

(Translation)

**Minutes of the 13th Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 22 January 2026 (Thursday)
Time: 2:30 p.m. – 4:07 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

Mr KAN Ming-tung, MH (Chairman)	Mr HSU Yau-wai
Ms KAM Kin (Vice-chairman)	Mr CHAN Yiu-hung, Jimmy, MH
Mr YU Siu-lun	Mr TSANG Wing-fai
Mr NG Sing-wah	Ms CHING Hoi-yan
Mr NG Ting-fung	Ms FENG Yunsi
Ms LEE Shuk-woon, Sophia, MH	Mr WONG Chun-ping, BBS, MH, JP
Mr LEE Ka-hang	Mr WONG Kai-san
Mr FONG Yat-kwan	Ms YU Juliana
Mr LAM Fung, MH	Mr TANG Wing-chun
Mr LAM Wai	Mr CHENG Keung-fung
Mr MA Yat-chiu, MH	Mr KWAN Kin-wing
Mr CHEUNG Yiu-pan	Mr PANG Chi-sang
Hon CHEUNG Pui-kong	Mr CHEUNG Wing-shing, Peter (Co-opted Member)
Mr CHEUNG Ki-tang, MH	Mr TAM Sze-chung (Co-opted Member)

In Attendance

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong) ²
Miss YAU Huen-chi, Cally	Assistant District Officer (Kwun Tong) ² (Designate)
Mr CHOW Lap-kan, Douglas	Senior Executive Officer (District Council), Kwun Tong District Office
Mr LEUNG Pak-fung, Kazaf	Senior Transport Officer/Kwun Tong 1, Transport Department
Mr CHU Cheuk-king	Senior Transport Officer/Kwun Tong 2, Transport Department
Ms LAU Lai-yu, Candy	Engineer/Lam Tin,

Mr LEE Yat-sun, Sun	Transport Department Engineer/Ngau Tau Kok, Transport Department
Mr YIP Yuk-tsang, Steven	District Engineer/Kwun Tong, Highways Department
Mr WONG Wing-yip, Raymond	Engineer 3/Universal Accessibility, Highways Department
Mr CHAN Ting-hong	Engineer 4/Universal Accessibility, Highways Department
Mr Edwin FU	Senior Resident Engineer, Universal Accessibility Programme, Highways Department
Mr CHIU Kai-seng, Leo	Senior Resident Engineer, Universal Accessibility Programme, Highways Department
Mr HO Chi-kin	Representative, Kwun Tong District, Hong Kong Police Force
Mr CHAN Yuen-hong	Representative, Sau Mau Ping District, Hong Kong Police Force
Mr LIU Zhuo, Frank	Engineer/27(East), Civil Engineering and Development Department

Secretary

Mr LAI Lok-hang, Jacky	Executive Officer (District Council)4, Kwun Tong District Office
------------------------	---

Absent

Mr YU Man, MH

Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 13th meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman extended a special welcome to the representatives of the Universal Accessibility Programme of the Highways Department (“HyD”) for attending the TTC meeting to respond to Members’ enquiries and views regarding the relevant works projects.

3. The Chairman said that the Secretariat had received a notice of absence from Mr YU Man before the meeting. TTC consented to the above application for absence due to its compliance with Order 64 (1) of the Kwun Tong District Council Standing Orders.

I. Confirmation of Minutes of Last Meeting

4. Members had no further comments and the minutes of the 12th meeting were confirmed.

II. Members and Area Committees’ Views on Public Transport Services and Road Works Projects in Kwun Tong District
(KTDC TTC Paper No. 1/2026)

5. Members raised views and enquiries as follows:

5.1 Members thanked the Transport Department (“TD”) and HyD for installing a “children going to and from school ahead” sign at the crossing outside the school on Ko Chiu Road to remind drivers to pay attention to pedestrian safety.

5.2 Members pointed out that the railings at the minibus stop near Tak Lung House on Pik Wan Road caused inconvenience to passengers, particularly the elderly, when boarding and alighting, and requested HyD to remove the railings as soon as possible.

5.3 Members enquired about the progress of the works to provide road markings on On Yan Street and suggested that countdown timers be provided at signal-controlled pedestrian crossings in the district to enhance pedestrian safety.

5.4 Members urged TD to promptly implement the traffic lane improvement works at Ko Chiu Road and to notify the affected schools.

5.5 Members pointed out that YK Pao School Hong Kong would soon be established at Maya in Yau Tong, which might result in heavier road traffic in the area, and requested the contractor to commence in advance the road improvement works for the right turn from

Cha Kwo Ling Road to Ko Chiu Road.

- 5.6 Members requested TD to explain why section fares for buses had not yet been implemented at Anderson Road.
- 5.7 Members urged HyD to promptly replace the damaged traffic bollards in the vicinity of Anderson Road.
- 5.8 Members suggested that KMB route no. 14B be diverted via Ko Wang Court and Cha Kwo Ling Road to accommodate the travel needs of residents of the new housing estate.
- 5.9 Members suggested that Citybus route no. A26 increase its service frequency to every 30 minutes during holidays to meet passenger demand.
- 5.10 Members expressed concern about the service level of green minibus (“GMB”) route no. 76B and suggested that TD add a photo upload feature to its mobile application “HKeMobility” to enable members of the public to report minibus lost trips in real time.

6. The Chairman enquired about the operation of KMB route no. 14H and GMB route no. 76B and suggested that, in light of the upcoming establishment of YK Pao School Hong Kong in Yau Tong, TD should, together with the police and Members, conduct a site inspection as soon as possible to explore feasible traffic improvement measures.

7. The representative of TD responded to Members’ views and enquiries as follows:

- 7.1 TD stated that it had previously liaised with nearby schools regarding the proposal to enhance road markings on Ko Chiu Road and was arranging for HyD to implement the proposal. Progress would be updated in the paper for the next meeting.
- 7.2 Regarding the road improvement works at the junction of Cha Kwo Ling Road and Ko Chiu Road, TD indicated that it would examine with the project team the feasibility of commencing the works in advance and would maintain close liaison with stakeholders.
- 7.3 Regarding KMB route no. 14H and GMB route no. 76B, TD noted that, following the provision of additional departures, the maximum occupancy rate of KMB route no. 14H was about 50%, indicating that the service was generally sufficient to meet passenger demand. As for GMB route no. 76B, the department noticed that additional departures were arranged during morning peak hours to meet passenger demand and that the service

regularity of the route had improved since the commissioning of the new junction near United Christian Hospital.

7.4 TD would examine with the bus company the feasibility of diverting KMB route no. 14B via Ko Wang Court and Cha Kwo Ling Road.

7.5 TD stated that KMB route no. 19 had recently implemented two-way section fares for passengers travelling between the Anderson Road Quarry Site Development Area and On Tai Estate.

[Post-meeting note: TD had all along been encouraging bus companies to introduce concession measures as far as possible, taking into account their operational and financial conditions, the socio-economic environment and passenger demand, to help reduce the public's transport expenses. As for whether to provide fare concessions and the details of such concessions, in accordance with the spirit of free enterprise, these were commercial decisions of individual bus companies. The department had referred Members' suggestion to provide more fare concessions for passengers of On Tai Estate to KMB for consideration. In addition, the department understood that residents of On Tat Estate requested more bus route options with affordable fares for shorter journeys (e.g. to and from nearby transport hubs such as MTR Choi Hung Station). In this regard, KMB had successively introduced route nos. 213A and 19 to cater for residents' travel needs. Since its introduction, KMB route no. 19 had increased its service frequency on several occasions to facilitate residents' travel. TD believed that introducing short-distance bus services to address residents' demand for shorter journeys would be more cost-effective. The department would closely monitor passenger demand for such journeys and review the services in due course.]

7.6 TD indicated that it would remind the operator to enhance the service of Airbus route no. A26 during holidays and adjust the service frequency where necessary.

7.7 TD anticipated that the application of reddish-brown warning markings on On Yan Street would be completed by mid-February, and the department would also study the feasibility of providing countdown timers at pedestrian crossings.

8. The representative of HyD responded to Members' views and enquiries as follows:

8.1 Regarding the works to remove the railings at Pik Wan Road, the department was waiting for TD to prepare plans. Works were expected to commence in three to four months, and

the department would report on the progress at the next meeting.

8.2 As for the traffic bollards on Anderson Road, the department was procuring new light fittings and would promptly arrange for replacement upon delivery.

9. The Chairman requested TD and HyD to closely monitor the service levels of bus and minibus routes and to establish a long-term monitoring mechanism.

10. Members noted the paper.

III. Progress Report on Road Projects in Kwun Tong District **(KTDC TTC Paper No. 2/2026)**

11. Members raised views and enquiries as follows:

11.1 Members expressed strong dissatisfaction with the repeated delays to the works at the footbridge across Lee On Road connecting Lee Yip House of Shun Lee Estate and Shun Chi Court (structure no.: SL04), and requested the relevant departments to strengthen project management and streamline procedures so as to complete the works as soon as possible.

11.2 Members expressed concern about the progress of the works at the footbridge across the Eastern Harbour Crossing toll plaza (structure no.: KF148).

11.3 Members expressed concern about the works at the footbridge across Chun Wah Road near Jordan Valley Playground (structure no.: KT05). Members were worried that the difference of one quarter between the completion dates of the two lifts would affect pedestrians' use of the footbridge, and requested HyD to make proper arrangements. Members also enquired about the details of the slope upgrading works for Lift No. 2.

11.4 Members enquired whether TD had formulated any long-term plan for the provision of additional seating and electronic display panels at bus stops, and suggested that more seats be provided at the bus stops at Exit A of MTR Kowloon Bay Station.

11.5 Members pointed out that the study and public consultation on the lift and pedestrian walkway system at Kung Lok Road had been completed, and suggested that the progress status in the paper be revised to "gazettal stage".

- 11.6 Members pointed out that the audible signals of the lifts at the subway across Chun Wah Road near Lok Wah South Estate (structure no.: KS43) were too loud, affecting nearby residents, and suggested that the volume be lowered during nighttime. In addition, Members suggested beautifying the subway to enhance its overall appearance and encourage residents to use it.
- 11.7 Members expressed concern about the works at the subway across Pik Wan Road connecting Kwong Tin Estate bus terminus and Hong Pak Court (structure no.: KT01), and suggested that clear directional signage be installed at the location to remind pedestrians to use the designated crossing.
- 11.8 Members urged TD to install electronic display panels at the Wo Lok Estate and Hip Wo Street bus stops as soon as possible.
- 11.9 Members pointed out that the Sau Mau Ping (Central) Bus Terminus had multiple boarding platforms, but passengers had difficulty in identifying the departure platform for KMB route no. 1A, frequently resulting in passengers running across the carriageway to catch buses, which posed a safety hazard. Members suggested that electronic display panels be installed within the terminus to clearly indicate the departure platform of the next bus, so as to improve queuing order and ensure passenger safety.
- 11.10 Members expressed concern about the Development of Anderson Road Quarry Site - Road Improvement and Infrastructure Works (project no.: 7818CL), and requested the relevant departments to remove the water-filled barriers and obstacles underneath the footbridge as soon as possible. Members also enquired when the footpath from Po Lam Road to On Sau Road would be reopened.

12. The representative of HyD responded to Members' views and enquiries as follows:

- 12.1 Regarding the works at SL04, HyD indicated that the delays were mainly attributable to inclement weather and discrepancies between the actual locations of underground pipes and those shown on the plans. As the relocation of gas mains required an expanded excavation area, HyD was coordinating with relevant departments and stakeholders on temporary traffic arrangements. To expedite progress, the department was exploring with the contractor measures such as deploying additional manpower and adopting the Modular Integrated Construction method, with a target completion date in the first quarter of 2027.

- 12.2 Regarding the works at KT05, HyD indicated that the water main diversion for Lift No. 1 had been completed and foundation works would commence shortly. As for Lift No. 2, the department anticipated that the slope upgrading works would be carried out in early February, during which the entire slope would be fenced off and the platform area near the lift location would be partially enclosed. However, passageways would be reserved for public use.
- 12.3 Regarding the works at KS43, HyD indicated that it would ask the project team to follow up on Members' suggestions concerning the volume of the lift audible signals and the beautification of the subway.
- 12.4 Regarding the works at KF148, HyD indicated that the superstructure works for Lift No. 1 had been completed in November 2025, with completion of the lift anticipated in the second quarter of 2026. As for Lift No. 2, since the site fell within the "Railway Protection Boundary", design modifications and MTR approval were required, with the target completion date in the fourth quarter of 2026.
- 12.5 Regarding the lift and pedestrian walkway system at Kung Lok Road, HyD indicated that the Government would continue to review the priority and urgency of projects under planning and adjust the implementation progress as appropriate, taking into account the latest developments, including policy developments and the Government's fiscal position.
13. The representative of TD responded to Members' views and enquiries as follows:
- 13.1 The representative of TD indicated that the department would continue to encourage bus companies to install additional seating and display panels at suitable bus stops. Bus companies would generally determine the installation priority based on factors such as patronage, technical feasibility and power supply. TD also welcomed Members' suggestions on specific locations, which would be referred to the bus companies for consideration.
- 13.2 Regarding the Sau Mau Ping (Central) Bus Terminus, TD agreed that the current situation was unsatisfactory and would request the bus company to arrange bus departures from the designated boarding areas as far as possible. The department would also solemnly remind the bus company that passenger safety and queuing order must be the primary considerations; even if boarding locations had to be changed due to operational needs, clear guidance must be provided to passengers. In addition, TD would study Members' suggestion of installing electronic display panels to show the licence plate numbers of the

next departing buses.

14. The representative of the Civil Engineering and Development Department responded to Members' enquiries on the 7818CL project, indicating that the relevant road and drainage improvement works were still in progress, and the water-filled barriers would be progressively removed in the third to fourth quarter of this year.

15. The Chairman urged TD to follow up on Members' views regarding the queuing order at the Sau Mau Ping (Central) Bus Terminus, so as to ensure passenger safety.

16. Members noted the paper.

IV. List and Timetable of Major Traffic Improvement Works Completed, Being Implemented or Planned by TD / HyD in the Last Two Months
(KTDC TTC Paper No. 3/2026)

17. Members raised views and enquiries as follows:

17.1 Members pointed out that the supply of motorcycle parking spaces in the district was tight, and hoped that the relevant departments would provide parking spaces at Tsui Ping Road near Tsui Mei House as soon as possible.

17.2 Members enquired about the plan to provide motorcycle parking spaces at the Lei Yue Mun Road/Ko Chiu Road roundabout near Lei Yue Mun Plaza.

18. The representative of TD responded to Members' views and enquiries as follows:

18.1 Regarding the provision of motorcycle parking spaces at Tsui Ping Road near Tsui Mei House, TD had earlier commissioned HyD to conduct a site investigation. Due to the dense network of underground electricity cables and utilities, TD was exploring an adjusted scheme with HyD. Once the scheme was confirmed, TD would report back to Members.

18.2 Regarding the provision of motorcycle parking spaces at the Lei Yue Mun Road and Ko Chiu Road roundabout, TD indicated that the location was subject to heavy traffic, and site investigations had revealed complex underground utilities. TD would continue to identify suitable alternative locations within the district.

19. The representative of HyD indicated that the main technical challenge in providing motorcycle parking spaces at Tsui Ping Road near Tsui Mei House was the presence of a Drainage Services Department (“DSD”) nullah structure underground. HyD was exploring an adjusted scheme with TD and DSD, including the adoption of a shallower design or a reduction in the number of parking spaces, so as to minimise the impact on the underground utilities.

20. Members noted the paper.

V. Any Other Business

Traffic and public transport arrangements upon commissioning of the Central Kowloon Bypass (Yau Ma Tei Section) (TD)

21. The Chairman and Members expressed concern about the significant increase in traffic flow in Kwun Tong District following the commissioning of the Central Kowloon Bypass (Yau Ma Tei Section), and put forward the following suggestions to TD:

- (i) To adjust the traffic signals at the Wai Yip Street/Cha Kwo Ling Road/Kwun Tong Bypass junction to facilitate traffic flow;
- (ii) To deploy traffic police officers to assist in directing traffic, or to consider extending the double white lines on Kwun Tong Bypass and adjusting road markings to reduce lane-cutting and traffic accidents;
- (iii) given the high pedestrian crossing demand across Wai Yip Street outside Cha Kwo Ling Promenade, which affected the traffic flow of vehicles turning left from Wai Yip Street westbound onto Kwun Tong Bypass, to adjust the traffic signals and consider the construction of a footbridge in the long term; and
- (iv) as the section of Kwun Tong Bypass connecting Kai Fuk Road was severely congested during peak hours, to review the road markings and lane-changing design to enhance road safety and traffic flow.

22. The representative of TD responded that the department had been closely monitoring the traffic conditions following the commissioning of the Central Kowloon Bypass (Yau Ma Tei Section), and would formulate appropriate traffic management measures.

[Post-meeting note: The representative of TD, together with KTDC members and representatives of

nearby estate owners, conducted a site inspection at the Wai Yip Street/Cha Kwo Ling Road junction on 16 January this year, and a written reply had been provided on 30 January.]

Proposed addition of a bus stop at Pik Wan Road near Hong Shui Court (Yau Tong-bound) (TD)

23. Members pointed out that KMB route nos. 14H, 88X and 603, among others, in the Yau Tong-bound direction did not have any intermediate stop between Kwong Tin Shopping Centre and Ko Chun Court, and suggested that a bus stop be added at Pik Wan Road near Hong Shui Court for the convenience of residents. Members urged the department to conduct a site inspection to explore feasible options.

24. The representative of TD responded that the department would study the feasibility of adding a bus stop and would report the results to Members in due course.

VI. Date of Next Meeting

25. The meeting was scheduled to be held on 19 March 2026 (Thursday).

26. There being no other business, the meeting was adjourned at 4:07 p.m.

The minutes of the meeting were confirmed on 19 March 2026.

Kwun Tong District Council Secretariat
March 2026