

**Minutes of the 12th Meeting of  
the Traffic and Transport Committee of  
the Kowloon City District Council**

Date: 9 December 2025 (Tuesday)  
Time: 10:00 a.m.  
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHO Wui-hung, MH  
Vice-chairman: Mr HE Huahan, MH  
Members: Mr TING Kin-wa, MH  
Mr NG Fan-kam, MH  
Mr NG Po-keung, MH  
Mr LAM Pok  
Mr LAM Tak-shing, MH  
Ms LEUNG Yuen-ting  
Mr CHAN Chi-wah  
Mr CHEUNG King-fan  
Ms WONG Man-lei, Vivian  
Mr WONG Man-kong  
Mr WONG Chi  
Ms FUNG Mo-kwan  
Ms LAU Yuen-yin  
Mr PUN Kwok-wah, JP  
Mr LAI Yin-chung  
Mr KWAN Ho-yeung, MH

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

Secretary: Miss LAU Ka-yiu, Executive Officer (District Council)1, Kowloon City District Office  
Yoyo

In Attendance:

Mr 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-yeet, 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:

Items 2 to 3	Ms Penny CHUNG	Corporate Affairs Manager – Stakeholder Engagement, 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

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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 twelfth 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 11th Meeting**

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

### **Item 2**

#### **Optimisation of the Ancillary Facilities at Bus Stops in Kai Tak Area**

(TTC Paper No. 63/2025)

5. **A Member** introduced the Paper.

6. **The Chairman** invited Members to refer to the written replies furnished by the Citybus Limited (Citybus), the Kowloon Motor Bus Company (1933) Limited (KMB) and the Transport Department (TD), i.e. Documents No. 1, 3 and 7 tabled.

7. **The representative of the Citybus** stated that the Citybus was committed to improving the waiting area of customers. In view of the growing population in Kai Tak area, the Citybus had recorded Members' views on the provision of additional facilities such as shelters and real-time bus arrival information display panels. These views would be used for considering and assessing the sequence of constructing shelters in the future.

8. **The representative of the KMB** replied with the main points as follows:
- (i) the KMB was committed to providing passengers with a comfortable waiting area. Optimisation of bus stop facilities would be studied when resources permitted to facilitate passengers who were waiting for buses;
  - (ii) among the five bus stops mentioned in the Paper, routes of the KMB only covered two bus stops on Muk Tai Street and Kai Tak Bridge Road. The KMB made an application in July this year for the construction of additional shelters and bus arrival display panels at the bus stop on Muk Tai Street. The KMB was waiting for the approval from related departments. In addition, the KMB had noted Members' proposal on the construction of additional bus stop facilities at the bus stop on Kai Tak Bridge Road. The KMB would review the feasibility of the relevant proposal; and
  - (iii) the KMB would continue to assess the feasibility of optimising bus stop facilities in Kai Tak area based on the conditions and environment of different bus stops, including factors such as electricity supply, height restrictions and space for the pavement. Applications would be made to the Department in a timely manner.
9. **The representative of the TD** replied with the main points as follows:
- (i) the Department had always encouraged franchised bus companies to upgrade bus stop facilities so as to facilitate passengers' use and improve the waiting area;
  - (ii) the Department had noted the proposal for optimising bus stop facilities from Muk On Street to the vicinity of the runway area in Kai Tak. Related views had relayed to bus companies for consideration. Bus companies would continue to review the operation and surrounding environment of various bus stops in the Kai Tak Development Area and assess the feasibility and resource allocation situation. Bus companies would then consider whether an application for optimising bus stop facilities would be made to the Department; and

- (iii) the Department had received an application submitted by the KMB earlier on the provision of an additional shelter at the bus stop on Shing Kai Road near Muk Tai Street. The Department had consulted the views from related departments regarding the relevant application and was currently conducting district consultations.

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

- (i) various Members had repeatedly put forward proposals for optimising bus stop facilities in the area in previous meetings of the TTC. However, these proposals had not been implemented over the years. To enhance the public's experience of waiting for buses, Members requested bus companies and the TD to streamline the approval procedures and urge contractors to complete the works as soon as possible; and
- (ii) requested the TD and bus companies to report the progress and results of the study on optimising bus stop facilities mentioned in the Paper to the committee at the meeting of the TTC to be held in March next year.

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

- (i) the Department would follow up immediately upon receipt of applications from bus companies. However, adjustments might be required for some applications due to underground pipe facilities. Therefore, the processing time would be longer; and
- (ii) as for other bus stops mentioned in the Paper, the Department would continue to study the feasibility of optimising bus stop facilities with bus companies.

12. **The Chairman** made a conclusion and would like the TD and bus companies to maintain close communication with Members on the works progress of optimising bus stop facilities. This would help Members in explaining to residents. To facilitate passengers who were waiting for buses, he would also like the related departments and organisations to commence the relevant works as soon as possible upon completion of the feasibility study on optimising bus stop facilities.

**Item 3****Concerns over the Relocation of the Bus Stop at Gillies Avenue South to the Temporary Bus Stop off Po Yuen Mansion**

(TTC Paper No. 64/2025)

13. **A Member** introduced the Paper.
14. **The Chairman** invited Members to refer to the written replies furnished by the Citybus, the KMB and the TD, i.e. Documents No. 2, 4 and 8 tabled.
15. **The representative of the Citybus** replied with the main points as follows:
- (i) to facilitate road works, the bus stops of Citybus Routes No. 796X and NA20 located at Gillies Avenue South were required to be temporarily relocated from 23 November this year to 25 January next year. In addition to issuing notices on the relocation arrangements to bus captains, the Citybus had also informed passengers through channels such as posting notices at bus stops, on the official website and through mobile applications; and
  - (ii) upon receipt of Members' views, the Citybus had reminded bus captains of the relocation arrangements of bus stops again to avoid the situation of "skipping stops" by buses.
16. **The representative of the KMB** replied with main points as follows:
- (i) prior to the relocation of bus stops, the KMB had informed passengers of the arrangements for temporary bus stop through means such as the company's website, mobile applications and posting notices at bus stops. Notices on the changes in bus stop locations had also been issued to bus captains; and
  - (ii) the KMB would remind bus captains of the relocation arrangements of bus stops to avoid the situation of "skipping stops" by buses, thereby minimising the inconvenience caused to passengers.

17. **The representative of the TD** replied with the main points as follows:
- (i) the Department had requested bus companies to remind the relevant bus captains that they must be aware of the arrangements for temporary bus stop and pull over at appropriate locations to facilitate the boarding and alighting of passengers. This would avoid causing inconvenience to passengers;
  - (ii) the Department had deployed staff to inspect the temporary bus stops, during which the operation of buses pulling over at bus stops and waiting situation of passengers were observed to be normal and orderly in general. Clear notices had also been posted at the related bus stops to inform passengers of the arrangement for temporary relocation; and
  - (iii) the Department would continue to monitor the operation of the relevant bus stops and follow up with bus companies when necessary.
18. **Members** raised the following views and enquiries:
- (i) to inform the public of the relevant changes in advance, the TD and bus companies should post notices or hang banners at conspicuous locations at the affected bus stops and their vicinity one month prior to the relocation of these bus stops; and
  - (ii) enquired whether bus companies had conducted investigations or taken other follow-up actions against bus captains involved in “skipping stops”.
19. **The representative of the TD** stated that the proposal on posting notices in advance to inform passengers of the changes in bus stops would be conveyed to the related works contractors and bus companies.
20. **The representative of the KMB** stated that the KMB would investigate every case involving “skipping stops” by buses. It was found that the situation of “skipping stops” was due to the fact that some bus captains forgot about the arrangements for temporary bus stop. The KMB would remind and give advice to the relevant bus captains, closely monitor their performances, while strengthen communication with bus captains at the same time regarding the arrangements for

temporary bus stop.

#### **Item 4**

##### **Traffic Issues on Maidstone Road**

(TTC Paper No. 65/2025)

21. **A Member** introduced the Paper.
22. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 5 tabled.
23. **The representative of the TD** replied with the main points as follows:
  - (i) the Department had deployed staff to inspect the location mentioned in the Paper. It was learnt that the said junction and nearby roads would be significantly transformed due to an urban renewal project. However, the Department would still study feasible temporary improvement measures prior to the commencement of the renewal project to ensure traffic safety; and
  - (ii) the Department would follow up on the measures proposed in the Paper with the related departments, as well as study their feasibility and suitability.
24. **Members** raised the following views and enquiries:
  - (i) the urban renewal project at the said location was expected to take a considerable amount of time to complete, while the short-term measures mentioned in the Paper were simple and easy to implement. Therefore, the Department was requested to consider adopting the relevant proposals to improve road safety at the said location;
  - (ii) requested the Department to submit a timetable for the study of improvement measures; and
  - (iii) to improve the traffic conditions on Maidstone Road, the Department was suggested to put forward better proposals in addition to the two measures mentioned in the Paper and implement them as soon as possible.

25. **The representative of the TD** stated that the Department would continue to study measures to improve the traffic on Maidstone Road. Public consultations on the proposals would also be commenced when necessary. In addition, the Department would report the results of the study in a timely manner.

26. **The Chairman** made a conclusion and would like Members to continuously follow up with the TD and discuss the matter again at the meeting when necessary.

### **Item 5**

#### **Proposal to Widen the Pedestrian Crossings at Ma Tau Kok Road and Pak Tai Street**

(TTC Paper No. 66/2025)

27. **A Member** introduced the Paper.

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

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

- (i) the pedestrian flow of the said pedestrian crossing would be increased upon the opening of Exit C of Sung Wong Toi Station in the future. To cope with the increased usage in the future, the Department was urged to study improvement measures as soon as possible; and
- (ii) enquired about the Department's criteria in deciding the widening of footpaths.

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

- (i) the Department had deployed staff to inspect the pedestrian crossing mentioned in the Paper and had gained a preliminary understanding of the traffic conditions there;
- (ii) the Department had arranged for further inspection to ensure that a practical improvement proposal would be formulated, subject to the limitation on road space, constraints on underground utilities and availability of resources;

- (iii) to ensure the suitability and feasibility of the proposal, the Department would continue to review the measures proposed in the Paper upon inspection; and
- (iv) the Department had a set of standards and guidelines to determine the suitability of the width of footpaths.

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

- (i) there was an “MTR Fare Saver” in Jubilant Plaza. Nearby residents would generally use the said pedestrian crossing to reach the plaza to obtain discounts before taking the MTR. The pedestrian flow at the said pedestrian crossing was thus increased; and
- (ii) the existing footpath located at the junction outside Jubilant Plaza and Metropolitan Rise was relatively wider. However, the two junctions diagonally opposite to it were always crowded with pedestrians who were waiting to cross the road due to the narrow space of footpaths. Therefore, the Department was suggested to widen the footpaths of the aforementioned two junctions.

32. **The representative of the TD** stated that the Department would conduct a more in-depth inspection on the pedestrian and vehicular flows of the said pedestrian crossing with a view to implementing a practical improvement proposal, subject to the limited road space and other constraints.

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

- (i) requested the Department to provide the TTC with a timetable for the inspection and report on the feasibility of widening footpaths in a timely manner;
- (ii) to minimise the pedestrian flow that were waiting to cross the road at the related location, the Department was suggested to consider implementing trial arrangements for diagonal crossings at the said cross road; and
- (iii) situations of water main bursts frequently occurred at the said pedestrian crossing. The Department was suggested to consider

carrying out the water main replacement works simultaneously with the Water Supplies Department (WSD) when deciding the implementation of the footpath widening works.

34. **The representative of the TD** replied with the main points as follows:
- (i) to identify the most suitable improvement proposal, the Department required more time for inspection due to the relatively complex road conditions at the said pedestrian crossing. The Department would report the progress and results of the inspection to Members in a timely manner; and
  - (ii) to assess the possibility of carrying out the road widening works simultaneously with the water main replacement works, the Department would consider coordinating with the WSD when reviewing the improvement proposal.
35. **The Chairman** expressed gratitude to the Department for its reply and invited Members to continuously follow up with the Department.

#### **Item 6**

#### **Proposal to Install Additional Metal Barriers to the Kerb Planters at Shing Kai Road (the Section off the Car Park of Tak Long Estate)**

(TTC Paper No. 67/2025)

36. **A Member** introduced the Paper.
37. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 9 tabled.
38. **The representative of the TD** stated that the newly added signalised pedestrian crossing was opened for public use on 31 October this year. The original cautionary crossing was suspended on the same day. Water-filled barriers had been placed at the original location of the cautionary crossing to prevent further use by pedestrians. Subsequently, arrangements would be made for carrying out the planter conversion and related vegetation planting works. The Department would continue to monitor the traffic conditions when the public used the new crossing facility.

39. **Members** enquired about the completion time for the planter conversion and vegetation planting works, as well as the feasibility of carrying out these two works simultaneously.

40. **The representative of the TD** stated that the planter conversion and vegetation planting works were expected to be completed by the end of this year. Upon completion of the works, the Department would continue to monitor the situation of the public when they crossed the road and reassess whether the provision of additional barriers was necessary.

41. **The Chairman** concluded and stated that he would like the related Members to continuously monitor the safety of the said pedestrian crossing upon completion of the works, as well as maintain close communication with the TD to assess whether the implementation of further measures was necessary to enhance pedestrian safety.

#### **Item 7**

#### **Concerns over the Matter of Insufficient Lighting on the Even-Numbered Side of 36-78 Wuhu Street during the Small Hours**

(TTC Paper No. 68/2025)

42. **A Member** introduced the Paper.

43. **The Chairman** invited Members to refer to the written reply furnished by the Highways Department (HyD), i.e. Document No. 10 tabled.

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

- (i) upon receipt of the Paper, the Department had deployed staff to conduct an on-site inspection and measure the illuminance level. It was found that the illuminance level of the relevant location was in compliance with the related standards and requirements. This notwithstanding, to further improve the lighting system of the said street, the Department was now planning to replace the original road lights at the aforementioned location with higher-power lamps. The replacement works were expected to be completed in early 2026;
- (ii) since a lot of space at the westbound footpath of the said road section had been occupied by concrete canopies of roadside buildings and there were numerous underground facilities beneath the surface, the

Department was therefore currently unable to provide additional road lights; and

- (iii) the Department would continue to monitor the operation situation of the lighting system of the said road section. Maintenance and repairs would be followed up in a timely manner.

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

- (i) to prevent the lights from being excessively bright and affecting the daily lives of nearby residents, the Department should closely monitor the lighting situation upon replacement of higher-power lamps;
- (ii) there were fewer households at some parts of the said road section. Both sides of these parts were walls. The Department was suggested to consider adjusting the luminaire of road lights at the said location to enhance the illuminance level of the road; and
- (iii) suggested the Department to continuously study suitable locations for the provision of additional road lights at the said road section.

### **Item 8**

#### **Any Other Business**

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

### **Item 9**

#### **Date of Next Meeting**

47. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 27 January 2026 and the closing date for submission of Papers would be 12 January 2026.

[Post-meeting note: The next meeting would be advanced to 22 January 2026 and held after the meeting of the Community Involvement, Culture and Recreation Committee (estimated at 3:30 p.m.).]

48. **The Chairman** adjourned the meeting at 10:44 a.m.

The minutes of this meeting were confirmed on 22 January 2026.

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The Chairman

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The Secretary

KCDC Secretariat  
January 2026