

**Minutes of the 10th Meeting of  
the Traffic and Transport Committee of  
the Kowloon City District Council**

Date: 31 July 2025 (Thursday)  
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 LAU Ka-yiu, Executive Officer (District  
Yoyo Council)1, 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:

Items 2 to 3	Mr Alan CHAN	Assistant General Manager – Safety and Security, Kai Tak Sports Park Limited
	Mr TAM Yu-hei, William	Chief Inspector of Police, Special Duties (Kai Tak Sports Park), Ngau Tau Kok Division, Hong Kong Police Force
Item 4	Mr Thomas CHAN	Assistant Corporate Affairs Officer, Citybus Limited
	Ms Peggy WONG	Assistant Manager (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Item 5	Ms Peggy WONG	Assistant Manager (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Item 6 to 7	Mr WONG Lui	Manager – External Affairs, MTR Corporation Limited
	Ms WONG Suet-yin, Ishtar	Assistant Manager – External Affairs, MTR Corporation Limited



**Item 2****Matter Arising: Concern over the Traffic Problems during the Staging of Major Events at the Kai Tak Sports Park (KTSP) and the Putting Forward of Proposed Solutions**

(TTC Paper No. 31/2025)

**Item 3****Matters regarding the Optimisation of Parking Arrangements for Private Vehicles during Major Events at the KTSP**

(TTC Paper No. 43/2025)

5. **The Chairman** stated that since Items 2 and 3 were both relevant to transport arrangements of the KTSP, he announced that the two items would be discussed together after consulting with Members.

6. **Members** introduced Paper No. 31/2025 and Paper No. 43/2025. They expressed concerns over the special traffic arrangements taken by the Department during a football event held recently, i.e. the new measure of establishing a temporary pick-up and drop-off area at the roundabout on Muk Tai Street. Members said that such arrangements had affected vehicular access by nearby residents. Enquiries were therefore made about the effectiveness of the new arrangement, as well as whether it would be implemented on a long-term basis.

7. **The Chairman** invited Members to refer to the written replies furnished by the Hong Kong Police Force (HKPF) and the Kai Tak Sports Park Limited (KTSPL), i.e. Documents No. 9 and 14 tabled.

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

- (i) thanked Members and resident representatives, who visited the scene on 29 June during the concert to observe the traffic control arrangements taken by the Police during major events at the KTSP and gave recognition to their work;
- (ii) during the open training session of a world-famous football team on 24 July, the Police attempted to establish a temporary drop-off area at another roundabout on Muk Tai Street to enhance the vehicular flow on this street. The trial outcome was unsatisfactory. According to residents' feedback, this measure would be tantamount to

encouraging more drivers to drop-off passengers in the area. Therefore, the Police cancelled the related arrangement in subsequent football events;

- (iii) pick-ups and drop-offs were legitimate near Exit A of Sung Wong Toi Station on Muk Wo Street, which opened in early July. Since the public was not yet familiar with this pick-up and drop-off area, the Police deployed additional manpower at the entrance of Muk Tai Street following the football match on 26 July to guide the departing audience to that location to leave on private vehicles or online-hailed taxis, thereby bringing about diversion effect and reducing pedestrian flow on Muk Tai Street; and
- (iv) to further assess the effectiveness, the Police would conduct another trial on the aforementioned diversion arrangement after the football match in the evening of 31 July. If this arrangement could successfully reduce vehicular flow on Muk Tai Street, the Police estimated that the “turn left only” temporary traffic arrangement on Muk Tai Street would no longer be necessary during the staging of major events in the future, thereby minimising the travel inconvenience to residents of the area.

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

- (i) suggested the Police to communicate with District Council members and resident representatives of Kai Tak area as early as possible before the trial of new traffic arrangements to gather their views and avoid misunderstandings;
- (ii) many private vehicles were parked at the vicinity of Olympic Avenue during the staging of major events at the KTSP. Enquiries were made on whether the Department would take measures to ensure smooth traffic at Olympic Avenue;
- (iii) many private vehicles of non-residents drove into housing estates in Kai Tak area (such as Kai Yan Court) for pick-ups and drop-offs, causing inconvenience to the residents. Enquiries were made on whether the Police would consider implementing special access arrangement or issuing resident vehicle permits to allow residents to

enter the estates without waiting in the traffic queues; and

- (iv) enquiries were made on whether more parking spaces and pick-up and drop-off areas would be available within the KTSP during major events, and whether parts of the special bus pick-up area on Sung Wong Toi Road could be opened for pick-ups and drop-offs of private vehicles to divert vehicular flow and alleviate traffic congestion in the area.

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

- (i) the Police would adjust the special traffic arrangements from time to time subject to the circumstances and was committed to reducing the impact of major events at the KTSP on the traffic in the area. The Police's trial set-up of a road sign indicating the temporary pick-up and drop-off area at the roundabout on Muk Tai Street was intended to enhance vehicular flow on Muk Tai Street. Due to the unsatisfactory trial results, the Police had cancelled the relevant arrangements;
- (ii) during the staging of major events at the KTSP, vehicular flow in that area would inevitably increase. Therefore, the Police would closely monitor road conditions of the streets near the KTSP (including Olympic Avenue, Shing Kai Road and Sung Wong Toi Road) to ensure smooth passage for buses and emergency vehicles. Based on the Police's observations, the related streets were able to remain in smooth road conditions during major events. The Police expected the opening of the pick-up and drop-off area on Muk Wo Street would effectively reduce the number of vehicles parked on Olympic Avenue, further maintaining smooth traffic on the relevant streets. The Police would continue to monitor the situation and make timely adjustments; and
- (iii) the Police would continue to work closely with all stakeholders and adjust various measures as appropriate to reduce the impacts on nearby residents.

11. **The representative of the KTSPL** replied with the main points as follows:
- (i) the KTSP had been maintaining close communication with the Transport Department (TD) and the HKPF to optimise traffic arrangements during major events. For instance, the Park had opened up additional space off Kai Tak Youth Sports Ground as a temporary drop-off area during the staging of recent events. Based on the observations by the Park, the relevant measure effectively reduced the number of vehicles entering Muk Tai Street;
  - (ii) there were approximately 600 parking spaces in the precinct. Excluding those reserved for special purposes, the Park provided approximately 400 parking spaces daily for public booking during recent football events to alleviate the shortage of parking spaces near the precinct; and
  - (iii) the Park would continue to closely monitor the traffic conditions during major events with the TD and the Police to further optimise the current traffic control measures, thereby facilitating residents and reducing the traffic pressure in the area.
12. **The representative of the TD** replied with the main points as follows:
- (i) the traffic near the KTSP would be heavier during major events. Therefore, the Department had been advising the public to travel to the KTSP by public transport as far as possible. The Department did not support measures that would attract more private vehicles to the precinct during the staging of major events;
  - (ii) subject to the scale of events, the Department would coordinate with the MTR Corporation Limited (MTRCL) to enhance the service of Tuen Ma Line as appropriate to cope with the additional transport demand during the events;
  - (iii) the KTSPL had opened the taxi pick-up and drop-off area at Kai Tak Stadium and optimised the parking space arrangements for private vehicles to further improve the transport at the precinct; and

- (iv) the Department would continue to facilitate the Police's temporary crowd management and traffic control arrangements during major events.

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

- (i) Muk Tai Street served as the only vehicular access for several housing estates in Kai Tak area. The Department's continuous efforts in adopting various measures to mitigate the impacts of the high volume of pedestrian and traffic flows in the vicinity were appreciated;
- (ii) suggested the Department to enhance publicity and increase the number of signs guiding drivers to the pick-up and drop-off area on Muk Wo Street. Meanwhile, it was also suggested that the Department should communicate with ride-hailing platforms and instruct them to recommend the pick-up and drop-off area on Muk Wo Street to their users;
- (iii) the transport demands brought by the KTSP also affected the vicinities of To Kwa Wan and even Kowloon Bay. In addition, once the residential developments at the vicinity of Muk Wo Street were completed, the area might no longer be suitable for pick-ups and drop-offs. Therefore, it was suggested that the Department could explore alternative locations outside the area suitable for pick-up and drop-off purposes;
- (iv) many Mainland tourists were drawn by the major events of the KTSP and came to Hong Kong specifically to participate in these events. Since they were not familiar with Hong Kong's public transports, they often chose to travel by ride-hailing vehicles or taxis, or even directly travelled to the KTSP from the Mainland on cross-boundary private vehicles. Therefore, it was necessary to improve the arrangements for pick-ups, drop-offs and parking for private vehicles and taxis at the vicinity of the precinct, as well as to enhance the publicity on suitable pick-up and drop-off locations for cross-boundary private vehicles; and
- (v) enquired about whether the temporary pick-up and drop-off area off Kai Tak Youth Sports Ground was able to cope with the demand.

14. **The representative of the HKPF** replied and stated that the Police had publicised through various forms in the vicinity of the KTSP the pick-up and drop-off area for private vehicles on Muk Wo Street, including using large LED signs on Muk Tai Street as a reminder to notify eventgoers of the arrangements for the drop-off area on Muk Wo Street at the entrance. In addition, the Police had hung over ten banners to provide directions at the main exits of the Kai Tak Stadium, including the exits to Kai Tak Sports Avenue, the Pier Gallery, and the West Bridge. The Police would continue to review the effectiveness of the relevant forms of publicity.

15. **The representative of the KTSPL** replied that an average of approximately 300 to 400 vehicles used the location off Kai Tak Youth Sports Ground for pick-ups and drop-offs three hours prior to the start of recent major events. The utilisation rate was very high, which helped to reduce the vehicular flow on Muk Tai Street.

16. **The representative of the TD** replied and stated that the Department understood the public and tourists' demand for using point-to-point transport services. Therefore, the Department actively promoted taxi fleets. The public and tourists could also hail taxis online or through mobile applications. Considering the heavier traffic around the vicinity of the precinct during the staging of major events, the Department had been encouraging the public to use public transport as much as possible when travelling to the KTSP to avoid adding to the traffic pressure in the vicinity of the precinct.

17. **The Chairman** made a conclusion and thanked the departments for their commitment to solving the traffic issues brought by the KTSP. He invited the departments to fully consider the views of the committee and work with the community for continued optimisation of the existing measures to reduce adverse impacts while enhancing economic benefits.

18. **The Chairman** announced to adjourn the meeting for ten minutes according to Order 33 of the Standing Orders.

(Adjournment of the meeting)

#### **Item 4**

#### **Matters regarding the Additional Provision of Bus Routes on Olympic Avenue**

(TTC Paper No. 44/2025)

19. **A Member** introduced the Paper.

20. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon Motor Bus Company (1933) Limited (KMB), Citybus Limited (Citybus) and the TD, i.e. Documents No. 4, 6 and 12 tabled.

21. **Members** stated that with the gradual intake of several Home Ownership Scheme courts in Kai Tak area, residents' demand for bus services had been growing. Therefore, in addition to the bus routes mentioned in the Paper, Members would like the TD and bus companies to consider arranging more bus routes (such as KMB Route No. 5A) to re-route via Olympic Avenue to meet the transport needs of residents in the area. Members also recommended enhancing the publicity regarding the changes to the related routes to reduce the impact on existing passengers.

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

- (i) to support the residential developments in the vicinity of Olympic Avenue in Kai Tak and the future population growth in the area, the Department proposed in the previous annual Bus Route Planning Programme to introduce KMB Route No. 25, which would operate between the Kai Tak Public Transport Interchange and Kwun Tong Ferry Pier via Olympic Avenue to facilitate residents in the area travelling to Kwun Tong Business Area;
- (ii) in this year's Bus Route Planning Programme, the Department also proposed to modify the route of Citybus Route No. 20A to operate via Olympic Avenue in both directions, facilitating passengers in the vicinity near Olympic Avenue (such as residents of Kai Yan Court) to travel to and from Yau Tsim Mong District; and
- (iii) subject to the intake situation of the residential developments in the vicinity of Olympic Avenue, the Department would study the implementation of the services of the two aforementioned bus routes with bus companies in a timely manner.

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

- (i) in this year's Bus Route Planning Programme, Citybus Route No. 20A would be re-routed via Olympic Avenue and operated via the New Acute Hospital in Kai Tak in both directions to support the population growth in Kai Yan Court and the vicinity of Olympic

Avenue. Subject to the intake situation of the area, Citybus would study the implementation of the relevant diversion schemes with the TD; and

- (ii) Citybus would continue to monitor the occupancy rate of buses in the area to assess the need for other bus routes to be re-routed via Olympic Avenue.

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

- (i) the KMB had been monitoring the transport demands in the vicinity of Kai Yan Court. At present, the KMB had been studying several viable options that re-routed via Olympic Avenue with the TD. KMB Routes No. 5A, 24 and 108 currently provided services to residents of Kai Tak. The KMB was willing to study the feasibility of adjusting the relevant routes to re-route via Olympic Avenue to achieve more effective and proper use of the existing resources and serve more residents in the area; and
- (ii) the KMB noted Members' re-routing proposals regarding Route No. 111 heading for Central and Route No. 11D heading for Kwun Tong and would study their feasibility with the TD.

25. **Members** pointed out that the bus companies had repeatedly expressed willingness to re-route certain bus routes via Olympic Avenue in previous meetings but these had yet to be implemented. Therefore, enquiries were made about the reasons for not implementing the bus re-routing plans and its expected implementation timeline.

26. **The representative of Citybus** replied and stated that under this year's Bus Route Planning Programme, the re-routing proposal was expected to be implemented in the first quarter of 2026. Nevertheless, considering the transport demands in Kai Yan Court and in the vicinity of Olympic Avenue, Citybus would discuss with the TD about the feasibility of advancing the implementation of the relevant proposal.

27. **The Chairman** made a conclusion and stated that the residents' transport demands would increase with the population growth in Kai Tak area. He would like the Department and bus companies to implement the relevant re-routing plans as soon as possible to meet the transport needs of Kai Tak residents.

**Item 5****Proposal to Introduce the Special Departures of KMB Route No. 241X Heading for Tsing Yi on a Trial Basis**

(TTC Paper No. 45/2025)

28. **A Member** introduced the Paper.
29. **The Chairman** invited Members to refer to the written replies furnished by the KMB and the TD, i.e. Documents No. 5 and 15 tabled.
30. **The representative of the TD** replied with the main points as follows:
- (i) when considering whether existing public transport services had to be adjusted, the Department must examine various factors. The Department encouraged the public to opt for existing public transport services and fully utilise interchange arrangements between public transport services to make good use of the resources, thereby enhancing the operational efficiency of public transport services;
  - (ii) based on the previous on-site surveys conducted by the Department at Hong Fu House in Cheung Hong Estate and Hong Kong Metropolitan University in Ho Man Tin, the occupancy rates of KMB Route No. 241X (Cheung Ching to Kowloon City Ferry Pier) for buses heading for Kowloon City Ferry Pier during peak hours from 7:00 a.m. to 8:00 a.m., and buses heading for Cheung Ching during peak hours from 6:00 p.m. to 7:00 p.m. were approximately 35 per cent and 50 per cent respectively. The survey results showed that the existing service by KMB Route No. 241X met the passenger demand between Cheung Ching and Kowloon City Ferry Pier;
  - (iii) depending on the point of departure, passengers heading to Tsing Yi from To Kwa Wan and its vicinities could currently take KMB Route No. 241X or Route No. 42 (Cheung Hong to Shun Lee), or use railway services. Passengers could also opt for various bus-bus interchange arrangements, for which bus companies offer fare concession to alleviate the burden of fares on passengers; and
  - (iv) the Department thanked Members and noted their suggestions. The Department would closely monitor the operation and passenger

demand for the aforementioned bus routes and would study the feasibility of adjusting the relevant bus services with bus companies when necessary.

31. **The representative of the KMB** replied with main points as follows:
- (i) according to the record of a patronage survey recently conducted by the KMB, the occupancy of KMB Route No. 241X departing from Kowloon City Ferry Pier was approximately 60 per cent during the afternoon peak hours with evenly spaced departures. This showed that the bus route efficiently fulfilled the transport demand of the residents in Kowloon City; and
  - (ii) the KMB noted Members' suggestions regarding the special departures of Route No. 241X heading for Tsing Yi and would further study the suggestions after collecting the views of various sectors of society.
32. There being no further follow-up enquiries from **Members** on the item, the Chairman declared the agenda item closed.

#### **Item 6**

##### **Proposal to Optimise the Facilities at MTR To Kwa Wan Station**

(TTC Paper No. 46/2025)

#### **Item 7**

##### **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)

33. **The Chairman** stated that since Items 6 and 7 were both relevant to the facilities at MTR stations, he announced that the two items would be discussed together after consulting Members.
34. **Members** introduced Paper No. 46/2025 and Paper No. 47/2025. They stated that the MTRCL so far had not fulfilled their promise made five years ago to implement works on the construction of a canopy at Exit A of Kai Tak Station. Therefore, they requested the MTRCL to implement the construction of the canopy as soon as possible.

35. **The Chairman** invited Members to refer to the written replies furnished by the MTRCL, i.e. Document No. 16 tabled.

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

- (i) Exit B3 of Sung Wong Toi Station was only equipped with a one-way escalator. Due to its narrow space, many people were stuck at this exit during inclement weather. This led to congestion as more people continued to arrive on escalator at the back, posing potential danger. It was suggested that the MTRCL should consider the additional provision of canopy outside Exit B3 of Sung Wong Toi Station to allow more space for waiting passengers during inclement weather;
- (ii) currently, only smart customer service centres were set up at Sung Wong Toi Station and Kai Tak Station, making it difficult for elders to seek assistance when they encountered ticketing or technical issues. It was suggested that the MTRCL should consider setting up staffed customer service centres at the aforementioned stations; and
- (iii) since the works for the additional provision of a canopy at Exit A of Kai Tak Station had been under discussion for years without implementation, it was requested that the discussion on this matter be continued in the next meeting.

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

- (i) when considering addition or alteration of existing station facilities, the MTRCL must carefully evaluate multiple factors, including geographical environment, building structure, fire safety, passenger flow of the station, technical feasibility and resource availability. The MTRCL would enhance services and address the transport needs of different passengers under safe and practical conditions;
- (ii) to maintain a comfortable station environment, the MTRCL was well prepared for the summer every year by cleaning and maintaining the ventilation and air conditioning equipment at stations in advance to ensure they function properly. The concourse at To Kwa Wan Station was currently equipped with air conditioning systems and

temperature sensors. To further enhance the air circulation of To Kwa Wan Station, the MTRCL also installed mobile cooling devices at various locations of the station to mitigate the impacts of hot weather on passengers;

- (iii) the MTRCL was progressively replacing entry/exit gates in the entire heavy rail network at present. In response to the community development around To Kwa Wan Station and passenger demand, the MTRCL planned to install two additional entry/exit gates near Exit B of To Kwa Wan Station. The relevant works were expected to commence by the end of this year and be completed in the first half of next year, providing passengers with a smoother entry/exit and a more comfortable station environment by then;
- (iv) regarding the canopy works at Exit A of Kai Tak Station, the MTRCL could only provide a confirmed works schedule after the approval of the design and plans of the entire canopy works and the completion of the tender process. Nevertheless, the MTRCL also valued passenger demand and had previously completed temporary enhancement measures at this exit to reduce the impact on passengers;
- (v) the MTRCL had been proactive in implementing smart initiatives in recent years. Considering the needs of some elder passengers, roving service teams would be deployed to inspect the station to proactively answer and handle passenger enquiries. Passengers could also contact station staff to seek assistance via the help lines at the stations; and
- (vi) the MTRCL noted Members' proposed suggestions and would actively explore ways to enhance the passengers' travelling environment and experience, as well as to further improve ancillary facilities in the neighbourhood as far as practicable.

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

- (i) invited the MTRCL to send representatives from the Projects Division to attend the meeting to exchange views with Members, and to explain the latest progress and challenges regarding the canopy

works at Exit A of Kai Tak Station. Members were willing to serve the role as coordinators to help advance the relevant works if necessary;

- (ii) several redevelopment projects would be completed near Exit B of To Kwa Wan Station in the future. It was suggested that the MTRCL should discuss with the Urban Renewal Authority about the feasibility of reserving space for the installation of additional lifts at this exit;
- (iii) suggested installing additional mobile cooling devices at the lift waiting area on the ground level of To Kwa Wan Station; and
- (iv) suggested the MTRCL to expedite the installation works of two additional entry/exit gates at Exit B of To Kwa Wan Station before the end of the summer holidays. If the works could not be completed ahead of schedule, it was suggested that the MTRCL should install more temporary mobile entry/exit gates to divert the increased passenger flow after the beginning of the school year.

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

- (i) regarding the suggestion to install additional lifts at Exit B of To Kwa Wan Station, it would be difficult to install lifts or escalators at this exit due to constraints such as geographical location, ownership of the developments and technical feasibility. However, the MTRCL would closely monitor the operation of this exit and make timely assessment of the feasibility of installing additional lifts at the exit based on the latest developments;
- (ii) regarding the additional installation of mobile cooling devices, the MTRCL had to consider the space in the concourse and platform of the station, electricity usage and the impact on daily station operations before implementation. The relevant proposal would be referred to the related sections for consideration;
- (iii) the MTRCL had to consider the development of the entire heavy rail network when determining the priorities for the replacement of the entry/exit gates. Nevertheless, the MTRCL had already provided

additional temporary mobile entry/exit gates and deployed additional manpower during peak hours at To Kwa Wan Station to assist with diverting passenger flow. Based on the observations by the MTRCL, the relevant arrangements were generally smooth and orderly; and

- (iv) regarding the canopy works at Exit A of Kai Tak Station, the MTRCL would refer Members' views to the related teams for follow-ups.

40. **The Chairman** accepted Members' suggestion and announced that the discussion on this agenda item would be continued in the next meeting.

### **Item 8**

#### **Matters regarding the Follow-up on the Entrance/Exit of Pedestrian Subway SW6 Leading to Kowloon City from Muk Lai Street**

(TTC Paper No. 48/2025)

41. **A Member** introduced the Paper.

42. **The Chairman** invited Members to refer to the written replies furnished by the Civil Engineering and Development Department (CEDD), i.e. Document No. 7 tabled.

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

- (i) the mid-section entrance/exit of pedestrian subway SW6 was mostly completed. Handover inspections with related maintenance departments were currently underway. The construction works for connecting the footpath section at Sung Wong Toi Park bus stop were currently still under construction;
- (ii) the Department estimated that the two aforementioned works would be completed in the fourth quarter of this year and would arrange to open them for public use; and
- (iii) a lift would be installed at each entrance/exit of pedestrian subway SW6 as a barrier-free access, facilitating use by the public.

44. **Members** enquired about the feasibility of an advance opening the mid-section entrance/exit of pedestrian subway SW6 for public use.

45. **The representative of the CEDD** stated that accessing Sung Wong Toi Park bus stop via the mid-section entrance/exit of pedestrian subway SW6 required passing through the connecting footpath. The opening of subway entrance/exit and the footpath for public use would be arranged in a timely manner upon completion of the related works.

### **Item 9**

#### **Matters regarding the Proposal to Study the Additional Provision of a Walkway Between Exit A of Sung Wong Toi Station and Kai Yan Court**

(TTC Paper No. 49/2025)

46. **A Member** introduced the Paper.

47. **The Chairman** invited Members to refer to the written reply furnished by the CEDD, i.e. Document No. 8 tabled.

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

- (i) the works on the open space at Kai Yan Court were currently in full swing. For reasons of site safety, a temporary pedestrian passage to Kai Yan Court through the construction site of the open space could not be provided at present. Nevertheless, the project team would strive to complete the works on the open space as soon as possible, with the aim of opening for public use in the second half of 2026;
- (ii) at the construction site on the westbound lane of Olympic Avenue near Muk Lai Street, construction was currently underway for a pedestrian subway across Prince Edward Road East connecting the future Underground Shopping Street and Kowloon City. During the construction period, the slow lane of Olympic Avenue westbound had to be closed for lifting operations. For reasons of site safety, the Department considered it inappropriate to set up a temporary footpath in the traffic lane. The new footpath adjacent to the pedestrian subway was expected to be completed and opened for public use in the first quarter of 2026; and
- (iii) in a previous meeting, the Department promised to open a pedestrian street between Kai Ying Court and Kai Yuet Court to shorten the walking distance for residents travelling to and from Sung Wong Toi

Station as early as possible. The pedestrian street was expected to be opened for public use by mid-August this year.

[**Post-meeting note:** The CEDD stated that the pedestrian street between Kai Ying Court and Kai Yuet Court was opened for public use on 1 August.]

### **Item 10**

#### **Concern over the Problem of Illegal Parking off the First Assembly of God Kindergarten in Kadoorie Hill**

(TTC Paper No. 50/2025)

49. **A Member** introduced the Paper and enquired about the progress and the expected completion date for the installation of beam barriers.

50. **The Chairman** invited Members to refer to the written replies furnished by the TD and the HKPF, i.e. Documents No. 1 and 2 tabled.

51. **The representative of the TD** stated that the Department planned to install additional U-shaped railings at the road sections mentioned in the Paper. Stakeholders in the district were currently being consulted regarding the proposal. The district consultation was expected to be completed by the end of August this year. If the results of the consultation were positive, the Department would immediately proceed with the works arrangements.

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

- (i) from January to June this year, the Kowloon City Police District combatted illegal parking from time to time in the vicinities of Argyle Street and Kadoorie Avenue, during which over 300 fixed penalty notices were issued to take out prosecution against offending drivers; and
- (ii) the Police would deploy police cars with mobile video cameras and speed enforcement equipment to patrol the district, which was conducted from time to time as an enforcement strategy to enhance enforcement effectiveness. The Police would also make use of mobile video recordings for enforcement to clamp down on illegalities and rectify drivers' undesirable driving attitude. The Police would continue to monitor the traffic conditions in the district.

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

### **Item 11**

#### **Matters regarding the Problem of the Riding of Food Delivery Bicycles on the Footpaths in Hung Hom Area**

(TTC Paper No. 51/2025)

54. A **Member** introduced the Paper and enquired about the speed limit for cycling on road.

55. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, i.e. Document No. 3 tabled.

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

- (i) suggested the Department to hang banners at the black spots of cycling offences in the district to enhance publicity and education efforts;
- (ii) suggested that the Department to set up a reporting hotline, which would enable the public to make instant reports to the Department and provide video evidence for follow-ups by the Police; and
- (iii) suggested the Department to issue warnings to offending drivers and establish a penalty mechanism.

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

- (i) the officers of the Kowloon City Police District had been paying attention to the traffic conditions in the district and organised various kinds of publicity and educational activities from time to time, including distributing leaflets and hanging promotional posters at the black spots of cycling offences. With a view to enhancing the awareness of road safety among different members of the public, the posters were available in Urdu and Hindi, in addition to Chinese and English. Moreover, officers of the Road Safety Section of Traffic Kowloon West would also maintain close liaison with various mainstream food delivery platforms and notify the persons-in-charge

of these platforms of the particulars of the food delivery couriers who committed serious traffic offences so that they could initiate the internal disciplinary mechanisms. If the offences were substantiated, these platforms would suspend or terminate the relevant food delivery couriers;

- (ii) the Kowloon City Police District issued a total of 81 summons involving cycling offences and arrested 32 individuals for offences relevant to illegal driving of electric mobility devices from January to June this year; and
- (iii) bicycles on the road must adhere to the speed limit of the road sections like other vehicles. Cyclists would be prosecuted if the Police found their riding attitudes problematic, or if their riding behaviours affected other road users.

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

## **Item 12**

### **Proposal regarding the Consolidation of Green Minibus Routes No. 74S and 5M for Service Optimisation**

(TTC Paper No. 52/2025)

59. **Ms WONG Man-lei, Vivian** declared that she was a resident of Ho Man Tin area. The Chairman considered the subject of the discussion was not relevant to her personal interests. He therefore allowed Ms WONG Man-lei, Vivian to participate in the discussion of the agenda item.

60. **A Member** introduced the Paper and raised the following views and enquiries:

- (i) the infrequent departures and frequent lost trips of green minibus (GMB) Routes No. 74S and No. 5M, coupled with the current inadequate real-time arrival information system for minibuses, contributed to the residents' long waiting time for the vehicles; and
- (ii) The punctuality of the departures of public transport services would affect residents' travel patterns. If the departures of public transport were regular, residents would be more willing to take public transport

and reduce their reliance on private vehicles, thereby improving the traffic problems in Ho Man Tin area. Therefore, it was suggested that the Department should plan the public transport services at a more macro level and enhance the service quality of minibus routes.

61. **The Chairman** invited Members to refer to the written reply furnished by the TD, i.e. Document No. 13 tabled.

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

- (i) GMB Routes No. 74S and 5M were run by different operators. Route No. 74S provided circular service between Kowloon Station, West Kowloon Cultural District, Jordan, Yau Ma Tei, Mong Kok, Ho Man Tin Hill, etc. The road sections along the outbound and inbound journeys were not entirely the same to facilitate passengers travelling between various locations in the vicinities of Yau Ma Tei and Jordan;
- (ii) the Department conducted a survey on the service of Route No. 74S on weekdays in late July this year. The results indicated that the arrivals of the minibus routes at Ho Man Tin Hill Road were generally normal during peak hours from 7:30 a.m. to 9:00 a.m. The service arrangements mostly fulfilled passenger demands. The Department's survey also recorded a number of passengers boarding and alighting at stops in places like Kowloon Station, West Kowloon Cultural District, Jordan and Yau Ma Tei, showing a certain degree of passenger demand for Route No. 74S at these road sections;
- (iii) GMB Route No. 5M provided connection services between Waterloo Road Hill and Mong Kok. The Department also conducted a survey on the service of Route No. 5M on weekdays in late July. The results showed that during the morning peak hours from 7:30 a.m. to 9:00 a.m., the departure frequency of the minibus route from the Waterloo Road Hill (Hok Yu Lane) terminus was mostly normal, and the service generally met passenger demands;
- (iv) the Department thanked Members for raising the concern about the departure frequency of the GMB routes. The Department attached great importance to the service quality of minibus operators, including

issues on the departure frequency. Surveys on the service would be conducted during both peak and non-peak hours to monitor whether the services by the operators complied with the requirements in the Schedule of Service. If lost trips were found, the Department would take stringent actions to follow up on the issue with the operators and require them to provide services according to the stipulated schedules to maintain regularity of the departures for the convenience of passengers;

- (v) the Department appreciated and noted Members' suggestion to modify the routing of Route No. 5M, replacing the service of Route No. 74S on Ho Man Tin Hill. However, modifying Route No. 74S to omit Ho Man Tin Hill would impact passengers who currently travelled between Ho Man Tin Hill and the vicinities of Kowloon Station, the West Kowloon Cultural District and Jordan using that route. Meanwhile, arranging Route No. 5M to cover Ho Man Tin Hill and Yau Ma Tei would prolong its travel time, affecting passengers who were currently travelling between Ho Man Tin Hill and Mong Kok. Therefore, the Department had reservations about the relevant proposal at present; and
- (vi) the Department would continue to closely monitor passenger demand for public transport services in the district and their service level. Timely reviews on the services would also be conducted.

63. **Members** pointed out that residents of Ho Man Tin Hill needed a direct minibus route to the vicinity of Yau Ma Tei during peak hours. Although Route No. 74S checked the criteria, its departures were limited. Therefore, Members requested the Department to consider increasing the departures of Route No. 74S during peak hours or arrange additional special departures to provide more frequent minibus services between Ho Man Tin Hill and MTR Yau Ma Tei Station.

64. **The representative of the TD** stated that they noted Members' views and would refer them to the related sections for consideration.

**Item 13****Concern over the Repeated Traffic Accidents at the Bus Stop on Ping Chi Street in Hung Hom and Proposals for Improvement**

(TTC Paper No. 53/2025)

65. **A Member** introduced the Paper.
66. **The Chairman** invited Members to refer to the written replies furnished by the HKPF, TD and Highways Department (HyD), i.e. Documents No. 10, 11 and 17 tabled.
67. **Members** raised the following views and enquiries:
- (i) enquired about whether the TD had required bus companies to carry out repairs following the accident at the bus stop on Ping Chi Street and to ensure normal operation of the bus stop. It was also suggested that the Department should consider installing railings along the road near the bus stop to step up the protection for waiting passengers; and
  - (ii) suggested designating the southbound lane of Chatham Road North near the flyover on Fat Kwong Street to the traffic lane closest to the bus stop on Ping Chi Street as a bus-only lane. To reduce the occurrence of traffic accidents, Members would also like the Department to review and replan the traffic management measures along Wuhu Street and East Kowloon Corridor leading to the vicinity of Chatham Road North.
68. **The representative of the TD** replied with the main points as follows:
- (i) the Department was highly concerned about the two recent traffic accidents that occurred on the southbound lane of Chatham Road North near the bus stop on Ping Chi Street in Hung Hom. The Department had commenced a study on the incidents with the HKPF and the HyD to comprehensively review the design of related traffic facilities and the management arrangements of the bus stop;
  - (ii) the Department had contacted the HyD about carrying out works to enhance the anti-skid properties of relevant road sections, which were

supported by the Police. The Department also agreed with the Police's proposal to install additional speed detectors in these road sections; and

- (iii) the Department would refer Members' suggestions to the related sections for consideration. The Department would also continue to study feasible solutions with the HKPF and the HyD, interpreting the HKPF's investigation findings on the two traffic accidents as an important basis for a targeted solution to the related issues. Before proposing any specific measures, the Department would consult related stakeholders to effectively safeguard the safety of road users.

69. **The representative of the HKPF** replied that on 24 July, the Police, along with Members of the KCDC and representatives of the TD and the HyD, discussed measures to improve the traffic conditions in the vicinity of Chatham Road North near Ping Chi Street. It was suggested that the aforementioned road sections should be equipped with speed enforcement cameras, traffic signs and road markings, and resurfaced to enhance skid resistance, thereby ensuring road safety and smooth traffic in the area.

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

- (i) the Department received a proposal from the TD about laying additional skid-resistant road sections in the vicinity of the bus stop at the downhill section of the East Kowloon Corridor. Road repair works and laying of anti-skid dressing for certain parts of the road sections at relevant locations were planned to improve the anti-skid properties of the road. The relevant works were expected to commence in September this year in phases. The Department would closely monitor the relevant conditions of the road surface and arrange timely emergency road repair works as necessary to safeguard the safety of road users; and
- (ii) regarding certain parts of the segregation from the vehicular lanes and the wear and tear of speed reduction markings at the bus stop on Ping Chi Street, the Department immediately deployed staff to inspect the relevant road sections on 21 July upon receiving the Paper. It was found that the relevant road markings were in good conditions with no signs of fading or peeling. The Department would continue to

closely monitor the surface conditions of the aforementioned roads and arrange timely repairs upon identification of fading or peeling of road markings.

71. **Members** raised the following views and enquiries:
- (i) enquired the Department about the schedule for the installation of speed detectors and railings; and
  - (ii) suggested the Department to add notices such as “beware of slippery roads” and “traffic black spots” to the variable message signs on Chatham Road North in the direction of Cross-Harbour Tunnel to remind drivers to drive safely.
72. **The representative of the HKPF** stated that the Police would contact the TD as soon as possible regarding the matter of the installation of speed detectors and would begin enforcement after the installation of the devices.
73. **The Chairman** made a conclusion and thanked the Department for actively taking various measures. He would like the relevant measures to be implemented as soon as possible and effectively reduce the risks of traffic accidents at the road sections.

#### **Item 14**

##### **Any Other Business**

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

#### **Item 15**

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

75. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 23 September 2025 and the closing date for submission of Papers would be 8 September 2025.

[Post-meeting note: The next meeting would be postponed to 3 October 2025.]

76. **The Chairman** adjourned the meeting at 4:25 p.m.

The minutes of this meeting were confirmed on 3 October 2025.

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The Chairman

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The Secretary

KCDC Secretariat  
October 2025