

(Translation)

**Minutes of the 22nd Meeting of
Traffic and Transport Committee,
the 5th Term Kwun Tong District Council**

Date: 30 May 2019 (Thursday)

Time: 2:30 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Present:

Members

Ms SO Lai-chun, MH, JP (Chairman)
Mr CHEUNG Pui-kong (Vice-chairman)
Mr AU YEUNG Kwan-nok
Mr CHAN Chun-kit
Mr CHAN Kok-wah, Ben, BBS, MH
Mr CHAN Man-kin
Mr CHAN Wah-yu, Nelson, MH
Mr CHAN Yiu-hung, Jimmy
Mr CHENG Keng-ieong
Mr CHENG Keung-fung
Mr CHEUNG Ki-tang
Mr CHEUNG Shun-wah, MH
Mr CHEUNG Yiu-pan
Mr CHOY Chak-hung
Ms FU Pik-chun
Mr HO Kai-ming, Jonathan
Mr HSU Hoi-shan
Mr HUNG Kam-in, Kin, MH

Ms KAM Kin
Mr KAN Ming-tung
Mr LAI Shu-ho, Patrick, BBS, MH, JP
Mr LUI Tung-hai
Mr MA Yat-chiu, Marco
Mr MOK Kin-shing
Mr NGAN Man-yu
Mr OR Chong-shing, Wilson, MH
Mrs POON YAM Wai-chun, Winnie, MH
Mr SO Koon-chung, Kevin
Mr TAM Siu-cheuk
Mr TANG Wing-chun
Ms TSE Suk-chun
Mr WONG Chi-ken
Mr WONG Chun-ping
Mr YIP Hing-kwok, MH, JP
Mr YIU Pak-leung, Perry, MH

Co-opted Member

Mr FUNG Wang-yui
Mr HUI Chin-pang

Mr KWONG Sing-yu

Representatives of Government Departments

Miss CHOI Gi-lam, Britney	Assistant District Officer (Kwun Tong)1, Kwun Tong District Office
Mr LEE Yin-bun, Philip	Senior Executive Officer (District Council), Kwun Tong District Office
Ms CHEUNG Suk-ling, Cindy	Senior Transport Officer/Kwun Tong, Transport Department
Miss SZE Suk-wai, Muriel	Senior Transport Officer/Kai Tak and Projects, Transport Department
Mr HO Ming-him, Donald	Engineer/Kwun Tong 1, Transport Department
Ms CHAN Ka-yan	Engineer/Kwun Tong 3,, Transport Department
Mr LEONG Man-hin, Jason	Assistant District Engineer/Kwun Tong, Highways Department
Mr LIU Kin-kwan	Assistant Engineer 8/Universal Accessibility, Highways Department
Mr CHU Chi-wai, Boris	Representative, Kwun Tong District, Hong Kong Police Force
Mr HO Chi-kin	Representative, Sau Mau Ping District, Hong Kong Police Force

Representatives Present to Assist Discussion of Agenda Items

Agenda Item II

Matters Arising:

Transport Department's Reply on the Motion of Additional Airbus Services as Raised in the 21st Meeting of Traffic and Transport Committee

Mr FU Ting-hong, Derek	Senior Transport Officer/Bus/Kowloon, Bus and Railway Branch, Transport Department
Mr LEE Sui-kit, Donald	Transport Officer/Bus/Kowloon, Bus and Railway Branch, Transport Department
Mr. Edmond WONG	Senior Operations Officer, Citybus Limited
Mr. Oscar WONG	Planning Officer, Citybus Limited/New World First Bus Services Limited

Agenda Item III

Construction of Lift Tower nearby Sao Ming Road Park

Dr CHUI Tak-yi	Under Secretary for Food & Health Food and Health Bureau
Mrs Irene CHENG	Senior Manager (Capital Projects), Hospital Authority
Ms Agnes CHEUNG	Officer (Corporate Communication), Hospital Authority
Mr CHAM Wai-man, Terence	Administrative Director, United Christian Medical Service
Mr TSANG Hin-man	Senior Engineer/CWY2, Highways Department
Mr FUNG Kin-ip, Kevin	Senior Engineer/Kowloon District East (South), Transport Department
Mr LEUNG Pak-wa	Engineer/Kwun Tong 4, Transport Department
Mr CHAN Lun-ming	Senior Engineer/6(E), Civil Engineering and Development Department

Secretary

Miss FOK Woon-on, Winnie

Executive Officer (District Council)4,
Kwun Tong District Office

Absent:

Members

Mr BUX Sheik Anthony

Dr CHAN Chung-bun, Bunny, GBS, JP

Opening Remarks

The Chairman welcomed Members and departmental representatives to the meeting.

I. Confirmation of Minutes of Last Meeting

2. The minutes of the last meeting were confirmed without amendment.

II. Matters Arising: Transport Department's Reply on the Motion of Additional Airbus Services as Raised in the 21st Meeting of Traffic and Transport Committee
(KTDC TTC Paper No. 19/2019)

3. The Chairman welcomed the representatives of the Transport Department (TD), Kowloon Motor Bus Company (1933) Limited (KMB) and Citybus Limited/New World First Bus Services Limited (CTB) to the meeting.

4. The representatives of the TD presented the paper.

5. The Secretariat received two papers from Members regarding the suggestions on Kwun Tong Airbus services before the meeting. The first paper was submitted by Mr CHEUNG Yiu-pan, Mr NGAN Man-yu, Mr TAM Siu-cheuk, Mr AU YEUNG Kwan-nok, Mr Ben CHAN, Mr Kin HUNG, Mr CHEUNG Ki-tang, Mr Wilson OR, Mr CHAN Chun-kit, Mr CHEUNG Pui-kong, Mr YIP Hing-kwok, Mr Marco MA, Mr KAN Ming-tung, Mr Nelson CHAN, Mr LUI Tung-hai, Mr Patrick LAI, Mr WONG Chun-ping, Mr CHENG Keung-fung and Mr HSU Hoi-shan; the other paper was submitted by Mr CHOY Chak-hung, Mr MOK Kin-shing, Mr CHENG Keng-ieong, Mr CHAN

Man-kin, Ms TSE Suk-chun, Mr Kelvin SO and Mr WONG Chi-ken. The Chairman invited CHEUNG Yiu-pan and Mr CHOI to present the papers respectively.

6. Two Members presented the paper.

7. 14 Members raised views and enquiries as follows:

- 7.1 It was requested that CTB route no. A29P (Tseung Kwan O Station – Airport) provide an additional bus stop at Sau Fai House, Sau Mau Ping on its return journey;
- 7.2 It was requested that the aspirations of providing airport bus services of residents living in Lok Wah Estate should be faced squarely;
- 7.3 It was pointed out that the request for the provision of airport bus services in the upper levels of Kowloon Bay had been put forward for more than four years and the request was a cross-party consensus with a proposed route already been submitted in the papers. Therefore, Members strongly recommended that the airport bus services be implemented as soon as possible;
- 7.4 It was requested that the current frequency of route no. A29P be reviewed and it was suggested that an additional bus stop be provided at Shun Lee Disciplined Services Quarters on the return journey;
- 7.5 It was remarked that the airport bus services must be provided under urgent need. Disappointment was expressed as the airport bus services still remained at the stage of study. In addition, if the existing bus company was unable to allocate resources for the provision of additional routes, such routes might be opened to other bus companies;
- 7.6 It was urged that the TD address the aspirations regarding the provision of an additional bus stop of route no. A29P at Shun On Estate and Shun Tin Estate on the forward and return journey respectively;
- 7.7 It was opined that the TD should consider providing transitional measures for residents in areas without airport bus services, such as provision of free bus rides to Lam Tin MTR Station or Kwun Tong Road for direct transport to the airport. In addition, the journey time would be prolonged if the airport bus services covered all areas, hence impacting on the efficiency of bus services;

- 7.8 It was requested that concrete replies from the TD or CTB should be provided on the provision of the airport bus service. This was because Members had already reached a consensus on the proposed route and wondered why the scheme still remained at the stage of study;
- 7.9 It was suggested that Kwun Tong Town Centre should be a trial point for airport bus route to enable residents to enjoy direct bus services from Kwun Tong town centre to the airport instead of providing additional airport bus routes in different areas;
- 7.10 It was added that the aspirations of providing an additional bus stop of route no. A29P at Shun On Estate and Shun Tin Estate on the forward and return journeys was a cross-party consensus. In addition, It was requested that the frequency of route no. A29P be improved;
- 7.11 It was pointed out that if CTB route no. A26 (Yau Tong - Airport) was extended, the fare level should be reduced. In addition, it was requested that the service hours be extended and the frequency be improved for route no. A26;
- 7.12 It was suggested that the one-hour service arrangement of route no. A29P remain, provided that there could be a rationalisation of bus routes with route no. A26. It was suggested that after travelling to Lam Tin, route no. A26P go via Sau Mau Ping and Sze Shun before going downhill via New Clear Water Bay Road. As for route no. A26, the bus could travel via Sze Shun and Chun Wah Road after departing from Po Tat and travel downhill via Lok Wah. Then, it could go via Ngau Tau Kok and Sam Choi before travelling to the airport via Kwun Tong Road. The arrangements would improve the airport bus network coverage with the existing resources;
- 7.13 It was requested that the TD and CTB consider seriously and introduce the provision of airport bus services in Kwun Tong areas which had not yet been covered; and
- 7.14 It was requested that the TD and CTB set a time limit for the study of airport bus routes and to respond in due course. In addition, if the proposed bus routes could not be introduced, Members proposed to arrange fast direct bus services from Kwun Tong town centre to the airport after the completion of the transport interchange near Grand Central in Kwun Tong town centre, and to encourage residents in areas not covered by the airport bus services to use the interchange bus services.
8. The TD thanked Members' for giving their views. The highlights of the response given by the TD were as follows:

- 8.1 The TD noted Members' suggestion of rationalising bus route no. A26 or A29P and came up with a proposed route: a majority of Members suggested that after travelling via the existing route to On Tat and On Tai, route no. A26 go via New Clear Water Bay Road and pass Shun Lee and Shun On before travelling via Hong Ning Road and Chun Wah Road; In addition, a similar route was suggested for route no. A29P that travel towards Chun Wah Road from Shun Lee. The driving time had been tested in accordance with the proposed routeing and it was found that the driving time would be extended by around 10 minutes with the bus nonstop. However, relevant stakeholders should be consulted for any change of the routeing;
- 8.2 The TD stressed that the existing bus stop outside Sing Yin Secondary School at New Clear Water Bay Road could not be retained according to the proposed changes to route no. A26 and no. A29P and the district councils being affected would need to be consulted;
- 8.3 The TD would negotiate with CTB in regard to the provision of additional resources. In addition, as buses with longer body length were used to serve the "A" routes, road tests were required. It was hoped that the tests could be completed as soon as possible so that CTB could provide feasible solutions; and
- 8.4 The TD remarked that Members' suggestion of allowing airport buses to pass Tsui Ping Road would be considered. However, the TD should pay attention to whether buses with longer body length could pass from Kwun Tong Road to Tsui Ping Road as there was only room for one longer bus at present.
[Post-meeting note: right turn movement for vehicles exceeding 7 metres in length from Lei Yue Mun Road westbound onto Tsui Ping Road was not allowed at present.]
9. The representative of CTB responded that the company was open to the views of Members and would seriously consider the impact on the public. However, due to the limited resources, active study on road factors should be conducted, supplemented by other data to analyse the road conditions. It was hoped that further responses could be made in regard to Members' suggestions.
10. The Chairman and a Member requested that the TD and CTB should provide a clear implementation schedule of the proposed airport bus. In addition, the Chairman said that if the report was not made until the next meeting, the progress would be rather slow. The Chairman hoped that a pre-meeting could be arranged once a feasible plan was made so as to facilitate discussion and she called for Members' active participation.

11. According to the TD's follow-up response, its subsequent work could be broadly divided into three parts: to present concrete proposal to Members, to discuss with CTB when the plan could be implemented, and to consult the district councils after receiving the implementation schedule. It was remarked an in-depth study with CTB on the suitable bus route would be conducted before the next meeting. The concrete proposal derived from the study would also be presented to Members.
12. Six Members raised views and enquiries as follows:
 - 12.1 It was pleased to note that the TD took a serious attitude. In addition, the rationalisation of route no. 11X was taken as an example to remind the TD that local consultation was needed if the proposal involved changes to the original routeing;
 - 12.2 Enquires were raised on the progress of the providing additional bus stops of route no. A29P;
 - 12.3 It was requested that the TD should strengthen communication with Members, provide more information on the implementation progress and submit the proposal as soon as possible;
 - 12.4 It was requested that this agenda item should be made as a regular item for discussion until the implementation of the airport bus routes; and
 - 12.5 Enquires were raised on the TD's response on the proposal regarding the provision of the airport bus route directly travel from Kwun Tong town centre to the airport.
13. The Chairman agreed that this agenda item should be a regular item temporarily for discussion and enquired about the date for the preliminary proposal for the airport bus route to be put forward and the timetable for its implementation.
14. The highlights of the follow-up response given by the representative of the TD were as follows:
 - 14.1 Approval would be expedited upon receipt of a concrete proposal from CTB, but the impact on existing passengers still needed to be assessed. However, the plan could only be presented to Members once the concrete proposals were received;
 - 14.2 In regard to the enquiries concerning the provision of additional bus stops for route no. A29P at Sau Fai House and Shun On Road, the TD had studied with engineers earlier

and found the proposal feasible. The proposal had been forwarded to CTB for positive consideration. The TD said it would continue to follow up on this matter; and

- 14.3 In regard to the provision of a fast direct bus service to the airport, CTB had been recommended to offer interchange concessions so as to facilitate bus-bus interchanges, but still needed to examine other factors, such as whether bus-bus interchanges at the same bus stop would be provided, bulky luggage would be allowed to carry on the first transport journey, taxi interchanges would be arranged, etc. Members' views were noted.
15. CTB remarked that a concrete proposal for the airport bus routes would be submitted as soon as possible. In regard to the provision of additional bus stops, CTB had received proposal from the TD and would respond after studying the impact of the proposed routes on existing passengers.
16. The Chairman said that as the TD remarked that it would present the plan before the next meeting, it was suggested that Members should consult the TD again in three weeks to follow up the process. If relevant information was provided, the secretariat would circulate the document for Members' reference. The item would also be resumed at the next meeting. Representatives of the TD and CTB would also be invited to attend relevant pre-meeting if necessary.
17. Members noted the paper.

III. Construction of Lift Tower near Sao Ming Road Park **(KTDC TTC Paper No. 20/2019)**

18. The Chairman welcomed the representatives of the Food and Health Bureau (FHB), Hospital Authority (HA), United Christian Hospital (UCH), Highways Department (HyD), TD and Civil Engineering and Development Department (CEDD) to the meeting.
19. The representatives of the FHB and the HA presented the paper.
20. The Chairman and seven Members raised views and enquiries as follows:
 - 20.1 The Chairman pointed out that the proposed lift tower not only could provide convenience to residents in On Tat Estate and On Tai Estate, but also utilise the car

parking spaces of the car parks in Sau Mau Ping Estate, achieving environmental protection objectives. However, despite being mentioned in the Kwun Tong District Council (KTDC) and the Legislative Council for years, no response had been received so far. The Chairman expressed regret in this regard. In addition, green minibuses (GMB) passing the UCH were often fully occupied when picking up passengers at the stop in Sau Mau Ping Estate, burdening the traffic in Hip Wo Street indirectly. If the surrounding ancillary facilities around the UCH failed to tie in with the expansion works, the problems of insufficient parking spaces and illegal parking would occur more frequently in the future;

- 20.2 The importance of constructing the lift tower was reiterated. It was pointed out that residents in Sau Mau Ping Estate needed to wait for a long time before getting on minibuses and some residents had to climb up a long stairway at the hill behind Hiu Lai Court in order to get to the UCH;
- 20.3 Current studies on the suggestions of constructing barrier-free access facilities spanning across Ning Po No.2 College in Shun Tin Area and the UCH were welcomed. It was hoped that the departments could complete the studies and report to the TTC as soon as possible;
- 20.4 Support was received for the proposal of constructing a lift tower next to Sau Ming Road Park, which had been fighting for years. The lift tower in Choi Tak Estate was taken as an example to illustrate that technology and resources would not pose a serious problem, hoping the departments could reconsider the proposal;
- 20.5 It was pointed out it had long been the consensus of different District Councilors to fight for the provisions of additional barrier-free access facilities in different areas for linkages to the UCH. It was hoped that the departments could further study the proposal and overcome the difficulties so as to benefit residents;
- 20.6 It was suggested that the departments study other alternative solutions that could be implemented near the location of the proposed lift tower;
- 20.7 Support was received for the aspirations under this item. It was suggested reference should be made to the aerial structure of footbridges in other areas. Enquiries were raised about the connectivity and scope of the proposed hospital street; and
- 20.8 Disappointment was expressed towards the departments' failure in response to the aspirations of the KTDC's serious concern. It was opined that the aspirations were

reasonable and hoped that the departments could review the study results and consider adopting alternative solutions at the location of the proposed lift tower. In addition, it was requested that the departments set up a time limit for giving replies.

21. The representative of the FHB thanked Members for their views and replied that the FHB needed to consider various factors as the UCH was located on a slope and had the potential to link with a wide range of places. The Legislative Council had also discussed this solution in the past. However, as Sau Ming Road Park was located on a big slope, the construction of a lift tower would affect its stability. Therefore, there were technical problems to the construction. In this regard, the HA had tried to find other alternative solutions, such as the proposal of providing an additional entrance at the north of the UCH to connect to the proposed hospital street. The FHB noted Members' aspirations and hoped Members could understand the HA. The FHB was studying with professionals the feasibility of providing an additional entrance at the north.

22. The Chairman and three Members raised follow-up views and enquiries as follows:

22.1 Support was received for the solution of providing an additional entrance at the north to serve residents living in Shun Lee Area. However, it was requested that an access be provided at the northeast of the UCH too so as to link Sau Mau Ping and Lam Tin and serve the residents there. In addition, it was requested that the Consultancy provide in the feasibility study of proposed facility solutions and alternatives for technical problems that might be encountered during implementations;

22.2 The Chairman expressed disappointment at the FHB's replies. The Chairman pointed out that if the government developed Tai Sheung Tok Hill, residents there would have a strong demand for services of the UCH in the future and they would travel to On Tat, On Tai and the UCH through the barrier-free access facilities. Therefore, the solution could also help to reduce the demand for transportation. In addition, the solution of providing an additional entrance at the north of the UCH raised by the HA was in fact one of the aspirations that the KTDC had been fighting for rather than an alternative solution. The Chairman understood that more than one department would be responsible for the proposed works and hoped that the stability of the slope could be reexamined in a cross-departmental manner;

22.3 Enquiries were raised about whether professionals could be employed to conduct a feasibility study for the suggested solution; and

22.4 It was reiterated that the construction of a lift tower next to Sau Ming Road Park was a long-standing aspiration of the KTDC. Disappointment was expressed over the

alternative solution provided by the FHB as the solution had already long existed. In addition, it was pointed out that a case conference for pushing forward the works would be held as demanded at the previous Legislative Council meeting. It was hoped that the departments could understand that the KTDC kept fighting for the construction of a lift tower next to Sau Ming Road Park because there were actual needs for a lift tower.

23. The FHB thanked Members for their views and replied that the FHB had noted Members' views. In regard to the solution of providing an additional entrance at the north of the UCH, the FHB would actively follow up on the possibility of this solution.

24. The Chairman received an extempore motion submitted by Ms SO Lai-chun and Mr CHEUNG Pui-kong and seconded by Mr TAM Siu-cheuk, Mr CHEUNG Ki-tang and Mr Wilson OR. The content was as follows:

“The TTC of the KTDC requested that a lift tower be constructed next to Sau Ming Road Park to connect the UCH.”

25. After voting, the motion was passed with 21 votes in favour, zero vote against and zero abstention.

26. Members noted the paper.

IV. Progress Report on Road Projects in Kwun Tong **(KTDC TTC Paper No. 21/2019)**

27. Seven Members raised views and enquiries as follows:

27.1 Enquiries were raised about the completion date of works no. KF48;

27.2 Discontent was raised towards the delay of works no. KF83. Enquiries were raised about whether the expected completion date (the third quarter of 2019) was confirmed;

27.3 It was requested that works no. WR/18/01306 be included in the paper so as to facilitate follow-up actions;

27.4 It was hoped that responsible departments could firmly implement the pipe diversion works under the improvement works of Lei Yue Mun Road and Kai Tin Road

Roundabout in mid-2019 as scheduled. In addition, enquires were raised about the need of shortening the current double white lines connecting Kwun Tong Bypass and travelling to Lei Yue Mun Road, Yau Tong, in order to prevent traffic congestions;

27.5 In regard to works no. KS56, it was supplemented that Phase II of the lift construction works were completed. Appreciation was expressed to the HyD's staff in this regard;

27.6 It was hoped that the HyD could contact district councilors of the concerned constituencies as soon as possible and conduct site visits once the tender outcome of works no. KS43 came out. In addition, it was also hoped that the HyD could enhance its communication with district councilors in regard to other works; and

27.7 Enquiries were raised about the progress of works no. KF51.

28. The highlights of the response given by the HyD in regard to Members' views were as follows:

28.1 In regard to the medium-term improvement solution for the roundabout at Lei Yue Mun Road and Kai Tin Road, the HyD remarked that the works mainly involved the removal of the refuge island on the right-hand side of the entrance of the roundabout and the narrowing of the footpath on the left-hand side to spare enough spaces for the expansion works. Some street furniture (such as lampposts) had to be relocated because of the works. The HyD was reviewing the relocation plan to minimise the impact on the structures of existing roads and the roundabout. In addition, as the traffic in Lei Yue Mun was relatively busy, the HyD needed to consider various factors when formulating temporary traffic arrangements so as to mitigate the impact caused during the construction period. The HyD would complete relevant reviews as soon as possible and would continue to follow up on the solution of pipe diversions with organisations responsible for underground utility diversions so as to kick start the works as soon as possible;

28.2 The installation of lift A under works no. KF48 was under way. The contractor expected to submit an application for a use permit to the Electrical and Mechanical Services Department (EMSD) in early June, depending on the EMSD's inspection arrangements and the date of approving the use permit. Lift A was expected to be open for public use in June;

28.3 The application for use permits for the lifts under works no. KF(LNTKE) had been

submitted. The lifts were now awaiting inspections by the EMSD. The lifts were expected to commence operation in June, depending on when the EMSD would arrange inspections and approve the use permits;

28.4 The construction of a lift tower and the structural works of the transportation link under works no. KF83 was under way. Lifts would be installed later and tests would be conducted in accordance with the contract requirements and relevant regulations. Based on the current progress, the lift tower was expected to be open in the third quarter of 2019;

28.5 The tendering procedures of works no. KS43 would be completed soon. The works were expected to commence in late August. Members' views would be relayed to responsible colleagues to enhance communication and arrange inspections; and
[Post-meeting note: the HyD explained the latest progress of the project to relevant Members after the meeting. Upon the commencement of the works contract, the HyD would discuss with the contractor about the traffic diversion measures and works schedule, and would arrange relevant Members to conduct on-site inspections.]

28.6 In regard to the lifts under works no. KF51, the Consultancy of the Bridges and Structures Division under the HyD was responsible for conducting reviews on the technical feasibility studies of providing additional lifts. The HyD would relay Members' views to responsible colleagues and the responsible colleagues would contact relevant Members.

[Post-meeting note: responsible officers contacted relevant Members on 31 May 2019 to report on the progress of reviewing the technical feasibility studies.]

29. The highlights of the response given by the TD in regard to Members' views were as follows:

29.1 In regard to the arrangements on the double white lines in Lei Yue Mun Road, the TD noted Members' views and remarked that the TD would report them to Members again; and

29.2 Works no. WR/18/01306 was included in the KTDC TTC Paper No. 22/2019. In regard to the views raised by the bus company on the current plans, including the arrangements of different bus stops and alignment, the TD would further discuss them with the bus company, hoping to commence the works as soon as possible.

30. Members noted the paper.

V. List and Timetable of Major Traffic Improvement Works Completed, Being Implemented or Planned by the TD / HyD in the Last Two Months
(KTDC TTC Paper No. 22/2019)

31. Members had no comments on the projects.

32. Members noted the paper.

VI. TTC Financial Statement for 2019/20
(KTDC TTC Paper No. 23/2019)

33. The Secretary presented the paper.

34. Members endorsed the paper.

VII. Any Other Business

Motion: requesting the TD to provide additional “Energy Absorbing Bollards” at bus stops in Kwun Tong as soon as possible

35. The Chairman received a motion submitted by Mr YIP Hing-kwok, and seconded by Mr CHEUNG Yiu-pan, Mr AU YEUNG Kwan-nok and Mr CHEUNG Pui-kong. The content was as follows:

“The TTC of the KTDC requested the TD to provide additional ‘Energy Absorbing Bollards’ at bus stops in Kwun Tong as soon as possible to ensure the safety of passengers waiting at the bus stops.”

36. The mover introduced the motion.

37. Three seconders hoped that the TD could review all bus stops in Kwun Tong or even across Hong Kong altogether instead of only providing additional devices for individual bus stops involved in accidents. Seconders also hoped that “Energy Absorbing Bollards” could be provided as soon as possible.

38. A Member supported the motion and hoped relevant departments could review the safety of waiting passengers in areas around Kwun Tong Road and Ngau Tau Kok Road.

39. The representative of the TD pointed out that the TD was considering including the bus stop on Kwun Tong Road as a pilot point of “Energy Absorbing Bollards”. The TD would first arrange the HyD to carry out underground inspections to ensure the provision of devices was viable. At the same time, the TD had also made appointments with representatives of the HyD and district councilors to conduct on-site inspections later. In regard to the suggestion of reviewing all bus stops altogether, the TD and the HyD had provided “Energy Absorbing Bollards” at the bus stop in Tin Wan, Aberdeen, and were now planning to carry out tests at the Tai Lam Tunnel Bus Interchange and other locations. If the results were satisfactory, the devices would be provided in suitable locations. [Post-meeting note: the TD and the HyD conducted on-site inspections with district councilors on 6 June 2019.]

40. A Member raised follow-up enquiries in regard to the actual locations at the bus stops on Kwun Tong Road for providing the “Energy Absorbing Bollards”.

41. The representative of the TD replied that the devices would be provided at the bus stop on Kwun Tong Road where the previous accident took place and the testing site was about 100 metres long. Further studies would be conducted at other bus stops depending on the outcome of the testing site.

42. The Chairman pointed out that the matter was of concern to all Members and hoped the TD could report to Members on the progress of providing additional “Energy Absorbing Bollards” in due course.

43. The representative of the TD agreed.

44. After voting, the motion was passed with 20 votes in favour, zero vote against and zero abstention.

Views on a GMB route passing Choi Hing Court

45. A Member welcomed the TD’s prompt responses after listening to Members’ views and the consultation done by the TD in regard to the newly-suggested minibuss route. However, the Member expressed reservations on the suggested minibuss route and opined that the route might not be able to tie in with the residents’ habits. The Member hoped the TD could reconsider arranging the route to pass through nearby MTR stations, such as Kowloon Bay Station, Choi Hung Station or Diamond Hill Station so as to serve the residents. In the long run, the Member believed that the route would have

a better performance on sustainable development if the route could pass through Sam Choi Area.

46. A Member remarked that he had previously consulted residents on this item. Residents opined that the route should pass through MTR stations, be a feeder route, implement section fares and enhance its frequency. The Member remarked that he had conducted on-site inspections with the representatives of the TD earlier.

47. The representative of the TD replied that the suggested minibus route aimed at facilitating residents in Choi Hing Court and nearby areas to travel to the nearest MTR stations directly so that those residents could choose an appropriate public transport services for their second ride in accordance with their destinations as soon as possible. Therefore, the first stop of the suggested minibus route was set up outside Choi Hung MTR Station, which was the closest MTR station to Choi Hing Court. In addition, if residents would like to travel to Kowloon Bay Station, they could take Kowloon GMB route no. 68, which departed from Choi Wan Estate and passed through Choi Hung MTR Station. The TD noted Members' views and would consider their views under the principle of utilising the existing resources.

VIII. Date of Next Meeting

48. The next meeting was scheduled to be held at 2:30 p.m. on 1 August 2019 (Thursday).

49. There being no other business, the meeting was adjourned at 5:00 p.m.

The minutes of the meeting were confirmed on 1 August 2019.

Kwun Tong District Council Secretariat
May 2019