

**Minutes of the 11th Meeting of
the Traffic and Transport Committee of
the Kowloon City District Council**

Date: 3 October 2025 (Friday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHO Wui-hung, MH
Vice-chairman: Mr HE Huahan, MH
Members: Mr TING Kin-wa, MH
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
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, MH

Co-opted Members: Mr WU Ming-tai
Mr SIU Tin-hung

Secretary: Miss SIN Hong-ying, Executive Officer (District
Bonnie Council)2, Kowloon City District
Office

In Attendance:

Mr CHAN Yat-kin, Senior Liaison Officer (District
Kaiser Liaison)1, Kowloon City District
Office
Mr TONG Lok-tung, Senior Transport Officer / Kowloon
Anson City, Transport Department

Ms YIP Nga-ching, Cynthia	Senior Transport Officer / Kai Tak and Kowloon Bay, Transport Department
Mr CHEUNG Wai-chi, Eddy	Engineer / Hung Hom, Transport Department
Mr LI Hon-yeung, Simon	Engineer / Kowloon City, Transport Department
Miss LI Hok-ye, Jenny	District Engineer / Hung Hom, Highways Department
Mr NG Chi-sing	Officer-in-charge of Traffic Team, Kowloon City District, Hong Kong Police Force
Mr CHU Chi-wai	Officer-in-charge of Traffic Team, Sau Mau Ping District, Hong Kong Police Force

Attendance by Invitation:

Item 2	Mr WONG Lui	Manager – External Affairs, MTR Corporation Limited
Item 3	Mr WONG Fuk-ling	Senior Engineer / Transport Services D, Electrical and Mechanical Services Department
	Miss LEUNG Pui-man	Engineer / Transport Services D/1, Electrical and Mechanical Services Department
Items 4 to 5	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 Thomas CHAN	Assistant Corporate Affairs Officer, Citybus Limited

Item 6	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

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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 eleventh 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 10th Meeting**

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

Item 2**Matter Arising: Enquiry about the Works Progress of a Covered Connection between Exit A of Kai Tak Station and Kai Tak Avenue Park**

(TTC Paper No. 47/2025)

5. **The Chairman** invited Members to refer to the written reply furnished by the MTR Corporation Limited (MTRCL), i.e. Document No. 20 tabled.

6. **Members** thanked the MTRCL for implementing the works schedule. They would like the MTRCL to streamline the processes for design, plan approval and tendering as much as possible, with the aim of advancing the completion of the works to the end of 2027.

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

- (i) the MTRCL always attached great importance to passenger needs. The MTRCL had maintained communication with stakeholders regarding the canopy at Exit A of Kai Tak Station and understood passenger demands for the related works. Preparatory works for the enhancement were underway while the temporary measures were being examined;
- (ii) based on the current works progress, the project team preliminarily estimated the works to be largely completed by the end of 2027; and
- (iii) the MTRCL would examine the processes for design, plan approval and tendering to strive for the early completion of the works. The MTRCL would continue to maintain communication with various stakeholders and report the latest progress to the TTC in a timely manner.

8. There being no further follow-up enquiries from **Members**, the Chairman declared the item closed.

Item 3**Request for Facility Enhancement and Optimisation to Address the Problem of Water Ingress from the Beams of the Footbridge at Chatham Road North Leading to Exit B1 of MTR Ho Man Tin Station as well as to Improve the Operation of Nearby Lifts and Escalators to Prevent Frequent Malfunctions**

(TTC Paper No. 54/2025)

9. **A Member** introduced the Paper.
10. **The Chairman** invited Members to refer to the written replies furnished by the Food and Environmental Hygiene Department, Electrical and Mechanical Services Department (EMSD) and the Highways Department (HyD), i.e. Documents No. 1, 17 and 18 tabled.
11. **The representative of the EMSD** replied with the main points as follows:
- (i) according to the departmental records, cases of lift malfunction at the junction of Wuhu Street and Chatham Road North was primarily attributed to external factors, including the improper use by the public, which caused the defective lift doors. The Department required the contractor to pay close attention to lift operation when conducting routine maintenance and to adjust the lift doors in a timely manner to ensure normal and safe lift operation would be maintained; and
 - (ii) the malfunction matter of the three escalators at the junction of Wuhu Street and Chatham Road North was similarly caused by external factors, including the emergency stop button being pushed, safety device of the comb plate being triggered, and staples being lodged in the handrail, which led to operation suspensions. Since the emergency stop button involved the safe use of escalators by the public, its use by the public could not be restricted. Upon receiving the notification of failure, the Department had required the contractor to promptly arrive at the scene to conduct inspections and resume operations. The contractor was also required to pay special attention to the condition of the installations during routine maintenance to ensure the safe and reliable operation of the escalators.

12. **The representative of the HyD** replied with the main points as follows:
- (i) regarding the drainage matter at the beam of the public footbridge on Chatham Road North, the Department had conducted a site inspection with the contractor and would arrange for repair works after identifying the location of the water ingress. The Department also arranged for the clearance of blocked drainage facilities and would continue to monitor the relevant situation to ensure the drainage system at the location was in good working order to prevent the overflow of rainwater;
 - (ii) the EMSD had followed up the malfunction matter of the two lifts and three escalators at the public footbridge at the junction of Wuhu Street and Chatham Road North. The Department would maintain close communication with the EMSD to ensure the smooth operation of the facilities; and
 - (iii) the Department instructed the contractor to conduct deep cleansing work for the lifts at the public footbridge on Chatham Road North, which was completed in September this year. Deep cleansing work for lifts at other locations in the district was expected to be completed by October this year, which included those at the junction of Wuhu Street and Chatham Road North, Whampoa Street, Cheong Wan Road, Hung Ling Street and Hung Hom South Road.
13. **Members** pointed out that the frequent malfunction of the escalators and lifts mentioned in the Paper had persisted for years. They would like the Department to investigate the source of the malfunction in depth and strengthen coordination between departments to ensure the smooth operation of facilities, thereby reducing the impacts on residents.
14. **The Chairman** made a conclusion and urged the Department to identify the source of the water ingress at the footbridge beam as soon as possible, given the high utilisation rate of the public footbridge at Chatham Road North. He also urged the Department to take corresponding follow-up measures based on the reason for the frequent malfunction of the relevant escalators and lifts to safeguard the travel convenience of the public.

Item 4**Concern over the Progress of Various Works in Hung Hom Area and Call for Expediting the Progress**

(TTC Paper No. 55/2025)

15. A **Member** introduced the Paper and thanked the departments and corporations for sending officers to conduct another site inspection with Members earlier at the bus stops on Ping Chi Street. This would help explore ways to expedite the completion of the reconstruction of bus shelters and to improve the traffic safety problems at the location. In addition, **Members** enquired about the expected completion date for the reconstruction of the bus shelters on Ping Chi Street.

16. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon Motor Bus Company (1933) Limited (KMB), Citybus Limited (Citybus), Transport Department (TD) and the HyD, i.e. Documents No. 8, 12, 14 and 15 tabled.

17. **The representative of the KMB** replied that the excavation permit for the reconstruction of the bus shelters on Ping Chi Street was issued in late September and the works had commenced. If there were no impacts from inclement weather or other factors, the relevant works were expected to be completed by October. The KMB would report to the TTC about the works progress in a timely manner.

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

- (i) there were currently nine routes from Citybus that operated via the bus stops on Ping Chi Street, Chatham Road North. Citybus welcomed the TD's proposal to lay additional skid-resistant road sections at the downhill section of the East Kowloon Corridor; and
- (ii) Citybus noted Members' views and was willing to study the measures to improve road design and enhance traffic safety with related departments and stakeholders.

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

- (i) the KMB was arranging for the reconstruction of the bus shelters on Ping Chi Street. The Department would closely follow up on the works progress with the KMB; and

- (ii) the Department had required the Motor Trans Co of Guangdong & HK Ltd. to promptly inspect the chain link fence surrounding the Cross Border Coach Terminus on Wa Shun Street, arrange for appropriate repair works for the damaged chain link fence and strengthen the cleansing at the bus stop to maintain environmental hygiene.

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

- (i) regarding the works for the additional provision of lifts on Chatham Road North, the contractor found unforeseen obstacles at the foundation for the lift installation during the earlier foundation excavation, including disused piles and concrete structures that would hinder the works progress. Therefore, the contractor had to remove the obstacles first and make corresponding amendments to the designs of the temporary supports and permanent structure to ensure there was enough space for the construction of the lift tower. In addition, to catch up on the works progress that was delayed due to the obstacle removal, the contractor had actively optimised the construction procedures and the design of the lift tower. At present, the foundation works was completed and the contractor was carrying out the structural works for the lift tower at full speed. The lift was expected to be completed and opened for public use by the end of this year;
- (ii) regarding the works of laying additional skid-resistant road sections in the vicinity of the bus stop at the downhill section of the East Kowloon Corridor, the Department had received the TD's proposal on the matter and would carry out road repair works and laying of anti-skid dressing on the fast lane of the relevant roads to improve the anti-skid properties of the road. The works were expected to be completed by the first quarter of 2026. The Department would closely monitor the condition of the road surface at the said location and, when necessary, arrange for emergency repair works for the road surface to safeguard the safety of road users; and
- (iii) regarding the works progress of the additional provision of lifts on Hung Luen Road, the works contractor was currently installing glass and louvers for the lift tower, constructing the connecting bridge, and

carrying out related drainage and road works. Preparations for the commencement of lift installation and the electrical and mechanical works were underway. The target was to open the lift for public use in the fourth quarter this year. Resident site supervisory personnel from the Department would continue to closely monitor the works progress so that the lift would be open for public use as soon as possible.

21. **The Chairman** concluded and stated that he appreciated the positive responses from departments and corporations. He also anticipated the related works could be completed as soon as possible.

Item 5

Proposal to Introduce Feeder Bus Routes for the Kowloon Central Cluster

(TTC Paper No. 56/2025)

22. **A Member** introduced the Paper.

23. **The Chairman** invited Members to refer to the written replies furnished by the KMB, Citybus and the TD, i.e. Documents No. 9, 11 and 13 tabled.

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

- (i) the service of the current Route No. X6C covered the Queen Elizabeth Hospital, Kwong Wah Hospital and Hong Kong Children's Hospital (HKCH), and would cover the New Acute Hospital (NAH) in the future. The KMB would pay close attention to passenger demands for bus routes travelling to and from the hospitals within the area; and
- (ii) the KMB noted Members' suggestion to introduce a bus route connecting hospitals under the Kowloon Central Cluster (KCC) and was willing to study a feasible solution with the TD to enhance the bus service travelling to and from the hospitals and clinics in the area.

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

- (i) the Citybus had been maintaining close communication with the TD regarding the bus service in the vicinity of the Kai Tak Development

Area;

- (ii) the Citybus would introduce Route No. 20X to connect the HKCH and the NAH, and planned to adjust Routes No. 20A and 22 that currently operated via the HKCH to operate via the NAH in the future; and
- (iii) the Citybus noted Members' views on introducing a bus route connecting the hospitals under the KCC and would conduct a detailed assessment on the relevant solution when formulating the bus route plan in the future.

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

- (i) public transport services were currently provided to connect major public hospitals and clinics in Kowloon City District and Yau Tsim Mong District to neighbouring areas. For the public transport services in the Kai Tak Hospital Area (KTHA), currently a total of five franchised bus routes and six green minibus routes provided services that travelled to and from various districts. Among these routes, Citybus Route No. 22M (Kai Tak Cruise Terminal-To Kwa Wan (Circular)) mainly served Kowloon City District and operated via the vicinities of Ma Tau Chung Road, Ma Tau Wai Road and To Kwa Wan Road;
- (ii) passengers from the vicinity of To Kwa Wan could travel to and from the vicinities of the Central Kowloon Health Centre, Hong Kong Eye Hospital and Kowloon Hospital by interchanging between different bus routes or by taking a GMB service route; and
- (iii) the Department noted Members' suggestions regarding the bus route planning and would continue to pay close attention to the service levels of the aforementioned routes and the changes in the passenger demands of the related areas. The service arrangements of the relevant routes would be assessed with the public transport operators in a timely manner.

27. **Members** enquired whether the TD and the bus companies would provide interchange discounts to passengers who interchanged between different bus routes to travel to and from the vicinity of the KTHA.

28. **The representative of the Citybus** stated that the relevant suggestion would be referred to the related departments for consideration.

29. **The representative of the KMB** stated that they would study the feasibility of providing interchange discounts to passengers who travelled to and from the vicinity of the KTHA.

30. **The representative of the TD** stated that they would study the broadening of the scope of interchange discounts to cover more MTR stations and main bus stops in the area with the bus companies.

31. **The Chairman** concluded and stated that he would like the TD and bus companies to implement the introduction of the KCC hospital routes and the provision of interchange discounts as soon as possible. This would enable bus services and resources to be effectively used and facilitate the travel convenience of the public.

Item 6

Request for Enhancing the Frequency of Bus Routes No. 7B and No. 8 during the Morning Peak Hours

(TTC Paper No. 57/2025)

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

33. **The Chairman** invited Members to refer to the written replies furnished by the TD and the KMB, i.e. Documents No. 7 and 10 tabled.

34. **The representative of the KMB** stated that the occupancy rates of Route No. 7B (Lok Fu bound) and No. 8 (Kowloon Station bound) were approximately 50 per cent to 70 per cent during morning peak hours according to the latest record of a patronage survey. The KMB would continue to closely monitor the operating condition of the relevant routes and would discuss the need to enhance the service with the TD in a timely manner. The KMB would also continue to pay attention to the situation of the waiting passengers at the bus stops in the district and would promptly mobilise viable resources when needed to ensure the service could satisfy passenger demands.

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

- (i) the Department had been paying close attention to the service quality of KMB Routes No. 7B and 8 and required KMB to provide service according to the required frequency in the Schedule of Service and to flexibly deploy the vehicles when needed to meet passenger demands;
- (ii) in mid-September this year, the Department sent officers to conduct a site survey at the bus stops of the aforementioned routes outside King Man Court on Sheung Foo Street on a weekday from 6:00 a.m. to 8:00 a.m.. The survey showed that the frequencies of Routes No. 7B and 8 generally followed the Schedule of Service. The average occupancy rates of the related bus routes when departing the bus stops were approximately 50 per cent for Route No. 7B and 20 per cent for Route No. 8. No passengers were left behind, which indicated that the service levels of the two bus routes generally fulfilled passenger demands; and
- (iii) the Department, along with the bus company, would continue to monitor the operation and changes in patronage of these two bus routes and make timely review on the relevant services.

36. **The Chairman** concluded and stated that he would like the TD and bus company to monitor the frequency and patronage of the relevant routes during the peak hours for school more closely. Even though there was room for more passengers, maintaining the frequency at 30-minute intervals during school hours did not fulfil students demand. The Chairman urged the bus company to actively consider an appropriate frequency increase or a flexible deployment when needed. He also encouraged the TD and the bus company to maintain communication with Members to understand the situation of the waiting passengers to facilitate students in travelling to school.

Item 7

Concern over the Problem of Insufficient Metered Parking Spaces at Sa Po Road and Carpenter Road

(TTC Paper No. 58/2025)

37. **A Member** introduced the Paper.

38. **The Chairman** invited Members to refer to the written replies furnished by the TD and the Urban Renewal Authority (URA), i.e. Documents No. 2 and 5 tabled.

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

- (i) in response to the temporary traffic arrangements implemented at the URA's development project on Kai Tak Road/Sa Po Road, the 16 on-street metered parking spaces that were originally located off Regal Oriental Hotel on Sa Po Road needed to be temporarily relocated to South Wall Road; and
- (ii) since the removal works were mostly completed so far, the four metered parking spaces originally located on Sa Po Road near Carlson Court would be restored after the Department's deliberation with the URA.

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

- (i) would like the Department to provide the reasons for the restoration of only four metered parking spaces on Sa Po Road and the date of completion of the works;
- (ii) enquired whether the temporary metered parking spaces currently on South Wall Road would be reduced correspondingly after the restoration of the four metered parking spaces; and
- (iii) suggested the Department to study the additional provision of more metered parking spaces in the vicinities of Sa Po Road near Carlson Court and Carpenter Road to alleviate the problem of insufficient parking spaces in the area.

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

- (i) the Department expected that the works to restore the four metered parking spaces would be completed in early November this year. The remaining 12 metered parking spaces could not be restored at the moment since it would involve the site entrance/exit;

- (ii) one of the road sections on Carpenter Road near Sa Po Road carried two-way traffic. The traffic flow would be affected if metered parking spaces were to be provided at this location. Therefore, the Department would not consider the additional provision of metered parking space at this location at the moment;
- (iii) the Department would discuss with the URA about the feasibility of restoring more metered parking space at a location near Regal Oriental Hotel on Sa Po Road; and
- (iv) the Department would study the feasibility of making the four temporary metered parking spaces on South Wall Road a permanent provision and would conduct a public consultation to gather the views of nearby businesses and residents. If the consultation results were positive, the Department would implement the relevant arrangements.

42. **The Chairman** concluded and stated that since the actual date of commencement for the URA's development project at Kai Tak Road / Sa Po Road was uncertain, Members was invited to continue to follow up on the matter with the TD and the URA. The feasibility of using the empty construction site for temporary parking spaces should be studied to make good use of the land resources, thereby alleviating the problem of insufficient parking spaces in the area and further improving its business environment.

Item 8

Matters regarding Illegal Parking near Tai Wan Road in Hung Hom

(TTC Paper No. 59/2025)

43. **A Member** introduced the Paper.

44. **The Chairman** invited Members to refer to the written replies furnished by the Hong Kong Police Force (HKPF) and the Lands Department, i.e. Documents No. 4 and 19 tabled.

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

- (i) the officers of the Kowloon City Police District combatted illegal parking from time to time on Tai Wan Road from March to August this year, during which over 400 fixed penalty notices were issued to take

out prosecution against offending vehicles; and

- (ii) the Police would continue to monitor the traffic situation in the area and take appropriate enforcement actions against offending vehicles to ensure road safety and smooth traffic.

Item 9

Request for the Provision of Additional Flood Barriers at the Exit of the Pedestrian Subway at Nam Kok Road

(TTC Paper No. 60/2025)

- 46. **A Member** introduced the Paper.
- 47. **The Chairman** invited Members to refer to the written reply furnished by the HyD, i.e. Document No. 16 tabled.
- 48. **The representative of the HyD** replied with the main points as follows:
 - (i) the contractor currently was installing an additional lift at the exit on each end of the pedestrian subway across Prince Edward Road West near Nam Kok Road. During the construction period, the contractor would put a canvas next to the stairs near the Lung Kong Road exit as a temporary measure. This would prevent ponding water on Prince Edward Road West from being splashed into the subway by passing vehicles, thereby reducing the impact on pedestrians;
 - (ii) upon receiving the Paper, the contractor immediately arrived at the site to replace and set up a double-layer canvas and adopted more durable materials. The Department also cleared the drainage outlets on nearby roads and the blockages of the related drains to prevent ponding of rain water. The purpose of the small holes on the canvas was to allow some airflow, which would prevent the canvas from being blown away or damaged in strong winds; and
 - (iii) after the completion of the works, the Department would install a permanent barrier for the pedestrian subway next to the stairs at the Lung Kong Road exit to prevent ponding water on road from splashing into the subway.

49. **Members** pointed out that the additional provision of barriers should be simple works. Enquiries were made on the reasons for installing it only after the completion of the lift works.

50. **The representative of the HyD** stated that the current works took place near the road and the space for the works was limited. Therefore, it was not possible to arrange two contractors at a time to work at the same spot.

51. **The Chairman** concluded and stated that the Department should regularly deploy staff to inspect the drainage condition of the roads near the pedestrian subway and ensure the height and design of the canvas could effectively prevent ponding water on road from splashing into the subway, thereby reducing the impacts to pedestrians and ensuring environmental hygiene.

[Post-meeting note: The HyD stated that since the working platform for the lift works temporarily occupied the work space for installing permanent barriers, arrangements for the installation of the permanent barriers could only be made after the completion of lift works.]

Item 10

Proposal to Promote More Trial Sites for the Pilot Scheme on Pedestrian Traffic Light Countdown Devices in Kowloon City District

(TTC Paper No. 61/2025)

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

53. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 6 tabled.

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

- (i) the Department noted Members' suggestion regarding the additional provision of pedestrian traffic light countdown device at the pedestrian crossings mentioned in the Paper;
- (ii) in late 2023, the Department installed a new type of pedestrian countdown device at a pedestrian crossing in Tung Chung for testing purposes. The new type of pedestrian countdown device began its countdown when the "green man" signal appeared, helping

pedestrians better assess the remaining green time. To further collect data on the effectiveness of the new type of pedestrian countdown device under varying road conditions, the Department would gradually install the countdown device at 16 selected crossings in the fourth quarter of this year for a broader trial. The initial results of the relevant trial were expected to be ready in mid-2026; and

- (iii) after examination, the Department considered that the amount of time for pedestrians to cross the road was suitable at the pedestrian crossings mentioned in the Paper. It allowed pedestrians to cross the road safely and balanced the needs of different road users. Although these crossings were not included in the trial, the Department would continue to pay close attention to the traffic situation of the relevant roads and make timely adaptations to the traffic signals.

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

- (i) would like the Department to report the initial results of the trial to the TTC in a timely manner and provide objective data for Members to review the effectiveness of the measure; and
- (ii) to understand the problem of inadequate crossing time, it was suggested that the Department should send officers to conduct a site inspection at the pedestrian crossings mentioned in the Paper with Members. The Department was urged to actively consider extending the time for green lights at these pedestrian crossings.

56. **The representative of the TD** stated that the Department would actively follow up on Members' views.

57. **The Chairman** made a conclusion and would like the TD to report the follow-ups to the TTC in a timely manner.

Item 11

Feedback on Traffic Conditions at Prince Edward Road West

(TTC Paper No. 62/2025)

58. **A Member** introduced the Paper.

59. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 3 tabled.

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

- (i) the Department had been paying attention to the traffic situation at the signalised junctions on Prince Edward Road West heading to Mong Kok and adapted the traffic signals based on actual situations and needs; and
- (ii) the Department noted Members' suggestion to install an intelligent transport system at the signalised junctions on this road section to adapt the traffic signals and would actively consider applying the related technology at suitable signalised junctions.

61. **Members** pointed out that some residents provided feedback on the relatively serious congestion at Prince Edward Road West near MOKO, especially on Friday evenings and during weekends. Many vehicles waited to enter the car park of the mall, which exacerbated the traffic congestion on the road section. Since the road section was located at the junction of Kowloon City District and Yau Tsim Mong District, Members would like the related departments to strengthen cooperation and send officers to assist in traffic diversion there during peak hours to alleviate the congestion at the road section.

62. **The representative of the TD** stated that they would maintain close communication with the management office of the mall and study feasible traffic control measures to improve the traffic situation of the road section.

63. **The representative of the HKPF** stated that the Police would continue to monitor the traffic situation at the relevant road section during peak hours and would study feasible temporary traffic control measures with the TD to reduce the impact to the commute of nearby residents.

Item 12

Any Other Business

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

Item 13

Date of Next Meeting

65. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 2 December 2025 and the closing date for submission of Papers would be 17 November 2025.

[Post-meeting note: The next meeting would be postponed to 9 December 2025 at 10:00 a.m.]

66. **The Chairman** adjourned the meeting at 3:31 p.m.

The minutes of this meeting were confirmed on 9 December 2025.

The Chairman

The Secretary

KCDC Secretariat
December 2025