

Minutes of the 5th Meeting of the
Traffic and Transport Committee under the
7th Term of Wong Tai Sin District Council

Date: 15 October 2024 (Tuesday)
Time: 2:30 p.m.
Venue: Conference Room, Wong Tai Sin District Council,
6/F, Lung Cheung Office Block,
138 Lung Cheung Road,
Wong Tai Sin, Kowloon

Present:

Chairman:

Mr. YUEN Kwok-keung, MH WTSDC Member

Vice Chairman:

Mr. YEUNG Nok-hin WTSDC Member

Member:

Mr. CHAN Wai-kwan, Andie, MH	WTSDC Member
Mr. CHAN Ying, Leonard, MH	WTSDC Member
Mr. FUNG Kin-lok	WTSDC Member
Mr. LAI Wing-ho, Joe, MH	WTSDC Member
Ms LAU Yuen-yee, Janus	WTSDC Member
Mr. LEE Tung-kong	WTSDC Member
Mr. LEUNG Tang-fung	WTSDC Member
Mr. LI Dennis	WTSDC Member
Ms. LUI Kai-lin, Wendy, MH	WTSDC Member
Mr. MOK Kin-wing, MH	WTSDC Member
Mr. POON Cheuk-bun	WTSDC Member
Ms. TAM Mei-po	WTSDC Member
Ms. TANG Man-wai	WTSDC Member
Mr. YAU Yiu-shing, MH	WTSDC Member

Ms. YEW Yat-wa, Deannie	WTSDC Member
Mr. YUET Ngai-keung	WTSDC Member
Mr. CHIU Kwok-wai	TTC Co-opted Member
Mr. MOK Ka-kit	TTC Co-opted Member

In Attendance:

Miss HO Wing-tung, Bonnie	Assistant District Officer (Wong Tai Sin)	WTSDO
Ms. CHAN Wai-chi, Ida	Senior Executive Officer (District Council)	WTSDO
Mr. CHAN Ming-kit	Assistant District Operation Officer (Wong Tai Sin)	HKPF
Mr. CHAN Ching-wai	OC District Traffic Team (Wong Tai Sin)	HKPF
Ms. LUI Chui-man, Tracy	Senior Transportation Officer/ Wong Tai Sin	TD
Mr. HO Chun-kit, Ethan	Senior Transportation Officer/ Events & Projects	TD
Miss REN Yannan	Engineer/Wong Tai Sin	TD
Mr. KWOK Wai-cheong, Allan	Engineer/San Po Kong	TD
Mr. NG Cheuk-hang	District Engineer/Wong Tai Sin (Acting)	HyD

Secretary:

Mr. KWOK Hang-wai, Jason	Executive Officer (District Council) 3	WTSDO
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The Chairman welcomed all Members, including the new Member of the Traffic and Transport Committee (“TTC”) under Wong Tai Sin District Council (“WTSDC”) Ms LAU Yuen-yee, Janus, as well as representatives of government departments to the 5th meeting of TTC under the 7th term of WTSDC.

I. Confirmation of Minutes of the 4th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 20 August 2024

2. The minutes of the 4th meeting of TTC held on 20 August 2024 were confirmed without any amendment.

II. Progress Report of the 4th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 20 August 2024

(WTSDC TTC Paper No. 33/2024)

3. Members said that since the commissioning of Tuen Ma Line, the pedestrian flow of Diamond Hill Station Public Transport Interchange (“PTI”) had increased, especially at the queuing areas of Green Minibus (“GMB”) Route Nos. 19S and 19M. Therefore, Members hoped that the Transport Department (“TD”) would continue to follow up with the Electrical and Mechanical Services Department (“EMSD”) on the progress of the ventilation system improvement works of the PTI.

4. TD said that the department would closely monitor the operation of the PTI’s ventilation system with EMSD and report to Members in a timely manner.

(Post-meeting note: TD and EMSD had been regularly monitoring the operation of the PTI’s ventilation system, and three additional fans were installed at the queuing area of GMB Route No. 19A and the opposite pavement in late October this year to improve the queuing environment for passengers and enhance air circulation. At the same time, TD would regularly arrange for its contractors to clean the fans in the PTI to improve the ventilation at the PTI.)

III. Wong Tai Sin District Traffic Accident Injuries Report (July to August 2024)

(WTSDC TTC Paper No. 34/2024)

5. The views and enquiries of Members are summarised as follows:

- (i) Members were concerned about the fatal traffic accident at the entrance of the PTI on 28 August this year. Members hoped that the Police could complete the investigation report as soon as possible and that TD would continue to improve the traffic arrangements there;
- (ii) Members enquired about the department's follow-up actions after the traffic accident;
- (iii) Members enquired about the follow-up progress of the proposed relocation of the traffic light on Hammer Hill Road turning onto Lung Cheung Road; and
- (iv) Members suggested improving the design of the pedestrian crossing at the junction of Lung Cheung Road and Ma Chai Hang Road to improve pedestrian safety.

6. The Hong Kong Police Force ("HKPF") gave a consolidated reply as follows:

- (i) The Police said that it was currently investigating the fatal traffic accident, and would report to Members the investigation results in a timely manner;
- (ii) One of the causes of accident was that the driver's view was blocked by illegally parked vehicles, so the Police had stepped up enforcement against illegal parking at the site where the accident took place and issued about 90 tickets in total; and
- (iii) The Police suggested that TD should consider installing traffic lights at the accident site.

7. TD gave a consolidated reply as follows:

- (i) TD said that it had deployed staff to inspect the accident site at the PTI, and was consulting local stakeholders and the relevant

departments on traffic improvement measures. The department would review the traffic arrangements there after collecting the views;

(Post-meeting note: TD was discussing route alterations and the relevant service arrangements with the affected public transport service operators. TD would implement the improvement measures as soon as possible.)

- (ii) Regarding the progress of the traffic light relocation works on Hammer Hill Road turning onto Lung Cheung Road, the Highways Department (“HyD”) would respond after the meeting; and

(Post-meeting note: HyD said that it was arranging the relevant enhancement measures, and the works was estimated to be completed within this year.)

- (iii) TD said that it would deploy its staff to inspect the pedestrian crossing at the junction of Lung Cheung Road and Ma Chai Hang Road to explore improvement measures.

(Post-meeting note: TD had deployed its staff to inspect the site. The view at the relevant pedestrian crossing was clear, and road users could see approaching vehicles or pedestrians that were about to cross the road. To further enhance road safety, the department had arranged for the relevant works departments to adjust the size of the relevant road signs and repaint faded road markings.)

8. The Chairman said in summary that he hoped TD could visit the PTI with Members when necessary after collecting the views of local stakeholders and the relevant departments, so that Members could comment on the traffic improvement measures.

9. The Chairman suggested inviting the Hong Kong Road Safety Patrol (Kowloon East Region) (“RSPKE”) to work with WTSDC and conduct publicity activities on road safety for minibus drivers in the district so as to enhance their awareness of safe driving and improve the traffic safety of minibuses.

10. The representative of Wong Tai Sin District Office (“WTSDO”) said that it would discuss the arrangements for the publicity activities with the Police after the meeting.

(Post-meeting note: RSPKE worked with Members to conduct a publicity operation on road safety at the PTI for minibus drivers on 29 November this year, in which promotional leaflets were distributed to minibus drivers to enhance their awareness of safe driving.)

11. Members noted the Paper.

IV. Report on Illegal Parking in Wong Tai Sin (July to August 2024)
(WTSDC TTC Paper No. 35/2024)

12. Members noted the Paper.

V. Progress Report on Traffic Improvement Works in Wong Tai Sin
(WTSDC TTC Paper No. 36/2024)

13. The views and enquiries of Members are summarised as follows:

- (i) Members hoped that HyD would complete the improvement works for extending the bus stop near Hammer Hill Road roundabout as soon as possible to meet the residents’ transport needs;
- (ii) Members noticed that the commencement of the pedestrian crossing provision works near Hsin Kuang Centre had been postponed, so they enquired about the reasons behind and whether traffic lights would be installed at the crossing;
- (iii) Members enquired about the progress of the road widening works at the junction of Wing Chuk Street and Chui Chuk Street, and the

signal-controlled crossing installation works at the junction of Chuk Yuen Road and Choi Chuk Street;

- (iv) Members noted that HyD would relocate the lift signs at Prince Edward Road East near Kam Wah House, so they enquired about the reasons for carrying out such works;
- (v) Members suggested improving the traffic signs at Hammer Hill Road turning right onto Ping Ting Road to provide clear instructions to drivers; and
- (vi) Members reflected that the additional on-street parking spaces on Kam Wing Street could alleviate the shortage of parking spaces. However, the residents still had pressing needs for parking spaces, so Members suggested that TD should provide more parking spaces at Kam Wing Street or nearby locations.

(Post-meeting note: TD had deployed staff to inspect the site, and suggested adding six on-street metered parking spaces on Yin Hing Street (i.e. the exit of Kam Wing Street) to increase the parking space supply. Local consultations on the suggestion were in progress.)

14. HyD gave a consolidated reply as follows:

- (i) The improvement works for extending the bus stop near Hammer Hill Road roundabout could only be commenced after the relevant lamp posts were relocated. The department had discussed the arrangements for the bus stop during the works with the bus companies and minibus companies, and would submit the updated temporary traffic arrangements to TD and the Police in the hope that the works could commence as soon as possible;

(Post-meeting note: HyD said that it was preparing to implement the relevant enhancement measures, and the works were estimated to commence in December this year.)

- (ii) The pedestrian crossing provision works near Hsin Kuang Centre was delayed as the application for excavation permit was time-consuming. However, the estimated completion date would not be affected, and the works were expected to be completed in October this year; and
- (iii) The trial pit works for two projects, namely the road widening project at the junction of Wing Chuk Street and Chui Chuk Street and the installation of the signal-controlled crossing at the junction of Chuk Yuen Road and Choi Chuk Street, were estimated to be completed in October this year.

15. TD gave a consolidated reply as follows:

- (i) Regarding the pedestrian crossing at Ying Fung Lane near Hsin Kuang Centre, TD added that considering the traffic conditions around the crossing, the department opined that it would be more appropriate not to install traffic lights;
- (ii) The department planned to relocate the lift signs at Prince Edward Road East near Kam Wah House to a more suitable location for the convenience of the public; and
- (iii) Regarding the suggestion on improving the traffic signs of Hammer Hill Road turning right onto Ping Ting Road, TD said that it would deploy staff to inspect the site and study the relevant improvement measures.

(Post-meeting note: TD had deployed staff to inspect the site, and would arrange for the relevant works departments to provide additional road signs and road markings, so as to remind drivers of the road arrangements in front of the traffic lights at the junction of Hammer Hill Road and Ping Ting Road.)

16. The follow-up views and enquiries of Members are summarised as follows:

- (i) Members said that vehicles parked near the pedestrian crossing at

Ying Fung Lane would obstruct the view of drivers and pedestrians crossing the street, and hence affect pedestrian safety;

- (ii) Members reflected that taxi drivers might affect driving safety and obstruct the vehicular access of Wong Tai Sin Ambulance Depot when they changed shifts at the taxi stand at Ying Fung Lane. Members thus suggested TD consider adjusting the location of the taxi stand;
- (iii) Members suggested installing traffic lights with pedestrian crossing buttons at the pedestrian crossing at Ying Fung Lane to ensure pedestrian safety while minimising the impact on road traffic;
- (iv) Members said that the current number of visitors to Wong Tai Sin Temple had not reached its peak yet. Members hoped that TD would improve the ancillary transport facilities near Wong Tai Sin Temple in advance and formulate appropriate transportation arrangements to facilitate tourists' visits, and at the same time minimise the impact on the residents in the district; and
- (v) Members suggested TD consider coordinating the arrangements of tour groups with the Travel Industry Authority, diverting tourists into different timeslots, and set up pick-up and drop-off points for tourists at appropriate locations to minimise the impact on nearby traffic.

17. HKPF gave a consolidated reply as follows:

- (i) There were about 100 coaches picking up and dropping off tourists at Wong Tai Sin Temple every day, and the peak traffic hours were from 9:45 a.m. to 1:00 p.m.;
- (ii) Coaches could park at the 25 coach / goods vehicle parking spaces in the nearby carpark and the space outside Wing Sin House of Upper Wong Tai Sin Estate, which could accommodate three coaches; and

- (iii) Noticing that coaches would often drop off passengers at Ying Fung Lane, the Police would send officers there to divert the traffic flow every day from 10:00 a.m. to 12:00 noon.

18. TD gave a consolidated reply as follows:

- (i) TD said that it had deployed staff to inspect Ying Fung Lane multiple times, and had consulted the views of local stakeholders regarding the traffic improvement measures there. The department would also adjust the arrangements for the taxi stand and the roadside pick-up/drop-off or loading/unloading area based on the site's condition. The department would continue to closely monitor the traffic condition of Ying Fung Lane;

(Post-meeting note: TD was arranging for the works department to implement traffic improvement measures at Ying Fung Lane, including relocating the existing taxi stand to a location outside the Sik Sik Yuen Social Services Complex and adding a pick-up/drop-off or loading/unloading area to complement the tourism development near Wong Tai Sin Temple.)

- (ii) The department had arranged to adjust the hatched area near the pedestrian crossing at Ying Fung Lane to improve the traffic condition there; and
- (iii) Parking at the vehicular access of Wong Tai Sin Ambulance Depot at Ying Fung Lane was prohibited by double yellow lines and box markings, so that fire station vehicles would not be obstructed.

19. The Chairman concluded that Members were concerned about the traffic arrangements of Ying Fung Lane and Wong Tai Sin Temple. He hoped that TD would consider the views of stakeholders, and devise and implement appropriate traffic plans.

20. Members noted the Paper.

VI. Progress Report on Projects under the Universal Accessibility Programme in Wong Tai Sin District

(WTSDC TTC Paper No. 37/2024)

21. The views and enquiries of Members are summarised as follows:

- (i) Members enquired about the progress of six pedestrian walkway projects (Structure Nos. KF73, KF92A, KS7, KF77, WTH01 and WTS01);
- (ii) Members suggested that in order to tie in with the imminent completion of the lift, signs could be set up at the footbridge at Hammer Hill Road to show pedestrians the way to Tai Hom, Choi Hung and Hammer Hill Road;
- (iii) Members enquired whether HyD was planning to build a lift for the footbridge at Fu Mei Street;
- (iv) Members enquired about the performance rating of the contractor, i.e. HV-CWE Joint Venture; and
- (v) Members hoped that the progress report on the works could include estimated completion dates and the plans of the works for Members' reference.

22. HyD gave a consolidated reply as follows:

- (i) HyD said that the department would provide information on the performance rating of the contractor HV-CWE Joint Venture after the meeting; and

(Post-meeting note: HyD said that as the new works contract officially took effect on 26 August 2024, the first quarterly performance review of the new contractor, i.e. HV-CWE Joint Venture, would be conducted in late November 2024 in accordance

with the Contractor Management Handbook. The department would provide Members with the relevant information in a timely manner.)

- (ii) The works for four of the pedestrian walkways under the new works contract (Contract No. HY/2024/09) had begun on 26 August this year. The contractor of the new contract (HV-CWE Joint Venture) had taken over the relevant sites and was preparing for the relaunch of the works and assigning subcontractors for various works. HyD noted Members' views and would provide supplementary information in future progress reports on the works.

(Post-meeting note: HyD said that it would further enhance the content of the Paper and include the progress, expected completion dates and plans of the relevant works. The relevant information would be provided at the next meeting to help Members learn about the details of the works.)

23. The Chairman asked HyD to note Members enquiries and provide the relevant information for Members' reference at the next TTC meeting. He also suggested inviting the department responsible for "Universal Accessibility Programme" to send representatives to the next meeting to introduce the latest progress of the programme.

24. Members noted the Paper.

VII. Cancellation of Minibus Route No. 68
(WTSDC TTC Paper No. 38/2024)

25. Members presented the Paper.

26. The views and enquiries of Members are summarised as follows:

- (i) Pointing out that Kowloon GMB Route No. 68 was a major means

of transport for residents in Choi Wan, Members hoped that TD could arrange for an interim operator to maintain the service as quickly as possible;

- (ii) Members suggested that the existing minibus routes could be extended to the vicinity of Kai Tak and adopt a stage fare system so that residents of Choi Wan could conveniently reach Kai Tak for shopping and taking the Tuen Ma Line; and
- (iii) Members reflected that departures of GMB Route Nos. 16 and 16B were quite sparse and hoped that TD could follow up with the operator.

27. TD gave a consolidated reply as follows:

- (i) The current operator of GMB Route No. 68 was unable to continue operating the route because of its internal conditions;
- (ii) Upon receiving the notice, TD had actively persuaded the current operator to continue operating the route, but the operator maintained its decision to discontinue the service after consideration;
- (iii) TD had already invited operators of other GMB routes in Wong Tai Sin District and Kwun Tong District to temporarily operate the above minibus route. The department would report to Members the latest arrangements regarding the service of the route in a timely manner;
- (iv) TD had also negotiated with the current operator about maintaining the service of Route No. 68 until late October in the hope of a smooth transition with the interim operator and minimising the impact on passengers;

(Post-meeting note: TD informed Members of the latest arrangement for the service of the route concerned after the meeting. The

current operator would continue to operate the minibus route until 26 October this year, and the interim operator would take over on 27 October this year on a temporary basis. Service details such as the route, operation times, service frequency, fare, etc. would remain unchanged. On the other hand, TD would handle the tender exercise for selecting an operator for Kowloon GMB Route No. 68 in accordance with the mechanism.)

- (v) TD noted Members' views on extending the minibus services to Kai Tak and offering more fare discounts, and would consider them together with other public transport services in a holistic manner; and
- (vi) For the service frequencies of GMB Route Nos. 16 and 16B, TD would follow up with the operator on the unreliable service frequencies.

(Post-meeting note: TD had followed up with the operator on Members' views and reminded the operator that it must provide services according to the timetable specified in the Schedule of Service and flexibly deploy its vehicles and arrange departures to meet passengers' transport needs when necessary. TD understood that the operator had already reviewed and revamped the arrangement for its vehicles to visit liquefied petroleum gas ("LPG") filling stations to fill LPG during morning non-peak slots to ensure that there would be enough vehicles to maintain the service of Route No. 16 and ascertain reliable service frequencies. TD was conducting an investigation about the service standard of the routes concerned and would follow up with the operator on the findings of the investigation.)

28. The Chairman said in summary that he hoped TD could make appropriate arrangements to maintain the service of GMB Route No. 68 so that passengers of the route would not be affected. He also suggested that TD should optimise the minibus routes and extend them to other districts so that residents could have more options and enjoy more convenient transport services.

VIII. Any Other Business

Illegal Parking at Tseuk Luk Street

29. Members pointed out that illegal parking was rampant at Tseuk Luk Street during the peak examination period of students, causing congestion in the vicinity of Tseuk Luk Street and Shung Ling Street.

30. The Police said that it would pay attention to the traffic conditions there during the period concerned.

(Post-meeting note: HKPF had already liaised with the Hong Kong Examinations and Assessment Authority (“HKEAA”) about the matter to identify the peak examination dates and periods. HKEAA replied that the peak examination period would be the Hong Kong Diploma of Secondary Education Examinations every April, during which there would be many vehicles entering and leaving HKEAA to obtain or submit examination papers. HKEAA would release its carpark for these vehicles and maintain close liaison with the Wong Tai Sin District Traffic Team. HKEAA would inform the Police in advance when it expected a large number of candidates visiting HKEAA to take an examination so that appropriate arrangements could be made.

The Police had sent officers to inspect the location concerned and found that some sections of Tseuk Luk Street and Shung Ling Street were “No stopping” zones from 7 a.m. to 7 p.m. Frontline officers would pay more attention to the traffic conditions around Tseuk Luk Street and Shung Ling Street.)

Pedestrian Crossing at Po Kong Village Road

31. Members reflected that at the section of Po Kong Village Road near Fu Shan Estate and Grand View Garden, some pedestrians would cross the road without using the “Green man” crossing. Members suggested that the Police should protect pedestrian safety by strengthening publicity and education to teach pedestrians to use crossing facilities correctly.

32. The Police said that it would follow up after the meeting.

(Post-meeting note: After the meeting, the Police had sent officers to the location concerned at different times to carry out publicity work and urge pedestrians to cross the road in accordance with the traffic rules. The Wong Tai Sin District Traffic Team also distributed leaflets with Members on 29 October this year at Po Kong Village Road near Fu Shan Estate and Grand View Garden to educate pedestrians on the proper use of crossing facilities.)

Proposed Dropped Kerbs at the “Tin Ma Court” Bus Stop on Ma Chai Hang Road

33. Noting that both outbound and return services of the Rehabus Queen Elizabeth Hospital Route operated by Kwoon Chung Inclusive and Accessible Transport Services Company Limited would stop at the “Tin Ma Court” bus stop, Members suggested installing dropped kerbs at the bus stop to help wheelchair users get on and off buses.

34. TD said that it would look into the feasibility of installing dropped kerbs.

(Post-meeting note: TD would arrange for the relevant works department to install dropped kerbs at suitable locations to help wheelchair users get on and off buses.)

Parking Situation outside Fung Po Mansion on Wan Fung Street

35. Members said that the space outside Fung Po Mansion on Wan Fung Street were frequently occupied by goods vehicles of 5.5 tonnes. Therefore, Members enquired whether it was legal to park goods vehicles there.

36. The Police said that it would follow up after the meeting.

(Post-meeting note: After the meeting, the Police sent officers to the above location to learn about the situation and confirmed that there were on-street metered parking spaces

outside Fung Po Mansion for parking goods vehicles. On the day of the operation, the Police found that two goods vehicles of 5.5 tonnes, both owned by a recycling company at the above location, were occupying the said parking spaces. The Police had already told the person-in-charge of the recycling company that the goods vehicles could not occupy the metered parking spaces for more than 24 hours. The Police would continue monitoring the usage situation of the said metered parking spaces.)

Floor Surface of the Route No. 53M Minibus Stop at Tin Ma Court

37. Reflecting that road surface repair works were needed at the Route No. 53M minibus stop at Tin Ma Court, Members enquired whether HyD was responsible for the maintenance and repair of the said road surface.

38. HyD said that it would reply after the meeting.

(Post-meeting note: Regarding the uneven carriageway surface on Chuk Yuen Road near Tin Ma Court, HyD had already sent its staff to inspect the site and arranged for a contractor to carry out the relevant repair works. The works would commence as soon as possible.)

Proposal on Additional Roadside Parking Spaces for Disabled Persons

39. Members pointed out that currently there were no on-street disabled parking spaces in Diamond Hill and Choi Wan. Therefore, they suggested introducing on-street disabled parking spaces in the above areas to facilitate the travels of disabled persons.

40. TD replied that the department would provide on-street disabled parking spaces at suitable locations based on the traffic conditions of the road, demand for roadside pick-up or set-down of passengers and loading or unloading of goods, as well as the parking needs of different kinds of vehicles.

(Post-meeting note: TD said that according to the prevailing policy, parking facilities

should be placed away from roads as far as possible. For places frequently visited by disabled people (e.g. clinics, hospitals, banks, retail markets, post offices, community halls, etc.), provided that there were not enough off-street parking facilities and suitable locations for roadside parking spaces could be identified, TD would consider providing on-street disabled parking spaces. TD had already planned to introduce on-street disabled parking spaces at Yuk Wah Crescent and Ping Ting Road and would keep in view the demand for parking spaces in the district.)

IX. Date of the Next Meeting

- 41. The next meeting of TTC would be held at 2:30 p.m. on 10 December 2024.
- 42. The meeting was adjourned at 4:20 p.m.

Wong Tai Sin District Council Secretariat
December 2024