald Joint Venture

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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 ninth 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 8th Meeting

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

Item 2**Proposal to Adjust the Number of Public Parking Spaces of the Kai Tak Road / Sa Po Road Development Scheme (KC-015) of the Urban Renewal Authority**

(TTC Paper No. 28/2025)

5. **The representative of the Urban Renewal Authority (URA)** introduced the Paper and supplemented as follows:

- (i) the approved plan of Kai Tak Road / Sa Po Road Development Scheme (KC-015 Project) included the provision of 300 underground public parking spaces, the construction of a child care centre for the community and a split-level sunken plaza of approximately 1,000 square metres that would connect to the Government's subway towards the Kai Tak Development Area (KTDA). In addition, the building height restriction of the project was 120 metres above the principal datum (mPD). According to the original scheme, the excavation of a basement of about five levels was required in the project to accommodate 300 underground public parking spaces. As a result, the cost of works and construction time increased significantly. Coupled with the poor economic situation at present, it was difficult to attract developers to submit tenders for the project. The URA invited developers and consortia to submit expressions of interest (EOI) for joint venture tenders in June 2024. A total of 30 EOI were received in July 2024. However, when the URA invited these 30 developers and consortia to participate in the bidding for this project in August 2024, only one tender was eventually received regarding the bidding for joint venture development. Upon considering the recommendations of the Tender Review Panel, the URA Board decided not to award the tender for KC-015 Project in October 2024;
- (ii) the Authority had studied the application of smart parking systems (including mobile mechanical pallets and parking system with mechanical lifting) to minimise the levels of basement to be excavated. However, the technology for mobile mechanical pallets was difficult to apply effectively upon preliminary assessment for the irregular project site. Reserving a space with a higher headroom was required to accommodate the related structures and electrical and mechanical equipment for the parking system with mechanical lifting,

which was of limited help in reducing the excavation depth. Moreover, the maintenance costs of smart parking systems were higher than conventional car parks, which did not have distinct advantages in the overall construction efficiency. Based on the aforementioned technical and cost factors, the feasibility of the said proposal was lower. Therefore, the said proposal was not recommended to be implemented in this project;

- (iii) at present, the number of public parking spaces was recommended to be adjusted to 217. This could be done by reducing the excavation depth of basement to about two levels and allowing the provision of parking spaces at ground level that were within the building height restriction (120 mPD). This arrangement could control the works scale, reduce construction time and lower the costs, thereby enhancing the attractiveness of the project for tendering;
- (iv) according to the analysis and assessment of the data on traffic demand and supply conducted this year, the demand for parking spaces in the surrounding area of KC-015 Project was approximately 340. The existing supply of on-street metered parking spaces in the said area was 145, resulting in a shortage of approximately 195 parking spaces. In this regard, the URA planned to provide 217 public parking spaces within KC-015 Project at present; and
- (v) the Authority was currently carrying out revitalisation and renewal works on the streets in the vicinity of KC-015 Project and Tak Ku Ling Road Rest Garden. If the project could commence smoothly, the sunken plaza would be able to tie in with the completion of the aforementioned rest garden, creating a “gateway square” that connected to the KTDA.

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

- (i) supported the Authority to implement the adjusted proposal the soonest so as to attract developers to submit tenders and enable the project to be completed as soon as possible;
- (ii) the then Managing Director of the URA had mentioned that the “Development Facilitation Services” (DFS) would be launched to

strengthen communication with developers and increase the success rate of tenders. It was enquired that if the relevant measure was adopted in this enhanced proposal;

- (iii) enquired if KC-015 Project could still be completed in 2030 to 2031 as scheduled upon unsuccessful tendering. The timetables of the project for re-tendering, announcement of the results and commencement of construction were also enquired;
- (iv) with the opening of Kai Tak Sports Park (KTSP), it was estimated that a large number of members of the public and visitors would be visiting the vicinity of Kai Tak and Kowloon City. However, the car parks in the area were always full. The problem of illegal parking was serious on many streets, such as Nam Kok Road and Nga Tsin Wai Road. In addition to incorporating major statistics on the commissioning of Sung Wong Toi Station, the Authority was enquired if the aforementioned situation was also considered when analysing parking demand and supply. To cater to the parking demand, the Authority was also enquired about how to ensure a sufficient provision of parking spaces in future development projects;
- (v) suggested the Authority to consider the provision of additional electronic display panels in the car park of the development project to show the number of vacant parking spaces and facilitate drivers;
- (vi) enquired if the Authority was confident that the adjusted proposal could be successfully tendered, as well as if any developers had currently expressed interest in submitting tenders for the revised proposal; and
- (vii) an exhibition gallery featuring Kowloon Walled City would be set up at Carpenter Road Park, which was expected to attract a lot of visitors. Hence, the Authority was enquired if considerations would be given to the provision of additional parking spaces for tourist coaches outside the park.

7. **The representative of the URA** replied with the main points as follows:
- (i) upon gathering the developers' views such as development parameters, construction of public facilities and financial arrangements on Shantung Street / Thistle Street Development Scheme (YTM-012 Project), the URA had adjusted the tender conditions and successfully tendered the project. The Authority estimated that the attractiveness of KC-015 Project could be enhanced upon adjustments;
 - (ii) the Authority was currently studying whether the project should be self-developed or re-tendered. A related decision subject to market and economic conditions would be made this year. The Authority would conduct re-tendering, if decided, within this financial year as soon as possible;
 - (iii) the excavation depth of the basement could be reduced upon adjusting the number of public parking spaces to 217, which could expedite the works progress. The project was expected to be completed in 2031;
 - (iv) the URA had implemented the DFS earlier on a trial basis for YTM-012 Project, which had successfully attracted more developers to submit tenders. The project was smoothly tendered. The Authority would also adopt the relevant measures for KC-015 Project. Upon listening to developers' views, the Authority would make corresponding adjustments to the project, hoping to attract more developers to submit tenders and implement the project as soon as possible; and
 - (v) the Authority would consider requiring developers to provide additional electronic display panels at the entrances and exits of the car park of this project and show the number of vacant parking spaces.
8. **The Chairman** made a conclusion and stated the URA had made efforts to study different proposals and make adjustments after withdrawing the tender for KC-015 Project to ensure that the project could be implemented as soon as possible. In view of the community's keen demand for public parking spaces, the problem of insufficient public parking spaces could not be tackled if the project was unable to be implemented. Therefore, Members would support the Authority's adjusted proposal.

He would like the Authority to give priority to consider solving the problem of insufficient public parking spaces in the area when planning other projects in the future.

Item 3

Kowloon East Pedestrian Environment Improvement Review – Feasibility Study

(TTC Paper No. 42/2025)

9. **The representatives of the Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) and the Civil Engineering and Development Department (CEDD)** introduced the Paper.

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

- (i) supported the implementation of this plan to enhance the environment of To Kwa Wan area, so that the public could travel between the old area of To Kwa Wan and the KTDA more smoothly;
- (ii) the coverage of the proposed alignment at To Kwa Wan was limited. To better promote the history, culture and architectural features of To Kwa Wan area, it was suggested that the authorities should consider extending the alignment in phases to more places in To Kwa Wan in the future, particularly along the waterfront promenade; and
- (iii) the existing streetscape beautification scheme only incorporated colourful designs to railings and lampposts, which might not achieve the effect of streetscape beautification. It was suggested that the authorities should make reference to the special design of signage of Kowloon City Themed Walking Trail (the Themed Walking Trail) to beautify the streets in the long run.

11. **The representative of the EKEO of the DEVB** stated that the primary objective of this plan was to facilitate the public to travel between the Kowloon East central business district (CBD) and nearby residential buildings. The consultancy studies indicated that the ideal walking distance was 500 metres. Therefore, the Bureau considered an extension of about 500 metres from the Kowloon East CBD as the primary planning scope. To facilitate residents in To Kwa Wan to travel to and from the KTDA, the provision of an additional pedestrian signalised crossing and a connecting footpath for crossing Sung Wong Toi Road was proposed at the junction of Kowloon City Road / Sung Wong Toi Road.

12. **The representative of the CEDD** replied and stated that the Department would discuss the colour arrangements with landscape architects and the related departments during the design stage of streetscape beautification. In addition, the installation of signage was mainly aimed at guiding the public to travel between To Kwa Wan and the KTDA through the alignment. Hence, the Department would retain the existing signage design of the Hong Kong Tourism Board (HKTB) in the area to facilitate the public.

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

- (i) both the Themed Walking Trail and the To Kwa Wan alignment involved in this plan were located in Kowloon City District. To showcase the characteristics of Kowloon City District, it was suggested that the authorities should make reference to the design of the Themed Walking Trail so as to standardise the street design in the district;
- (ii) damages were frequently found on the distinctive features of the Themed Walking Trail. To prevent future occurrence, it was suggested that the authorities should consider the durability of the features when adopting the design, as well as be well-prepared for the repair and maintenance work. The authorities should also make good use of the remaining materials of the Themed Walking Trail to avoid wastage;
- (iii) suggested the authorities to collaborate with the related departments and make good use of Cattle Depot Artist Village, the ancient architectural complex and the characteristics of the vicinity of To Kwa Wan waterfront in the design and planning so as to further integrate the traditional and new cultures of the area;
- (iv) there were many subways in Kowloon City District. The authorities were enquired if the related subways would be enhanced and beautified at the same time under the current road planning, such as improving lighting, increasing ventilation and standardising design features; and
- (v) the traffic at Sung Wong Toi Road was hectic. A large number of members of the public would use Sung Wong Toi Road to leave the

KTSP after events ended. The authorities were enquired on how to make corresponding traffic diversion arrangements to safeguard the safety of road users and minimise the impact on residents and merchants when conducting the road works involved in this plan.

14. **The representative of the EKEO of the DEVB** stated that the Bureau would actively tie in with the implementation of the URA's future development plans regarding the development proposal of the vicinity of To Kwa Wan waterfront, so as to properly carry out the pedestrian environment and street beautification scheme.

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

- (i) the Department understood that To Kwa Wan was an area with a rich cultural atmosphere. The Department would discuss with landscape architects and the related departments on the consideration to incorporate relevant elements regarding the street beautification design of To Kwa Wan alignment;
- (ii) the primary objective of this plan was to provide a pedestrian link to facilitate residents to travel between the KTDA and nearby areas. At the current stage, the Department did not have plans to beautify the subways in the area;
- (iii) road closures and temporary traffic arrangements would be involved during the construction of crossing facilities. To ensure that the impact of the works on nearby residents and merchants was minimised, the Department would maintain communication and perform coordination work properly with the related departments; and
- (iv) although the proposed pedestrian signalised crossing at Sung Wong Toi Road was located near the KTSP, the relevant authorities would have special crowd dispersal arrangements during event dispersal in the precinct. The design of this plan primarily took into account the general usage situation of the public.

16. **The Chairman** made a conclusion. He stated that the committee supported the Department's proposals, which would help improving the pedestrian environment in the area. The Department was invited to take into consideration Members' views

during the planning and design.

Item 4

Work Plan 2025/2026 of Kowloon City District of the Transport Department

(TTC Paper No. 29/2025)

17. **The representative of the Transport Department (TD)** introduced the Paper.

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

- (i) suggested the Department to consider the provision of new minibus routes or amendment of existing routes to strengthen the green minibus services connecting To Kwa Wan and Kai Tak;
- (ii) suggested the Department to provide additional minibus routes travelling between Chun Seen Mei Chuen, Ma Tau Wai Estate and the New Acute Hospital (NAH) in Kai Tak after the NAH commenced service; and
- (iii) with the ageing population, there was a gradual increase in the number of elderly wheelchair users taking buses. The situation was particularly serious on certain bus routes. Given the limited spaces on buses for placing wheelchairs, elderly wheelchair users always had to wait for several buses before they were able to get on board. The Department was invited to provide more wheelchairs spaces on certain bus routes.

19. **The representative of the TD** stated that Members' views would be conveyed to the related sections of the Department for consideration.

Item 5**Concern over the Traffic Arrangements during Major Events at Kai Tak Sports Park (KTSP) and the Arrangements to Enhance the “Access for Residents” at Exit D of Kai Tak Station during Major Events at the KTSP**

(TTC Paper No. 30/2025)

Item 6**Concern over the Traffic Problems during the Staging of Major Events at the KTSP and the Putting Forward of Proposed Solutions**

(TTC Paper No. 31/2025)

20. **The Chairman** stated that since Items 5 and 6 were both related to the traffic arrangements of the KTSP, he announced that the two items would be discussed together after consulting Members.

21. **Members** introduced Paper No. 30/2025 and Paper No. 31/2025.

22. **The Chairman** invited Members to refer to the written replies furnished by the Lands Department, the Hong Kong Police Force (HKPF), the TD, the MTR Corporation Limited (MTRCL), the Kai Tak Sports Park Limited (KTSPL) and the Leisure and Cultural Services Department (LCSD), i.e. Documents No. 1, 16, 20, 25 to 28 tabled.

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

- (i) the traffic control during the staging of major events at the KTSP and the traffic congestion problem caused not only affected the traffic in the vicinity of Kai Tak, but also led to serious traffic congestion on Muk Tai Street, Mok Cheong Street, “13 Streets”, and even in the vicinity of Wyler Gardens, San Ma Tau Street and Kwei Chow Street, arising complaints from residents. Moreover, it would be difficult for emergency vehicles under such situations to enter the relevant streets in the event of an emergency. In view of this, the Department was requested to provide solutions;
- (ii) to alleviate the situation of traffic congestion in the precinct and its vicinity, it was suggested that the Department should open the parking spaces at the KTSP, as well as more spaces in the precinct and its vicinity for taxis and private cars to pick up and drop off passengers;

- (iii) hundreds of public parking spaces in the shopping malls and public rental housing estates in the vicinity of the KTSP were fully occupied during major events, affecting the daily usage of residents and merchants in the area and even causing nuisance. It was suggested that the Department should open the vacant sites around Kai Tak as temporary car parks for audiences' use during major events;
- (iv) a number of audiences walked in the opposite direction after a recently held concert ended as they had to take cross boundary coaches (CBCs), disrupting the order of other audiences leaving the venue. Besides, accidents were prone to happen as the exit was located on a slope. To prevent audiences from walking in the opposite direction and safeguard public safety, it was recommended that the KTSPL should improve the parking location of CBCs, increase the number of signage and inform audiences in advance about the location of the exit and route for boarding the CBCs; and
- (v) to minimise nuisance to residents, it was suggested that the Police should reserve pedestrian links at the entrances and exits of MTR Kai Tak Station and Sung Wong Toi Station for the use of residents in the vicinity when carrying out crowd control.

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

- (i) upon multiple stress tests, the current crowd control measures at the KTSP run smoothly after events ended. The Police conducted on-site inspections with Members to explore more enhancement measures. The Police would also continue to improve the crowd control measures so as to facilitate residents;
- (ii) during major events, the Police had been maintaining close communication with the LCSD and the MTRCL on the arrangements for the entrances and exits of the MTR stations near the KTSP. Based on the Police's recent observations from major events, there was still sufficient space at Exit D of MTR Kai Tak Station and Sung Wong Toi Station for the access of nearby residents during peak periods of passenger flow. Therefore, the Police considered that carrying out crowd control targeting at the exits of the aforementioned MTR stations was not necessary. However, the Police would

continue to monitor the relevant situation;

- (iii) the Police and other related departments would like individuals to take public transport to the KTSP as far as possible. To prevent audiences from developing the habit of driving on their own to participate events in the KTSP, the parking spaces in the precinct were therefore not open. Furthermore, the Police had been adjusting different strategies on vehicular flow control, hoping that not only mega events could be successfully held, but also the interests of residents in the area could be balanced;
- (iv) the Police would coordinate and discuss crowd control arrangements with the organisers at least one month before the event started. The vehicular flow would generally not be overloaded as long as the event ended before 11:00 p.m. so that Mainland tourists had sufficient time to undergo immigration clearance;
- (v) regarding the suggestion on setting up a temporary prohibited zone on Muk Tai Street during major events, such arrangement would divert the vehicles originally parked on Muk Tai Street to Muk Chui Street, Mok Cheong Street and the vicinity of “13 Streets”. Hence, the Police considered that these arrangements were unsatisfactory. The Police would adopt measures to ensure smooth vehicular flow during the staging of events; and
- (vi) the Police would discuss with the TD and the KTSPL on the feasibility of opening the taxi pick-up and drop-off areas in the precinct.

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

- (i) the Department had been sending staff to conduct inspections during the staging of events at the KTSP. Even though complaints had been received from residents in the vicinity of Muk Tai Street in the past, the traffic was generally smooth during the recent two events without situation of serious obstruction to vehicles access in nearby housing estates;

- (ii) taxi pick-up and drop-off areas were set up on Sung Wong Toi Road while taxi drop-off areas were also set up at Kai Tak Stadium and Kai Tak Arena of the KTSP during events;
- (iii) some parking spaces at the KTSP would be open for public use on a reservation basis during the staging of events; and
- (iv) the Department would continue to discuss traffic arrangements during the staging of events at the KTSP with other bureaux and departments.

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

- (i) the MTRCL noted Members' views. To tie in with the organisation of different types of major events and mega events at the KTSP, the MTRCL had been maintaining close communication with the related departments (including the TD and the Police). From drills, test events to the present, the MTRCL had been tying in with the overall crowd management measures and arrangements of the related departments, as well as closely monitoring the operating situation of stations when major events were hosted at the KTSP;
- (ii) during the staging of several major international events and concerts at the KTSP recently, the MTRCL had strengthened the train services of the Tuen Ma Line, timely adjusted the related management measures on passenger flow and maintained the corresponding access arrangements of Exit D of Kai Tak Station. The access situation of passengers and residents generally remained in a smooth and an orderly manner;
- (iii) the MTRCL would also increase manpower to closely monitor the situation of passenger flow at stations, as well as make appropriate arrangements for passengers and the community. If passengers or residents required assistance in stations, they could enquire with station staff, who would also monitor and assist those in need in using facilities such as lifts; and
- (iv) the MTRCL would continue to monitor and review the effectiveness of various arrangements, as well as maintain close communication

with the related stakeholders.

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

- (i) suggested the Department and the MTRCL to implement special measures on crowd control at Exit D of MTR Kai Tak Station after events in the KTSP ended to facilitate residents' access;
- (ii) in addition to opening more pick-up and drop-off areas for the use of taxis, the needs of private cars in picking up and dropping off passengers should also be considered so as to prevent a large number of private cars from parking outside the KTSP and obstructing residents' access;
- (iii) a number of private cars and CBCs illegally parked in the vicinity of Muk Ning Street and Muk On Street during mega events. It was suggested that the Department should pay extra attention and step up inspections. Moreover, the Department should also make proper arrangements with regard to the vehicular flow and pick-up and drop-off activities on Muk Tai Street, Muk Chui Street and Shing Fung Road so as not to affect residents; and
- (iv) since the Department had put forward a number of improvement proposals and there would be major concerts and events hosted at the KTSP in June and July, it was suggested that the discussion on this agenda item should be continued in the next meeting for Members' follow-up.

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

- (i) the Police had attempted to set up pick-up and drop-off points for vehicles at various locations in the residential areas near the KTSP. However, opposition was received from nearby residents and merchants. Therefore, the Police relocated the pick-up and drop-off points for vehicles to Ma Tau Kok Road near "5 Streets" to minimise the impact on residents. The results were satisfactory for the time being;

- (ii) the Police would closely monitor the traffic conditions of CBCs and private cars waiting to pick up passengers in the vicinity of “13 Streets”, Ma Tau Kok Road, San Ma Tau Street and Kwei Chow Street before the events ended; and
- (iii) the Police would continue to update Members on the traffic control arrangements. The Police would also maintain close liaison with the Culture, Sports and Tourism Bureau and the KTSPL.

29. **The Chairman** thanked various departments for their efforts and stated that Members were pleased to see the public and tourists participated in mega events at the KTSP. However, Members were also concerned about the traffic problems of the KTSP and the impacts on residents and merchants in the area. To balance the interests of event participants, residents and merchants, Members would like the Department to continue to strengthen coordination, improve crowd and vehicular flow control proposals. Meanwhile, **the Chairman** accepted Members’ suggestion and announced that the discussion on this agenda item would be continued in the next meeting.

Item 7

Request for Explaining the Study Progress on the Bus Stop near the Exit of Kai Tak Tunnel in To Kwa Wan by Departments

(TTC Paper No. 32/2025)

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

31. **The Chairman** invited Members to refer to the written replies furnished by the Citybus Limited (Citybus), the Kowloon Motor Bus Company (1933) Limited (KMB), the Highways Department (HyD) and the TD, i.e. Documents No. 4, 11, 15 and 21 tabled.

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

- (i) the site mentioned in the Paper was located in the control area of Kai Tak Tunnel. To ensure that the affected vehicles could safely park and wait for investigation or towing, a dedicated control kiosk was set up at the said location for the tunnel operator and law enforcement officers to handle traffic incidents, vehicular breakdowns or other unforeseen incidents. Upon a comprehensive assessment of road safety, bus operation efficiency and the impact on tunnel traffic

conditions and incident response capabilities, the Department had reservations on the proposal for the provision of an additional bus stop at the said location; and

- (ii) the Department had noted Members' views and would continue to monitor changes in bus services and passenger demand in To Kwa Wan area. Reviews on the service arrangements with bus companies would also be conducted in a timely manner.

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

- (i) based on the TD's study on the relevant proposal, the Citybus would assess the feasibility of the provision of an additional bus stop for its routes passing through Kai Tak Tunnel at the said location; and
- (ii) the Citybus would closely monitor the demand for bus services among residents in the area and study proposals to enhance bus services and passenger experience in a timely manner.

34. **The representative of the KMB** stated that various factors such as safety had to be taken into account for the provision of an additional bus stop near the exit of Kai Tak Tunnel in To Kwa Wan. The KMB would conduct a feasibility study with the TD on the relevant proposal.

35. **The representative of the HyD** stated that the Department was responsible for the repair and maintenance work of public roads (including footbridges and subways) and ancillary road facilities under its purview. The provision of an additional bus stop was an issue on the planning and management of traffic and transportation, which was not under the Department's purview. The Department learned that the TD was following up on the relevant proposal.

36. **The Chairman** thanked the departments for their replies.

Item 8**Proposal for the Provision of Additional Information Display Panels at Bus Stops in Kowloon City District**

(TTC Paper No. 33/2025)

37. **A Member** introduced the Paper and requested the Department and bus companies to regularly clean the bus stops in the district, particularly those in the vicinity of Chi Kiang Street Playground to Hung Hom Cross Harbour Tunnel direction.

38. **The Chairman** invited Members to refer to the written replies furnished by the Citybus, the KMB and the TD, i.e. Documents No. 5, 12 and 22 tabled.

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

- (i) the Department had noted Members' proposal to enhance the facilities at various bus stops in the vicinity of Chatham Road North to Ma Tau Wai Road northbound. Related views had been relayed to the KMB for consideration. The KMB had also noted Members' views and would assess whether an application to enhance bus stop facilities would be submitted to the Department based on a review on the feasibility of the conditions and environment of various bus stops and the company's resource allocation situation; and
- (ii) regarding the state of cleanliness of the bus stops at Chi Kiang Street Playground to Hung Hom Cross Harbour Tunnel direction, the Department would convey the views to the KMB for handling.

40. **The representative of the Citybus** stated that the Citybus was committed to improving the waiting area of passengers. The Citybus would make timely consideration and assessment regarding the proposal for the provision of additional information display panels and seats at the bus stops mentioned in the Paper.

41. **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 electricity supply, height restrictions and enough space for the pavement on site;

- (ii) bus shelters and seats were currently provided at the bus stops on Valley Road in Hung Hom. The KMB made an application for the installation of additional bus arrival information display panels at the said bus stops and was waiting for the approval by related departments;
- (iii) the KMB had noted Members' proposal for the provision of additional bus stop facilities in the vicinity of Chatham Road to Tin Kwong Road. If the objective conditions were suitable, the KMB would review the feasibility of enhancing bus stop facilities based on the resource allocation situation; and
- (iv) the KMB would regularly deploy staff to inspect the conditions of all bus stops and would closely monitor the bus stops specifically mentioned by Members.

42. **The Chairman** welcomed the Department and bus companies to actively conduct feasibility studies on the proposals.

Item 9

Concern over the Sequence of Bus Stop Platforms Affecting the Travelling Experience

(TTC Paper No. 34/2025)

43. **A Member** introduced the Paper

44. **The Chairman** invited Members to refer to the written replies furnished by the Citybus, the KMB and the TD, i.e. Documents No. 6, 13 and 23 tabled.

45. **The representative of the TD** stated that bus companies arranged the numbering of platforms at bus stops primarily to facilitate passengers in identifying the related bus stops and the waiting areas of different bus routes. The Department had relayed Members' proposals to bus companies for consideration and urged them to further address the needs of the visually impaired when enhancing facilities.

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

- (i) the KMB attached great importance to the travel needs of different individuals and strived to provide inclusive waiting areas;

- (ii) at present, the numbering of the KMB's bus stop platforms was determined based on different factors, including the direction of passenger flow at the relevant bus stops, the sequence of platform establishment and safety considerations; and
- (iii) the KMB had noted Members' views and would consider the impact of changing the numbering of platforms on existing passengers at the same time. To balance the needs of different parties and study the feasibility of adjusting the numbering of platforms, the KMB would actively maintain communication with different stakeholders in the community.

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

- (i) the Citybus would like to provide passengers with consistent, clear and concise route information to facilitate their checking. The Citybus would provide more comprehensive information about routes at the bus terminus, hoping to facilitate passengers in checking the routes more conveniently;
- (ii) in respect of bus stops at Regal Oriental Hotel (Prince Edward Road East eastbound), the routes of the Citybus accounted for less than 30 per cent of the buses stopping there. However, the Citybus had been maintaining communication with the disability groups regarding the matter on passenger facility information to enhance the waiting and travelling experience for persons with disabilities; and
- (iii) the Citybus had noted Members' views and would study various proposals for improving bus stop information.

48. **The Chairman** made a conclusion. He thanked the related department for their replies and suggested the committee to arrange an on-site inspection with the relevant stakeholders.

[Post-meeting note: The Secretariat had coordinated with Members, the KMB and the TD to conduct an on-site inspection in early July this year.]

Item 10**Concern over the Matter of Relocating the Bus Stop of Routes 115, 5C and 11K at Gillies Avenue South to off Baker Circle**

(TTC Paper No. 35/2025)

49. **A Member** introduced the Paper.
50. **The Chairman** invited Members to refer to the written replies furnished by the Citybus, the KMB and the TD, i.e. Documents No. 7, 14 and 24 tabled.
51. **The representative of the TD** stated that the bus stop at Gillies Avenue South near House no. 38 (serving Cross Harbour Routes No. 115 and No. 107P) was temporarily moved southward to Gillies Avenue South near House no. 16 earlier in light of construction works. The related bus stop had also been relocated to its original location since the works had been completed.
52. **The representative of the KMB** stated that the bus stop at 38 Gillies Avenue South (Baker Circle) had to be temporarily moved forward to Gillies Avenue South earlier due to nearby works. All the relevant works had now been completed. The said bus stop had been relocated to its original location on 25 May this year.

Item 11**Concern over the Works Progress of the Lift at Dyer Avenue**

(TTC Paper No. 36/2025)

Item 12**Concern over the Construction Progress on the “Provision of an Additional Lift to the Walkway across Chung Hau Street near Tun Man House of Oi Man Estate (Walkway Number: OM01)”**

(TTC Paper No. 37/2025)

53. **The Chairman** stated that since Items 11 and 12 were both related to lift works, he announced that the two items would be discussed together after consulting Members.
54. **A Member** introduced Paper No. 36/2025 and Paper No. 37/2025 and requested the Department to provide a timetable for the works progress, as well as enquired if the works could be completed as scheduled.

55. **The Chairman** invited Members to refer to the written replies furnished by the HyD, i.e. Documents No. 18 and 19 tabled.

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

- (i) processes such as material inspection and piling for the lift works at Dyer Avenue had been successfully completed. The contractor was currently carrying out the slope stabilisation works as planned. Subsequently, processes such as pile caps and the construction of lift tower would be conducted. Structural works were expected to be completed in October this year. It was anticipated that the construction of an additional lift would be completed and open for public use in the first quarter of 2026;
- (ii) regarding the construction progress of the provision of an additional lift to the walkway across Chung Hau Street near Tun Man House of Oi Man Estate, since the foundation of the works was partly obstructed by cables, optical fibres, fresh water, drainage and sewage pipes, the contractor had completed the re-laying works of the relevant pipes in August 2024;
- (iii) regarding the construction progress of Lift No. 1, the works contractor was currently applying to the related organisations, including the Independent Checking Unit of the Housing Department, for carrying out the preliminary deep excavation works for the foundation. The goal was to commence the deep excavation works in the third quarter of this year. Subsequently, the foundation and major structural works of the lift would commence. The electrical and mechanical works of the lift were expected to commence in the fourth quarter of 2026;
- (iv) regarding the construction progress of Lift No. 2, given the relatively narrow construction space at the said location, it was necessary to use part of the existing carriageways and footpaths as the construction site. To minimise the impact of the works on the traffic at the aforementioned location, the contractor was currently coordinating with the related departments on the temporary traffic arrangements for the foundation works. At present, the contractor had commenced the preliminary ground investigation works for the

foundation. The Department expected to commence the foundation works in the second quarter of this year. Subsequently, the major structural works of the lift would commence. The electrical and mechanical works of the lift were expected to commence in the third quarter of 2026; and

- (v) the entire construction works of an additional lift were expected to be completed in the first quarter of 2027. To ensure that the relevant works would be completed by the contractor as scheduled, the on-site works supervisory staff of the Department would continue to closely monitor the works progress. The Department would also maintain close communication with the committee and provide regular updates on the construction progress as well as related information.

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

- (i) stated that the progress of the lift works of OM01 had been slow since its commencement in 2022, with situations of work suspension in the past. Rubbish and stagnant water were found at the construction site as a result, causing the problem of mosquito infestation. Therefore, Members would like the Department to supervise the works progress; and
- (ii) the lift works of OM01 were originally expected to be completed in June 2026. However, the works had to be postponed to the first quarter of 2027 now. The Department was enquired if the contractor would be penalised for the works delay.

58. **The representative of the HyD** replied that the Department had received complaints earlier regarding the hygiene conditions of the construction site. The Department had immediately deployed staff to clear the rubbish and stagnant water in the construction site, as well as carry out mosquito prevention and control measures. The Department would closely monitor the works progress and remind the contractor to properly conduct environmental hygiene work at the construction site. In the event of works delay, the Department would handle such matter caused by the contractor in accordance with the related contractual terms and guidelines.

Item 13**Matters Regarding the Traffic Problem at Grand Waterfront**

(TTC Paper No. 38/2025)

59. **A Member** introduced the Paper.
60. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the HyD, i.e. Documents No. 2 and 17 tabled.
61. **The representative of the HyD** replied with the main points as follows:
- (i) the tunnel construction works of the Central Kowloon Route Kai Tak West works commenced at Ma Tau Kok in To Kwa Wan in 2018. During the works, the team maintained the original pedestrian routes and locations of pedestrian crossings at Kowloon City Ferry Pier Public Transport Interchange as far as possible;
 - (ii) the relevant tunnel works had been completed. Two pedestrian crossings, located off Kowloon City Ferry Pier and off Grand Waterfront / Wei Chien Court Block I of Wyler Gardens respectively, had to be temporarily relocated due to the works. The in-situ reprovisioning works of these crossings were currently underway and were expected to be completed in the third quarter of this year;
 - (iii) the project team, when planning temporary traffic management measures, considered the provision of additional pedestrian crossing facilities outside Grand Waterfront Plaza. However, due to space constraints, the carriageways on San Ma Tau Street would be narrowed and might worsen the problem of traffic congestion there if additional pedestrian crossings and safety islands were provided;
 - (iv) to enhance road safety, the project team had erected large “No jaywalking” warning banners at prominent locations on San Ma Tau Street so as to remind pedestrians to follow traffic rules and avoid accidents from happening. Meanwhile, the project team had also posted signs along pedestrian links to raise public awareness of traffic safety; and

- (v) to further safeguard pedestrian safety, the project team would arrange traffic ambassadors, who would instruct pedestrians and nearby residents on the relevant temporary traffic arrangements, as well as provide clear traffic guidelines, at the related locations during the initial implementation stage of the new phase of temporary traffic arrangements.

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

- (i) officers of the Kowloon City Police District had been paying attention to the traffic conditions in the district. Various types of publicity and educational activities were organised from time to time. In addition to distributing leaflets in the district for publicity and education, the Road Safety Team of Kowloon West would also arrange road safety talks at different schools, elderly centres and various organisations to enhance public awareness of road safety;
- (ii) from November 2024 to April this year, reports of traffic accidents involving pedestrians at the bus stop of Grand Waterfront on San Ma Tau Street were not found; and
- (iii) the officers of the Kowloon City Police District would continue to monitor the relevant situation, deploy officers to step up patrols at the aforementioned locations and adopt appropriate traffic enforcement actions to ensure road safety and smooth traffic flow.

Item 14

Problems of Illegal Parking of Tourist Coaches

(TTC Paper No. 39/2025)

63. **Members** introduced the Paper and supplemented as follows:

- (i) suggested the Department to strengthen communication with the tourism industry and require tourist coach drivers to use the temporary car park for tourist coaches in the vicinity so as to reduce the situation of traffic congestion caused by the illegal parking of tourist coaches; and

- (ii) suggested the Police to take out prosecutions against illegal acts by making use of closed circuit television footage when necessary for monitoring traffic flow.

64. **The Chairman** invited Members to refer to the written replies furnished by the HKPF and the TD, i.e. Documents No. 3 and 9 tabled.

65. **The representative from 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;
- (ii) in respect of the proposal to prohibit large vehicles (such as tourist coaches and goods vehicles) from entering Sung On Street to reduce traffic congestion, the Department was unable to accept the relevant proposal. Since there were three schools along Sung On Street, prohibiting tourist coaches from entering Sung On Street would cause inconvenience to the schools;
- (iii) 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 Baily Street for the industry to park tourist coaches as well as pick up and drop off passengers. To encourage the tourism industry to use the aforementioned parking facilities, 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. In addition, to encourage tourist coach drivers to park at the temporary car park on Bailey Street, the Department would continue to offer a concessionary charge of \$6 per half hour from 9 a.m. to 8 p.m. there; and
- (iv) the Department would continue to monitor the traffic conditions of tourist coaches on the roads in the district and take appropriate traffic control measures in a timely manner.

66. **The representative from the HKPF** replied with the main points as follows:

- (i) the traffic team of the Kowloon City Police District and the officers of Hung Hom Division had been paying attention to the traffic conditions in the district and would issue tickets to offending vehicles from time to time. The Police 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 November 2024 to April this year. A total of more than 2 300 fixed penalty notices were issued; and
- (ii) the Police would deploy additional officers to step up patrol at the aforementioned locations. The Police would also take appropriate enforcement actions against offending vehicles in accordance with “Selected Traffic Enforcement Priorities” of the HKPF so as to ensure road safety and smooth traffic flow, thereby minimising the impact on nearby residents.

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

- (i) suggested the Department to take reference from the practice of Lam Tsuen in Tai Po, where only vehicles of villagers were allowed to enter, and to stipulate that only tourist coaches carrying students were allowed to enter Sung On Street;
- (ii) a large number of vehicles parked on Wan On Street and caused traffic congestion. Drivers frequently sounded their horns when passing through the said location, affecting residents’ lives. Members stated that the Department was suggested to consider implementing measures to prohibit tourist coaches from entering Wan On Street on a trial basis as there was no school there; and
- (iii) enquired about the utilisation rate of the car park for tourist coaches on Baily Street and suggested the Department to strengthen publicity to the industry so as to encourage the usage of more tourist coaches.

68. **The representative of the TD** replied with the main points as follows:
- (i) the Department noted Members' views on prohibiting tourist coaches from entering Wan On Street and would consider the feasibility of the proposal; and
 - (ii) the temporary car park on Baily Street provided about 50 parking spaces for tourist coaches. According to the data collected through regular inspections by the staff of the Department, the utilisation rate of the parking spaces was about 60 per cent. Hence, there were still spaces available for the use by the industry. To encourage more tourist coach drivers to use the said car park, the Department would promote it to the industry via the HKTB.

Item 15

Proposal for the Provision of Additional On-street Metered Parking Spaces in Kowloon City District

(TTC Paper No. 40/2025)

69. **A Member** introduced the Paper.
70. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 8 tabled.
71. **The representative of TD** replied with the main points as follows:
- (i) when considering the provision of on-street metered parking spaces, the Department had to strike a balance between various factors, including the on-site traffic conditions, the demand for loading and unloading activities, the layout of nearby traffic facilities (such as road width, pedestrian crossings and the locations of vehicle entrances and exits) and the views of residents and merchants;
 - (ii) the Department welcomed Members to express their views on the locations for the provision of metered parking spaces and would actively review the feasibility of the relevant proposal;
 - (iii) to achieve effective management of metered parking spaces, prevent drivers from occupying metered parking spaces for extended periods

and promote the turnover of parking spaces, the Department would set appropriate charges based on the parking situation and utilisation rate of roads in various districts, combined with factors such as the maximum parking time and charging periods; and

- (iv) the Department was planning to raise the maximum charge of parking meters (i.e. metered parking spaces excluding those for goods vehicles, buses and tourist coaches) to \$4 per 15 minutes. The proposed charge (i.e. \$4 per 15 minutes or \$16 per hour) was close to the median parking fee of car parks under the purview of Hong Kong Housing Authority and the TD, but would still be lower than the charges of other private car parks. This would enhance the turnover rate of metered parking spaces.

72. **The Chairman** made a conclusion. He welcomed Members to raise proposals to the Department regarding the locations for the provision of metered parking spaces for the feasibility studies of the Department.

Item 16

Proposal: The Provision of Diagonal Crossings at the Junction of Tak Man Street and Hung Hom Road

(TTC Paper No. 41/2025)

73. **A Member** introduced the Paper.

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

75. **The representative of the TD** replied that the Department noted Members' proposal on the provision of additional diagonal crossings at the junction of Tak Man Street and Hung Hom Road. The assessment work for selecting a new batch of suitable junctions was expected to be completed in the second half of this year. The Department would report to Members the soonest when further information was available.

76. **The Chairman** made a conclusion and thanked the Department for its reply.

Item 17

Any Other Business

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

Item 18

Date of Next Meeting

78. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 24 July 2025 and the closing date for submission of Papers would be 9 July 2025.

[Post-meeting note: The next meeting would be postponed to 31 July 2025.]

79. **The Chairman** adjourned the meeting at 12:23 p.m.

The minutes of this meeting were confirmed on 31 July 2025.

The Chairman

The Secretary

KCDC Secretariat
July 2025