

(Translation)

Minutes of the 8th Meeting of the Traffic and Transport Committee of
Sham Shui Po District Council (7th Term)

Date : 10 April 2025 (Thursday)

Time : 9:30 a.m.

Venue : Conference Room, Sham Shui Po District Council

Present

Chairman

Mr CHAN Kwok-wai, MH

Vice-Chairman

Mr CHEUNG Tak-wai

Members

Mr HO Kwan-chau, Leo

Ms WU Wanqiu

Mr LEE Wing-man, MH

Mr LAM Wai-man, Raymond

Ms KWOK Yin-lai, MH

Mr CHAN Wai-ming, BBS, MH, JP

Mr CHAN Lung-kit

Ms CHEN Lihong

Ms CHUM Pik-wa

Dr WONG Chung-leung, JP

Ms LAU Pui-yuk, MH

Co-opted Member

Mr YEUNG Ying-sum, Samuel

In Attendance

Miss CHAN Lok-tung, Agnes	Assistant District Officer (Sham Shui Po) 1, Sham Shui Po District Office
Mr LAI Yuk-fai	Station Sergeant of District Traffic Team, Sham Shui Po District, Hong Kong Police Force
Ms NG Lai-ling, Avis	District Engineer/Lai Chi Kok, Highways Department
Mr CHOI Chung-keung	Senior Engineer/3 (South), Civil Engineering and Development Department
Mr IU Tsun-fai, Terry	Engineer/3 (South), Civil Engineering and Development Department
Mr LAU Yu-chung	Assistant Engineer, W T Chan & Associates Limited
Mr YAU Kung-yuen, Corwin	Senior Transport Officer/Sham Shui Po, Transport Department
Mr HO Chun-kit, Ethan	Senior Transport Officer/Events & Projects, Transport Department
Mr LEUNG Pak-ho, Paco	Transport Officer/Sham Shui Po, Transport Department
Mr TAM Tsz-chun, Jimmy	Transport Officer/Kowloon/Events & Projects
Mr POON Tsing, Leo	Engineer/Cheung Sha Wan, Transport Department
Mr WONG Chi-yeung	Senior Transport Officer/Bus/Kowloon, Transport Department
Ms CHEUNG Cheuk-yiu, Heather	Transport Officer/Bus/Kowloon, Transport Department
Mr Louis KUNG	Head of Service Delivery (Kowloon & NT), Citybus Limited
Mr Pedro PANG	Chief Planning Officer, Citybus Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
Mr Alvin KEUNG	Manager, Operations, The Kowloon Motor Bus Company (1933) Limited
Mr Karl HUEN	Assistant Manager, Public Affairs, The Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer, Operations Support, The Kowloon Motor Bus Company (1933) Limited
Mr WONG Lui	Manager - External Affairs, MTR Corporation Limited

Secretary

Ms LEE Hei-tung, Mandy	Executive Officer (District Council) 3, Sham Shui Po District Office
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the 8th meeting of the Traffic and Transport Committee (“TTC”) of the 7th term of the Sham Shui Po District Council.

Item 1: Confirmation of Minutes of the 7th Meeting of the Traffic and Transport Committee

2. The Committee confirmed the above minutes without amendment.

Item 2: Bus Route Planning Programme 2025-2026 of Sham Shui Po District (TTC Paper No. 11/2025)

3. Mr WONG Chi-yeung presented Paper No. 11/2025.
4. The views of members were consolidated as follows: (i) hoped that the bus company would consider introducing direct bus routes to control points for the district in order to meet resident demand; (ii) expressed concerns about the changes made to the Cross-Harbour Tunnel Route No. 905. The relocation of terminus from Wan Chai to Central (Man Kat Street), with a significant reduction in the number of stops in Central, would cause inconvenience to residents in Lai Chi Kok area. It was suggested that the original route should be retained; (iii) as the stops for Cross-Harbour Tunnel Routes Nos. 914 and 914X were not identical, it was hoped that the 7:10 a.m. service for route No. 914X would be retained; (iv) suggested introducing an all-day bus route connecting Cheung Sha Wan and Kwun Tong; (v) expressed concerns about the cancellation of Kowloon Motor Bus (“KMB”) bus route No. 6X due to low patronage, and hoped that the frequency of alternative routes could be increased during peak hours; and (iv) suggested additional bus services or new routes for the Pak Tin community to address traffic demand following the redevelopment of Pak Tin Estate.
5. Mr WONG Chi-yeung gave a consolidated response: (i) noted members’ views. The Transport Department (“TD”) would closely monitor the passenger demand on existing routes and review relevant services in a timely manner; (ii) data showed that most passengers on bus route No. 905 boarded and alighted in the Western District, Central and Sheung Wan areas. It was therefore proposed to shorten the route to enhance operational efficiency. In light of this, the bus company would provide an interchange discount: passengers travelling to Admiralty and Wan Chai from Lai Chi Kok and Cheung Sha Wan could first take Route No. 905, and then transfer to Route No. 914 at the Western Harbour Crossing, or transfer to Route No. 1 or 5B operated

by CityBus Limited (“CityBus”) on Hong Kong Island; (iii) a stop would be added at Connaught Road Central before Queen Victoria Street for Route No. 905 (Kowloon-bound) for the convenience of passengers in the Central area; (iv) the 7:10 a.m. service for Route No. 914X departing from Hoi Lai Estate had an average loading rate of just 15%, and that route largely overlapped with Route No. 914. It was therefore proposed to cancel this service for better allocation of bus resources. Affected passengers could take the 7:18 a.m. service for Route No. 914 departing from Hoi Lai Estate; and (v) following the cancellation of Route No. 6X, the TD would closely monitor the patronage on Route Nos. 6C and 6F and would review bus frequency in a timely manner.

6. The views of members were consolidated as follows: (i) enquired about the channels the TD used to gather resident demand and opinions for practical planning and follow-up on related matters; (ii) as Route Nos. 258D and 258S were largely similar, it was suggested that their service arrival times should be adjusted to divert passenger flow; (iii) raised that many residents commuted between Mei Foo and Kowloon City, and expressed concerns about the impact of cancelling Route No. 6X on passengers; (iv) suggested increasing the frequency of Route No. 6D for the convenience of residents visiting Caritas Medical Centre; and (v) suggested retaining the special departures of Cross-Harbour Tunnel Route No. 104 from Chak On Estate.

7. Mr WONG Chi-yeung gave a consolidated response: (i) the Department would closely monitor passenger demand on each route and discuss with bus companies in a timely manner the possibility of adjusting bus services based on resource availability; (ii) Route No. 6X operated only three return trips during afternoon peak hours. After its cancellation, most affected passengers could take Route No. 6C to travel between Mei Foo and Kowloon City. The Department would closely monitor passenger demand on Route No. 6C; and (iii) it was proposed to cancel the special morning departures of Route No. 104 from Chak On Estate due to its low patronage, in an effort to better utilise bus resources. Passengers from Chak On Estate heading to Kowloon could take KMB Route No. 2D or 203S; and those heading to Hong Kong Island could board Route No. 203S at Chak On Estate and then transfer to Route No. 104. The bus company would offer an interchange discount, so that the total fare would equal that of taking Route No. 104 directly.

8. Mr Corwin YAU responded as follows: (i) the Department had been following the redevelopment progress of Pak Tin Estate and providing the bus companies with the Housing Department’s latest redevelopment progress and population distribution to facilitate their annual bus route planning. The Department would continue to discuss with the bus and minibus companies regarding adjustment in services in

response to the redevelopment progress of Pak Tin Estate and the corresponding change in population. Given the expected population increase in Pak Tin Estate in the coming years, public transport services for the area would be adjusted accordingly, with timely updates to the District Council; and (ii) in response to the ageing population and change in travel patterns in Chak On Estate, the minibuss company added an extra vehicle to its green minibuss service in the first quarter of this year to enhance the short-haul feeder services to Shek Kip Mei MTR Station and facilitate commuting of residents.

9. Members suggested retaining the existing bus Route No. 905 to facilitate Lai Chi Kok residents travelling to Wan Chai.

10. Mr WONG Chi-yeung gave a consolidated response: (i) Route No. 905 not only served residents of Lai Chi Kok, Cheung Sha Wan and Sham Shui Po, but also covered Mong Kok and Prince Edward areas. Passengers travelling from Wan Chai to Mong Kok and Prince Edward areas could take Route No. 104; and (ii) taking into account various existing routes serving Hong Kong Island and resource optimisation, the Department proposed to truncate Route No. 905. It would closely monitor the patronage of the alternative Route Nos. 914 and 104, and timely review the feasibility of frequency adjustment.

11. Mr Eric LEE gave a consolidated response: (i) noted members' views, and would work with the TD to explore ways to optimise the alternative routes, ensuring that bus services could meet resident demand; (ii) would closely monitor the overall changes in patronage on Route No. 905 after its truncation, with timely adjustments; (iii) in response to the cancellation of the special departures of Route No. 104, the bus company would offer an interchange discount for passengers taking Route No. 203S and then transferring to Route No. 104; (iv) after the cancellation of Route No. 6X, the bus company would closely monitor the changes in patronage on the alternative Route Nos. 6F and 6C; (v) the company held an open attitude towards introducing bus route connecting Sham Shui Po District to the control points, and would proactively discuss the matter with the TD; and (vi) noted members' view on adjusting the bus services around Pak Tin Estate, and would discuss it with the TD.

12. Mr Pedro PANG gave a consolidated response: (i) the existing Citybus Route Nos. A20, A21, and A23 to the airport and the Hong Kong-Zhuhai-Macao Bridge ("HZMB") Hong Kong Port all covered the areas around Sham Mong Road and Cheung Sha Wan Road. Citybus would work with the TD to proactively consider and explore the need for new routes; (ii) due to the low patronage on Route No. 905 between Admiralty and Wan Chai, a truncation was proposed, having considered

resource optimisation and the overall route operation. The proposal would have the minimal impact on passengers. Alternative routes such as Route Nos. 914 and 104 were expected to meet most passenger demand; and (iii) Route No. 914X would be adjusted from the current three departures to two departures during the morning peak hours. Affected passengers could take Route No. 914 instead, as the two routes were largely the same.

13. The views of members were consolidated as follows: (i) suggested retaining the existing bus Route No. 905 during peak hours; (ii) a new route was suggested as the current overnight bus route to the airport in the district did not cover the waterfront areas; (iii) relayed that lost trips and delays occurred frequently on Route No. 702 series; (iv) a return service was suggested for Route No. 214P to replace the current one-way service travelling to Sham Shui Po East via the waterfront areas; (v) an interchange discount was suggested as residents travelling from Hoi Ying Estate to Lam Tin and Ping Tin currently needed to take Route No. 296C and then transfer to Route No. 15, 16, or 38; (vi) suggested introducing section fares on Route No. 296C (Hoi Ying Estate bound) to facilitate residents travelling from Cheung Sha Wan to the waterfront areas; and (vii) early planning was suggested for transport routes, given the expected population intake following the completion of a large number of new residential developments in the waterfront areas in the coming years.

14. Mr WONG Chi-yeung gave a consolidated response: (i) for Route No. 905 series, only Route No. 905 was proposed for adjustment, while Route Nos. 905A and 905P would continue serving Admiralty and Wan Chai during peak hours. Lai Chi Kok residents could take Route Nos. 905A and 905P to Admiralty and Wan Chai during peak hours; (ii) noted member's view on enhancing overnight airport bus services for the waterfront areas. The Department had to take into account various factors including passenger demand when considering overnight transport services. For effective resource utilisation, current overnight bus services operated on major roads in the district. Current overnight airport buses serving Sham Shui Po District included Citybus Route Nos. N21, NA20 and N21A. The Department would closely monitor the passenger demand and review service arrangements in a timely manner; and (iii) the Department noted members' views on enhancing public transport services and interchange arrangements around Hoi Ying Estate, and would relay them to the bus companies for feasibility assessment.

15. Mr Eric LEE gave a consolidated response: (i) noted members' views on adjusting Route No. 905, and would follow them up with the TD; and (ii) noted members' views on enhancing bus services for the waterfront areas, and would explore the feasibility with the TD.

16. Mr Louis KUNG gave a consolidated response: (i) the bus company had been monitoring the operations of Route No. 702 series since the beginning of the school year, and conducted site visits with local representatives and the TD. Route No. 702S was subsequently adjusted on 10 March to meet the demand of students and residents, with positive results; (ii) Route No. 702 series covered the Hoi Ying Estate and Cheung Sha Wan areas. The bus company would progressively optimise service arrangements according to the district development and population distribution to meet local demand, and would communicate with the TD and local representatives as appropriate; and (iii) Citybus operated an overnight bus Route No. NA21 to the airport and the HZMB Hong Kong Port, passing through West Kowloon, with a frequency of every half hour. Residents of Sham Shui Po District could board at Ming Kei College. The bus company would continue to explore ways to optimise the transport network and would discuss it with the TD. Details would be provided in a timely manner when the plans were available.

17. Mr Corwin YAU responded as follows: (i) the TD had been following the housing development projects of the Urban Renewal Authority and the Housing Department, and had obtained information on the district's future population development through sources such as land allocations by the Lands Department, so that the planning teams and bus companies were kept informed; and (ii) the Department would closely follow the development around the waterfront areas and maintain close co-operation with relevant departments to ensure that transport planning met resident demand.

18. Members enquired of the bus company about the criteria for reviewing the services of Route No. 702 series, and relayed resident reports of excessively long waiting times and occasional lost trips.

19. Mr Louis KUNG gave a consolidated response: (i) the bus company would continue to examine and adjust the development plan for Route No. 702 series based on factors including population distribution and demand; (ii) Route No. 702 was a circular route, and its actual operation was subject to road conditions such as the traffic on Sham Mong Road, Yen Chow Street and Cheung Sha Wan Road; (iii) the bus company employed a location tracking system to monitor real-time operations, and the bus frequencies would be adjusted according to actual conditions as far as possible. The company was also exploring the introduction of artificial intelligence technology to further enhance daily operations; (iv) members or residents were encouraged to contact the bus company directly in the event of unexpected lost trips. The company would promptly investigate and adjust bus frequencies; and (v) the bus company

would continue to strengthen the monitoring of unexpected lost trips and take response measures.

20. The Chairman concluded as follows: (i) the Committee hoped that the TD would plan for transport support as early as possible based on the local population and resident travel patterns, including adjustments in bus frequency and increase in overnight bus services to and from the control points and the airport; (ii) hoped that the Department would carefully and fully consider resident demand when formulating alternative plans for route adjustments; (iii) suggested additional section fares and interchange discounts for existing routes; and (iv) hoped that the TD and bus companies would maintain communication with the Committee, and give due attention to resident and passenger feedback following route adjustments. Regular reviews of actual operations should be conducted for timely adjustments.

Item 3: Follow-up on the Cover Construction for the “Square-shaped Footbridge” at Sham Mong Road and the Connection to Hoi Lai Estate Bus Terminus (TTC Paper No. 12/2025)

21. A member presented Paper No. 12/2025.

22. Mr CHOI Chung-keung, Mr Terry IU and Mr LAU Yu-chung presented Response Paper No. 12a/2025.

23. The views of members were consolidated as follows: (i) enquired about the concrete construction schedule, including the expected construction periods for phases 1 and 2; (ii) suggested minimising the impact of footpath excavation and repaving works on schools and residents, possibly by conducting such works during the summer holidays; (iii) expressed concerns about the impact on the nearby S.K.H. St. Mary’s Church Mok Hing Yiu College (“Mok Hing Yiu College”) during construction, with particular attention to students’ easy access to and from school; (iv) since the footbridge was close to the aforementioned school, it was suggested that the Department should have thorough communication with the school management to avoid affecting the school security measures; (v) expressed concerns about the temporary traffic arrangements during construction, particularly since Sham Mong Road was a major trunk road and using water-filled barriers to create a temporary footpath on the road could pose accident risks; (vi) suggested widening the walkway cover in phase 2 to better withstand strong wind and heavy rain; and (vii) suggested that the Department should provide more green areas along the walkway after building the cover to beautify the environment.

24. Mr CHOI Chung-keung gave a consolidated response: (i) aimed to commence phase 1 in the third or fourth quarter of the year, with completion expected in 2027; (ii) the footpath on Sham Mong Road was relatively wide, and the works should have minimal impact on pedestrians; (iii) during construction, the footpath at the corner of Hoi Lai Street and opposite the entrance to the bus terminus (adjacent to Mok Hing Yiu College's boundary wall) would be completely closed. Students would need to take a detour to the opposite side of the road and reach the school via the safety island; (iv) the temporary traffic arrangements would be implemented during school holidays as far as possible so as to minimise impact on students. Meetings with the school principals and other relevant parties would also be arranged for a detailed briefing prior to the construction; (v) five trees on Hoi Lai Street footpath needed to be removed, and subsequent compensatory replanting would be arranged at other locations in the district; (vi) currently only phase 1 schedule was available, and relevant departments were still assessing the cost-effectiveness and rain shielding effectiveness of the five-metre-high cover for phase 2. The Department would continue to work with various departments and the project team to finalise the proposal; and (vii) the temporary traffic arrangements would be adjusted according to circumstances.

25. The views of members were consolidated as follows: (i) the covered walkway aimed to provide convenience for residents. It was hoped that the Department would proactively implement the proposal; (ii) the nearby schools would fully support the works, and suggested that the Department should communicate with the school management in advance; and (iii) expressed concerns about the unavailability of phase 2 schedule, and hoped that relevant departments would promptly complete the study and implement the proposal, to allow earlier use by the residents.

26. Mr CHOI Chung-keung gave a consolidated response: (i) at this stage, the Department would work with the project team to develop detailed construction arrangements and relevant building options for phase 1. Meetings with the principals of nearby schools would also be arranged at an appropriate time to discuss the details; (ii) due to limited resources, the Department would prioritise phase 1, but emphasised that the entire project had been gazetted in 2022, with phase 2 to be implemented in a progressive manner; (iii) the Department would continue to discuss the feasibility and cost-effectiveness of phase 2 with relevant departments; and (iv) the design height of the cover for phase 2 had taken into account factors such as rain shielding. After discussion with various departments, the current design width was considered appropriate.

27. Members hoped that the Department would invite concerned members to the meeting with school management to discuss the construction details, thereby strengthening communication among the three parties.

28. Mr CHOI Chung-keung agreed to the above arrangement.

29. The Chairman concluded as follows: (i) members hoped that relevant departments would finalise and commence the works promptly to benefit the residents as soon as possible; and (ii) hoped that departments would fully consider members' views in taking forward the project.

Item 4: Request for Optimising the Traffic Light Signal Timing of the Pedestrian Crossing at the Junction of Sham Mong Road and Hoi Tat Street for Pedestrian Safety (TTC Paper No. 13/2025)

30. A member presented Paper No. 13/2025.

31. Mr Leo POON gave a consolidated response: (i) the Department noted members' views; (ii) the responsible team had reviewed and adjusted the duration of the pedestrian green signal during peak hours at the subject location. The pedestrian green signal duration between 7:00 a.m. and 7:20 a.m., between 8:15 a.m. and 9:30 a.m., and between 4:30 p.m. and 7:00 p.m. had been extended on Monday to Saturday; and (iii) as Sham Mong Road was a major trunk road and there were several bus stops nearby, TD would continue to observe whether further adjustments to the pedestrian green signal duration was required. Members were encouraged to express their views.

32. The views of members were consolidated as follows: (i) agreed that the needs of pedestrians and drivers should be balanced, and suggested conducting site visits and adjusting the traffic light signal duration according to the travel patterns of residents; and (ii) suggested that the Department should consider extending the pedestrian green signal duration for the period between 7:20 a.m. and 8:15 a.m. given the higher resident traffic.

33. Mr Leo POON gave a consolidated response: (i) the pedestrian green signal duration was extended with effect from 1 April; (ii) the current pedestrian green signal duration at the above pedestrian crossing between 7:20 a.m. and 8:15 a.m. was already longer than that during regular hours and considered sufficient for the general public to cross the road. Further extension might affect bus operations at nearby stops; and (iii) noted members' views, and were ready to conduct site visits with members.

34. The Chairman concluded as follows: consideration should be given to pedestrian safety, the needs of drivers and other road users, and bus routes when deciding whether to provide traffic lights. It was therefore suggested that the Department should conduct site visits and discuss improvement measures with members.

Item 5: Proposal to Provide Belisha Beacons, Traffic Islands and Related Facilities at the Pedestrian Crossing on Lai Ying Street to Enhance Pedestrian Safety (TTC Paper No. 14/2025)

35. A member presented Paper No. 14/2025.

36. Mr Leo POON gave a consolidated response: (i) the TD had paid due attention to the traffic safety at Lai Ying Street, and conducted a site visit with members and representatives from the Highways Department. Various improvement measures had been progressively implemented last year, including the provision of “Slow” traffic signs and reddish-brown road markings to alert drivers to proceed with caution at pedestrian crossings; (ii) the Department had assessed the possibility of providing a zebra crossing or traffic lights, but the statistics from late last year (covering both vehicular and pedestrian traffic) showed that the pedestrian and vehicular volume at Lai Ying Street crossing did not meet the criteria for the provision of a zebra crossing. Therefore, a zebra crossing was considered not the most suitable option under current conditions; (iii) the Department proposed adding a raised crossing at the location with existing reddish-brown road markings, providing a continuous flat surface for pedestrians to cross the road while encouraging drivers to slow down and give way to pedestrians. That design, piloted at Yat Tai Street in Sha Tin and Chung Kong Road in Sheung Wan, had showed favourable results; and (iv) the Department had arranged a site visit with members, and further discussions on appropriate improvement options would follow. Suggestions from members were also welcome.

37. The views of members were consolidated as follows: (i) the reddish-brown road markings were not conspicuous enough for drivers to notice, and the paint would fade over time – for example, the road markings at Wai Chi Street in Shek Kip Mei had already turned black; (ii) a raised crossing might have a slight effect in prompting drivers to slow down, but it was not a long-term solution. It was suggested that the Department should explore the use of Belisha Beacons as a short-term measure; (iii) members suggested that the Department should give due consideration to providing a zebra crossing or traffic lights at the pedestrian crossing in order to resolve the problem in one go; (iv) pedestrian flow at the crossing was expected to continue increasing with a new school soon to be completed in the area this December; and (v) relayed that the

illegal parking in that area was severe, with vehicles even driving in the opposite direction, posing a threat to pedestrian safety.

38. Mr Leo POON responded as follows: (i) noted members' views and would proactively follow up; (ii) would conduct a site visit with members and explore various feasible options; and (iii) emphasised that consideration must be given to technical feasibility and local ancillary facilities for the provision of traffic lights.

39. The Chairman concluded as follows: with the population growth and community development in the waterfront area, public demand for transport facilities was increasing. The Committee looked forward to strengthened communication and co-operation with relevant departments. Joint site visits could be arranged if necessary to explore measures to improve the local environment.

[Post-meeting note: After the site visit by TD representatives with members on 14 April, the Department agreed to explore the provision of a signal-controlled pedestrian crossing at the location concerned on Lai Ying Street, and district consultation on the proposal would follow.]

Item 6: Proposal to Improve the Ancillary Facilities at the MTR Stations in Sham Shui Po District (TTC Paper No. 15/2025)

40. A member presented Paper No. 15/2025.

41. Mr WONG Lui gave a consolidated response: (i) all interchange stations on the MTR Corporation Limited ("MTR") network currently had toilet facilities. Passenger toilets were provided inside the paid area of Mei Foo Station, Nam Cheong Station and Kowloon Tong Station in Sham Shui Po District; (ii) passengers in need could seek assistance from station staff or use public toilets nearby if no passenger toilet was available within the station; (iii) the MTR understood passengers' demand for more lactation facilities and would continue to explore the feasibility of the provision. Passengers in need could contact station staff for assistance; and (iv) some stations completed in early years, particularly those in Sham Shui Po District, had varying degrees of technical difficulties in adding toilets, such as sewage system limitations, high-voltage equipment nearby, the need for separate ventilation systems and a lack of space.

42. The views of members were consolidated as follows: (i) relayed cases where passengers with an urgent need for a toilet were turned away by station staff on the grounds that the station toilet was for staff only and not open to the public. It was

suggested that the MTR should strengthen training for frontline staff to ensure passengers receive the assistance they needed; (ii) Mong Kok Station was also completed in early years, yet toilets were available. It was suggested that the MTR should conduct a technical feasibility assessment, explore the use of new technologies or adapt practices from other cities, proactively considering the addition of toilets in stations for the convenience of the locals and visitors; (iii) hoped that the MTR would include the provision of public toilets in its long-term planning; (iv) enquired whether the MTR had collected data on passenger requests for toilets and baby-care facilities, and whether it had compiled a list of stations meeting the criteria for the provision; (v) suggested providing lifts for busier stations; (vi) suggested that the MTR should enrich the community display areas in stations by incorporating district characteristics, such as highlighting nearby tourist attractions to add community life elements to the stations; and (vii) suggested that the MTR should install flashing lights on platforms to prevent accidents during passenger boarding and alighting.

43. Mr WONG Lui gave a consolidated response: (i) noted members' views and would relay them to the responsible units for consideration; (ii) Sham Shui Po Station featured a Community Art Gallery suitable for showcasing the distinct character of the district; and (iii) in collaboration with the Hong Kong Tourism Board, the MTR placed QR codes in stations for visitors to scan with mobile phones and discover local tourist attractions through relevant websites. Suggestions from members to enrich the website information were welcome.

44. The Chairman concluded as follows: (i) the MTR was the backbone of the public transport system, and its service quality and facilities was crucial to the locals and visitors; (ii) hoped that the MTR would further improve station facilities, such as by providing more toilets, in order to deliver quality services to the locals and visitors, reinforcing Hong Kong's international image as a "tourism capital"; and (iii) hoped that the MTR would strengthen its connection with local communities through a wider range of community engagement, such as providing display areas or bulletin boards.

Item 7: Project Items and Schedules of District Traffic Improvement Works Completed, under Construction or Under Planning within the Past Two Months by the Transport Department/Highways Department (TTC Paper No. 16/2025)

45. Mr Leo POON presented Paper No. 16/2025.

46. Members enquired about the progress and effectiveness of the "Walk in HK" initiative in the district.

47. Mr Leo POON gave a consolidated response: (i) the main objectives of the “Walk in HK” initiative were to enhance walkability in urban areas and pedestrian crossing facilities. Improvement measures included widening pedestrian crossings, decluttering non-essential traffic signs and adopting a minimum approach in the provision of railings; (ii) no data on the effectiveness of the initiative were available yet; and (iii) the Department would explore whether there were other suitable locations for implementing improvement measures. Suggestions from members were also welcome.

48. The Chairman concluded as follows: (i) the Committee noted the content of the report; (ii) commended the list for being clear, which helped members keep track of the progress of various projects; and (iii) hoped that the departments would continue to strengthen communication with members and update the list in a timely manner.

Item 8: Any Other Business

49. A member enquired about the details and progress of the rationalisation of minibus route No. 44.

50. Mr Ethan HO gave a consolidated response: (i) minibus route No. 44A would cease daytime operation between Cheung Sha Wan Plaza and Hoi Lai Estate, and would instead serve Cheung Sha Wan Plaza, Hoi Lai Estate and Hoi Ying Estate in the evening; (ii) the Department was requesting the operator to provide clearer route information for passengers to identify the service details of different routes; and (iii) the Department would notify members of the implementation of the route rationalisation in due course.

[Post-meeting note: The above service rationalisation for minibus route No. 44A came into effect on 20 April.]

Item 9: Date of Next Meeting

51. The next meeting would be held at 9:30 a.m. on 5 June 2025 (Thursday).

52. There being no other business, the meeting ended at 11:53 a.m.