

(Translation)

**Minutes of the 1st Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 18 January 2024 (Thursday)

Time: 2:30 p.m. – 4:43 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
Mr HUNG Kam-in, MH (Vice-chairman)	Mr CHAN Yiu-hung, Jimmy, MH
Mr YU Siu-lun	Mr TSANG Wing-fai
Mr YU Man, MH	Ms CHING Hoi-yan
Mr NG Sing-wah	Ms FENG Yunsi
Mr NG Ting-fung	Mr WONG Chun-ping, MH, JP
Mr LUI Tung-hai, MH	Mr WONG Kai-san
Mr LEE Ka-hang	Ms YU Juliana
Mr LAM Fung, MH	Ms ZHAN Baoyu
Mr LAM Wai	Ms CHU Lok-wai
Ms KAM Kin	Mr CHENG Keung-fung
Mr MA Yat-chiu, MH	Mr LAI Wing-chun, MH
Mr CHEUNG Pui-kong	Mr TAM Siu-cheuk
Ms LEUNG Sze-wan	Mr KWAN Kin-wing
Ms FU Pik-chun, MH	Mr PANG Chi-sang

In Attendance

Ms CHAN Wai-chun, Regina	Assistant District Officer (Kwun Tong)1
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

Mr FUNG Wai-yan, Ryan	Senior Engineer/Kowloon District East (South), Transport Department
Mr LAM Tak, Eric	Engineer/Kwun Tong 1, Transport Department
Mr YIP Yuk-tsang, Steven	District Engineer/Kwun Tong, Highways Department
Mr HO Bun, Ben	Engineer 3/Universal Accessibility, Highways Department
Mr CHAN Kam-suen, Philip	Project Coordinator 1/Universal Accessibility, Highways Department
Mr HO Chi-kin	Officer-in-charge, District Traffic Team (Kwun Tong), Hong Kong Police Force
Mr MA Ling-ho, Herwin	District Operation Officer, Sau Mau Ping Police District, Hong Kong Police Force
Mr CHU Chi-wai, Boris	Officer-in-charge, District Traffic Team (Sau Mau Ping), Hong Kong Police Force

Secretary

Mr HEUNG Sai-yau, Calvin	Executive Officer II(Support)1, Kwun Tong District Office
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In Attendance by Invitation

Mr CHU Tun-hon, Vincent	Chief Engineer/Railway Development 2-1 Highways Department	Item I
Ms CHAN Mun-ming, Maggie	Senior Engineer/Railway Strategy(3), Highways Department	
Ms LAM Sau-lai, Katy	Engineer/Railway Strategy(4), Highways Department	
Ms LAI Cheuk-wah, Kristin	Engineer/Technical Services(3) Highways Department	

Absent

Mr FONG Yat-kwan	
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Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 1st meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

I. Smart and Green Mass Transit System in East Kowloon (KTDC TTC Paper No. 1/2024)

2. The representative of the Highways Department (“HyD”) presented the paper.
3. Members raised views and enquiries as follows:
 - 3.1 Members pointed out that as early as 2018, when On Tat Estate and On Tai Estate were yet to be completed, the Alliance on Concern for East Kowloon Traffic had already foreseen the transportation needs of residents in the uphill areas of Kwun Tong and advocated for the construction of the East Kowloon Line. They questioned why the Government had delayed the commencement of the works for the Smart and Green Mass Transit System in East Kowloon (“MTS”) until now. Members hoped that the completion of MTS would alleviate the traffic problems in the Kwun Tong Central sub-district.
 - 3.2 Members pointed out that the railway project in East Kowloon had been delayed for a decade and urged the Government to promptly explain to the public the design, timetable and route map of MTS to prevent the project from being shelved again.
 - 3.3 Members opined that the route design of MTS should prioritise convenience for the public as far as possible, but the preliminary alignment did not cover the Anderson Road, On Tat Estate, On Tai Estate and Po Tat Estate area. Also, Members estimated that the existing footbridges and lifts would not be sufficient to cope with the additional pedestrian flow brought by MTS. They suggested that more connecting facilities should be provided and priority should be given to the provision of escalators to connect MTS to different areas and cope with the pedestrian flow.
 - 3.4 Members said that MTS was very close to residential areas and was expected to cause noise nuisance to residents in the Kwun Tong North sub-district. They suggested that noise mitigation facilities should be provided along the road sections close to residential areas.

- 3.5 Members suggested that KTDC should conduct site visits with the relevant departments to understand the exact needs of the residents in the uphill areas of Kwun Tong.
- 3.6 Members thanked HyD for extending the MTS alignment to Yau Tong East and said that residents in the uphill areas of Kwun Tong had been looking forward to the system for many years. They suggested that HyD should resolve the technical problems and commence the construction works as soon as possible, and consider commissioning the system in phases.
- 3.7 Members said that the service capacity of the United Christian Hospital (“UCH”) would increase substantially after its expansion, adding burden to the existing road network connecting to the hospital. Therefore, they were concerned about the connection arrangements between MTS and UCH. They noticed that the nearest station to UCH under the proposal would be the Shun Tin Station and hoped that barrier-free access could be provided at the station to facilitate public access to and from UCH using MTS.
- 3.8 Members were concerned about the arrangements for providing an intermediate station at Lam Tin North and pointed out that the area had urgent transportation needs. They suggested that HyD should study the provision of the Lam Tin North station and improve the problem of residents in the uphill areas of Kwun Tong having to wait for a long time to access the connecting lifts.
4. The representative of HyD responded to Members’ views and enquiries as follows:
- 4.1 Regarding the works timetable, HyD said that it would endeavour to proceed with the various stages of work as soon as possible, including seeking funding approval from the Legislative Council, engaging consultants to carry out environmental impact assessments (“EIA”) for MTS, gazetting, detailed design, etc. Also, HyD would request the consultant to seek ways to expedite the works progress, such as considering the use of prefabricated components.
- 4.2 Regarding the connection between MTS and the Anderson Road, On Tat Estate and On Tai Estate area, HyD had engaged a consultant last year to conduct a preliminary technical study and suggested building lifts to connect On Tat Estate and On Tai Estate and providing pedestrian connection facilities near Ma Yau Tong or Po Tat to connect MTS to the Anderson Road area. HyD would review the relevant arrangements at the detailed design stage.

- 4.3 Regarding the problem of traffic noise, HyD pointed out that for the convenience of residents, part of the alignment of MTS would inevitably be close to residential areas. HyD would install noise barriers or relevant mitigation facilities in accordance with the EIA requirements to minimise the impact of MTS on the residents.
- 4.4 Regarding the suggestion of phased commissioning, HyD would discuss the feasibility of the suggestion with the consultant in due course.
- 4.5 Regarding the suggestion of connecting MTS to the existing footbridges, HyD took this into consideration during the preliminary study and would carefully examine the relevant facilities in the subsequent design stage to facilitate public travel.
- 4.6 Regarding the views on the Lam Tin North Station, HyD understood the pressing transportation needs in the area, but there had not been a finalised plan for the Lam Tin North Station yet. HyD said that based on the preliminary proposal in the paper, a tunnel design would be used for the section from Ma Yau Tong to Yau Tong. Due to technical difficulties associated with constructing the tunnel deep underground, the Lam Tin North Station had not been included in the plan. Nevertheless, HyD would ask the consultant to analyse the feasibility of adopting a viaduct design near Pik Wan Road and explore the feasibility of the construction of the Lam Tin North Station during the detailed design stage. HyD would conduct a more detailed review in the next stage.
- 4.7 Regarding the proposal of connecting MTS to UCH, HyD would convey the relevant views to the consultant.

5. Members raised follow-up views and enquiries as follows:

- 5.1 Members understood that the alignment of MTS could not satisfy the needs of all sub-districts, but recommended providing more connection points to link the stations to the nearby areas to facilitate wider public access to MTS.
- 5.2 Members enquired how the Choi Hung East and Yau Tong East Stations of MTS would be connected to the existing railway network and whether MTS could be further extended to cover more areas if the viaduct option was adopted.
- 5.3 Members suggested that a viaduct entrance should be provided at the Yau Tong East Station to connect the future Yau Tong Polyclinic with the buildings in the Ko Chiu

Road and Pik Wan Road area. This could also facilitate the use of MTS by residents of other housing estates on the hill.

- 5.4 Members again urged HyD to commence the works as soon as possible and provide additional escalators connecting areas such as On Tat Estate and On Tai Estate so as to facilitate residents on the hill to walk to the Sze Shun sub-district to use MTS.
- 5.5 Members expressed concerns about the arrangements for the Lam Tin North Station. They said that if the tunnel option was adopted, it was recommended that a lift be constructed near the slope next to the Lam Tin (East) Community Hall to connect to the underground MTS; and if the viaduct option was adopted, they enquired whether MTS would occupy space on Pik Wan Road, the required construction time, and the traffic impact.
- 5.6 Members suggested increasing the capacity of MTS to meet the transportation needs of residents in the uphill areas.
- 5.7 Members enquired how HyD planned to connect the Choi Hung East Station of MTS to the Choi Hung MTR Station, and suggested that HyD should study how to adjust the ancillary transport facilities in Choi Hung to divert the flow of interchanging passengers there. It was also suggested that local consultation on this matter be conducted as soon as possible.
- 5.8 Members pointed out that the paper did not explicitly mention whether the viaduct or tunnel option would be adopted for MTS. They were concerned that the use of the existing traffic lanes on the hill for the construction of MTS would add to the traffic load of the uphill areas and asked for HyD's clarification.

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

- 6.1 Regarding the works progress, HyD had commenced the relevant preparatory work for the investigation study and design, including geological investigation and other procedures, with a view to shortening the planning and design time as far as possible.
- 6.2 Regarding the issue of construction noise, HyD said that relevant mitigation measures would be implemented in accordance with the EIA requirements to minimise the impact of MTS on residents.
- 6.3 Regarding the connecting facilities at the stations, as the financial arrangements for the

works had yet to be finalised, HyD would build as many connecting facilities as possible after considering factors such as passenger flow and cost-effectiveness.

- 6.4 Regarding the connection of MTS with MTR, HyD pointed out that the consultant preliminarily proposed constructing footbridges and tunnels at the Choi Hung East Station and the Yau Tong East Station respectively to connect the stations to the nearby MTR stations. However, the feasibility of these proposals required further detailed study by the consultant. Also, regarding the construction of connection facilities to link the stations with the nearby hospital, HyD said they would convey these views to the consultant.
- 6.5 Regarding the provision of escalators, HyD noted the suggestion and said that it would be considered in the next stage.
- 6.6 Regarding the arrangements for the Lam Tin North Station, HyD said that the preliminary plan was to adopt the tunnel option for the section from Ma Yau Tong to Yau Tong. As the tunnel would be constructed deep underground, the public might need to spend a longer time travelling between the ground level and the station platforms, which would increase the commuting time and possibly reduce the cost-effectiveness. HyD further pointed out that if the non-tunnel option was adopted, a viaduct would have to be constructed along Pik Wan Road. However, it would be difficult to identify locations on slopes or footpaths adjacent to the existing traffic lanes for constructing bridge piers. Diversion of existing underground utilities might also be necessary to make room for the works. HyD would study the feasibility of the two options in the next stage.
- 6.7 Regarding the capacity of MTS, HyD said that it had considered different smart and green mass transit systems, such as “SkyShuttle”, “Autonomous Rail Rapid Transit”, and “Bus Rapid Transit”, during the preliminary assessment. The initial view was that the capacity of the proposed MTS would be sufficient to cope with the demand of the residents of the uphill areas. HyD would request the consultant to conduct a detailed assessment of the capacity of the system in the next stage.
- 6.8 Regarding the alignment of MTS, HyD said that it would request the consultant to study the feasibility of expanding MTS in future.
- 6.9 Regarding the impact of MTS on the traffic in the vicinity of Choi Hung East, HyD would conduct a traffic impact assessment for the area in the detailed design stage.

7. Members raised follow-up views and enquiries as follows:
- 7.1 Members were concerned about the connection between the Choi Hung East Station and the Choi Hung MTR Station and enquired whether HyD had, when designing MTS, considered the redevelopment of Choi Hung Estate, the transitional housing and the light public housing projects at Choi Hing Road, as well as the frequent overcrowding of passengers at the minibus stop at Choi Hung Interchange, so that the design of MTS could help divert the traffic flow.
 - 7.2 Members opined that apart from engaging consultants to conduct studies, HyD should also organise workshops and focus group meetings for DC Members to better gauge their views and enhance their participation.
 - 7.3 Members reminded HyD to pay attention to the possible noise and air pollution that the viaduct option might bring to the primary and secondary schools in the Lei Yue Mun Road area.
 - 7.4 Members pointed out that the Yau Tong MTR Station had a high pedestrian flow during peak hours and suggested widening the roads when designing the connecting facilities for Yau Tong East Station.
 - 7.5 Members were concerned that the construction of a viaduct might affect the existing traffic lanes and enquired whether the works would aggravate traffic congestion in the vicinity of Lei Yue Mun Road and Ko Chiu Road.
 - 7.6 Members opined that HyD should take the opportunity of constructing MTS to improve the existing pedestrian facilities in Sau Mau Ping and Sze Shun sub-districts to meet the needs of the area.
 - 7.7 Members urged HyD to construct MTS as soon as possible. Also, they requested that the progress of the ongoing widening works of Clear Water Bay Road be expedited.
 - 7.8 Members said that tens of thousands of residents lived near Pik Wan Road, but the current transportation services were insufficient. Residents had to walk 15 to 20 minutes to reach the MTR station. In view of the ageing population in the area, Members suggested that HyD consider setting up a station near Hong Pak Court and Hong Nga Court to serve the residents in the area.
 - 7.9 Members suggested that the fares of MTS should not be too high.

- 7.10 Members said that HyD should consider how MTS could be coordinated with other modes of transport to achieve synergy and serve residents more effectively.
- 7.11 Members hoped that MTS could truly incorporate smart and green elements, leveraging artificial intelligence to reduce residents' waiting time and achieve the goals of environmental protection and energy conservation. Members also hoped that MTS could effectively address livelihood issues.
- 7.12 Members suggested that HyD should invite DC Members to conduct site inspections.

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

- 8.1 Regarding the Choi Hung East Station, HyD had been keeping abreast of the latest developments in the district, such as the redevelopment of Choi Hung Estate. HyD had been continuously coordinating with the consultant and other departments to adjust the locations of stations and connecting facilities in response to the latest situation in the district.
- 8.2 Regarding the problem of construction noise, HyD said that the advance works of the EIA had commenced at the present stage. HyD would request the consultant to follow up on the relevant work.
- 8.3 Regarding the connecting arrangements for the Yau Tong East Station, HyD reiterated that the arrangements had yet to be finalised at the present stage. The department would examine whether there were more convenient ways to connect the station to the Yau Tong MTR Station. HyD emphasised that arrangements would be made to enhance the connectivity between the stations and the existing pedestrian facilities as far as possible.
- 8.4 Regarding the works progress, HyD reiterated that the works would commence as soon as possible and hoped that Members would understand that constructing MTS by adopting the viaduct option would require longer time. HyD would explore different ways to expedite the works progress.
- 8.5 Regarding the various proposals put forward by Members regarding the provision of the Lam Tin North Station, HyD would consider the impact of different proposals on the pedestrian flow at the station and the cost-effectiveness of the proposals. HyD would request the consultant to conduct a detailed analysis of the relevant proposals

in the next stage.

8.6 Regarding MTS fares, HyD would engage a consultant to conduct a financial analysis and discuss the fare arrangements with other departments.

8.7 Regarding future coordination with other modes of transport upon completion of MTS, HyD said that a traffic impact assessment would be conducted on this matter.

8.8 HyD indicated its willingness to conduct site inspections with DC Members to improve the design of MTS.

9. Members raised follow-up views and enquiries as follows:

9.1 Members said that HyD had not responded to the suggestion of installing lifts and escalators on the slope outside Tat Chui House of Po Tat Estate to connect to the Po Tat Station. They urged HyD to record the suggestion.

9.2 Members said that HyD had not responded to the suggestion of providing escalators to connect On Tat Estate and On Tai Estate to Lee On Road, Shun On Road and Sau Mau Ping Road.

9.3 Members suggested that the present issue be made a standing agenda item.

9.4 Members opined that the design of the alignment of MTS from the Choi Hung East Station to the Ma Yau Tong Station could help solve the problem of inadequate transportation services in the uphill areas of Kwun Tong. However, they pointed out that the alignment from the Ma Yau Tong Station to the Yau Tong East Station had completely bypassed the public housing development projects in Lam Tin North and Pik Wan Road. They understood that the plan for the Lam Tin North Station had yet to be finalised but believed that MTS should benefit as many residents as possible.

9.5 Members emphasised that it was essential to connect the Yau Tong East Station to the Yau Tong MTR Station, otherwise it would affect the future commute of residents.

9.6 Members enquired whether the alignment of MTS passing through Black Hill and then bypassing Kwong Tin Estate was to accommodate the Water Supplies Department's future relocation of service reservoirs to caverns.

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

- 10.1 Regarding the connecting arrangements at the Po Tat Station, HyD would consider Members' suggestions and construct appropriate pedestrian connection facilities at the stations to allow residents to use MTS conveniently.
- 10.2 Regarding the suggestion of providing additional escalators to connect On Tat Estate and On Tai Estate, HyD explained that there were difficulties in constructing escalators as the vertical distance between the above-mentioned estates and Po Lam Road was about 50 metres. They added that providing lifts would require less space than escalators, but HyD would continue to study the feasibility of providing escalators there.
- 10.3 Regarding the alignment of the Lam Tin North Station, HyD explained that there was a closed landfill in the Black Hill area and bypassing the landfill could help to avoid technical problems and expedite the works progress.
- 10.4 Regarding the connecting arrangements at the Yau Tong East Station, HyD would study the relevant arrangements in the next stage.

11. The Chairman concluded that there was a strong demand for MTS in the uphill areas of Kwun Tong. He hoped that HyD would expedite the construction of MTS and take into account Members' views on the connection methods, the alignment and other issues when designing the system, so as to improve the traffic problems in the uphill areas.

12. The Chairman said that TTC could consider making this issue a standing agenda item when HyD submitted further information to the committee.

13. Members noted the paper.

II. Progress Report on Road Projects in Kwun Tong District (KTDC TTC Paper No. 2/2024)

14. Members raised views and enquiries as follows:

- 14.1 Members enquired about the works progress and timetable for retrofitting lifts at structure no. KS43, i.e. the subway across Chun Wah Road near Lok Wah South Estate. They also enquired about HyD's follow-up actions, under what circumstances the department would consider replacing the contractor, and the target completion date for the project.

- 14.2 Members were concerned about the works progress of retrofitting lifts at structure no. KT05, i.e. the footbridge across Chun Wah Road near Jordan Valley Playground. They said that the project was adjacent to the inclined lift project at Lok Wah North Estate and hoped that the two projects could be completed at the same time to avoid causing inconvenience to residents.
 - 14.3 Members enquired about the scope of the work for the six projects awarded under the same contract, including K49 and KS62. They also asked whether arrangements would be made for the new term KTDC Members to conduct site inspections.
 - 14.4 Members requested HyD to follow up on issues such as bus shelters, seats and queuing arrangements at bus stops, particularly the situation at the bus stop outside Sau Mei House, Sau Mau Ping South Estate on Hiu Kwong Street and the bus stop at Sau Wo House on Sau Ming Road.
 - 14.5 Members enquired about the works progress of 726TH/C, i.e. the widening of the roundabout at Tseung Kwan O-Lam Tin Tunnel (“TKO-LT Tunnel”).
 - 14.6 Members enquired about the works progress of retrofitting lifts at structure no. KT01, i.e. the subway across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court, as well as the land ownership issues regarding the private lots involved in the “Universal Accessibility” (“UA”) Programme.
15. The representative of HyD responded to Members’ views and enquiries as follows:
- 15.1 Regarding the works of KT05, HyD said that the project would dovetail with the inclined lift project of the Kwun Tong District Office so that the two projects could be completed at the same time for the convenience of the residents in the area.
 - 15.2 Regarding K49 and other works awarded under the same contract, HyD said that the contractor was currently conducting detailed design, formulating the necessary temporary traffic measures, applying for excavation permits and carrying out preliminary investigation works for each project. The main works were expected to commence in the middle of this year at the earliest.
 - 15.3 Regarding the lift retrofitting works for KT01, HyD said that the lift was located in the public area of Kwong Tin Estate. HyD was drafting a deed of easement with

the land owner, clearly spelling out the management and maintenance details of the new lift in the future. The consultant of the project was also working on the detailed design.

15.4 Regarding the works of 726TH/C, HyD said that the works would be carried out in two stages. HyD completed the first stage of the works, which was to widen the fast lane of Lei Yue Mun Road. The second stage of the works involved narrowing the existing footpath to provide a traffic lane for vehicles to turn left onto Kai Tin Road. To minimise the impact on the existing traffic, works relating to the widening of the roundabout to provide an additional traffic lane was arranged to be conducted on Sunday mornings. HyD had applied for a Construction Noise Permit from the Environmental Protection Department (“EPD”) and would commence the second phase of the widening works this month.

15.5 Regarding the KS43 project, HyD said that the contractor was Kwan On Construction Company Limited and reiterated that the department had been regularly reporting to TTC on the progress of the projects under the UA Programme in Kwun Tong District since the project tendering stage. Since the middle of last year, the contractor had financial issues and failed to complete the works in time, causing delays in the project. HyD apologised for the delay and had instructed the contractor to promptly deploy resources to improve the progress. HyD said that it was in discussions with the consultant and the contractor to complete the remaining works as soon as possible. HyD had suspended the contractor from tendering for roads and other public works contracts. If the contractor failed to complete the works as per the contract, HyD would seek compensation from the contractor. If the contractor’s performance further deteriorated, HyD would not rule out the possibility of replacing the contractor.

16. Members questioned why HyD did not engage another contractor to take over the project if it had already terminated the contract with the contractor.

17. HyD explained that the contractor was only unable to tender for government projects such as roads and drainage works, but the department had not terminated the contract with the contractor.

18. Members expressed dissatisfaction with how HyD handled the matter and opined that the department was harbouring the contractor through administrative means and did not prioritise the interests of the residents by finding ways to complete the project as soon as possible.

19. Members said that HyD only stated in the previous progress reports that “the consultant of

HyD had reported on the latest progress of the project to Members”, rather than consistently reporting the progress to KTDC as stated by the representative of HyD earlier. Members said that HyD had not come up with any solutions since discovering the problems of the contractor in March last year, and had not been able to explain to Members when the project would be completed.

20. The Chairman requested that HyD invite the senior professionals responsible for the UA Programme to attend the next meeting and explain to Members the project’s future development.

21. Members said that it was understood that there were established procedures for contract termination. They hoped that HyD would explain to Members the difficulties faced by the department at the next meeting to facilitate Members’ discussion on how the works could be followed up in the future.

22. Members noted the paper.

III. List and Timetable of Major Traffic Improvement Works Completed, Being Implemented or Planned by the Transport Department / Highways Department in the Last Two Months
(KTDC TTC Paper No. 3/2024)

23. Members raised views and enquiries as follows:

23.1 Members enquired whether fences would be erected along the footpath next to the motorcycle parking spaces on On Chui Street near Ching Tat House, in order to reduce the risk posed to the footpath. They also enquired about the reasons for the delay of the works to January this year.

23.2 Members suggested providing roadside metered parking spaces and motorcycle parking spaces near On Tat Estate.

23.3 Members were concerned about the works of installing a ramp at the footpath outside Sau Fu House on Sau Ming Road. HyD had previously said that the works would commence in the third quarter of this year. Members enquired why the works had not been included in the paper.

23.4 Members enquired about the progress of the provision of parking spaces at Choi Hing Road and the conversion of the abandoned bus stop at Choi Wing Road into parking spaces. They enquired whether the Transport Department (“TD”) would

include the works in the paper.

23.5 Members said that TD had consulted KTDC on the provision of motorcycle parking spaces at Hong Ning Road and enquired why the works had not been included in the paper. They wished to know the progress of the works.

23.6 Members enquired why TD had not included in the paper the proposal to provide motorcycle parking spaces next to St. Antonius Primary School and outside Mei Tong House of Yau Tong Estate. They would also like to know the progress of the works.

23.7 Members expressed support for the provision of reminder lights at pedestrian crossings and opined that it could help to reduce traffic accidents. They enquired about the conditions for installing the lights and whether TD would consult local residents or district councillors to allow residents to understand the purpose of the reminder lights.

23.8 Members enquired about the traffic light works on On Sau Road. They said that the site of the works was located at a road bend with vehicles traveling at high speed. They suggested that TD conduct a site inspection. Members considered that apart from providing the “Slow” marking, speed limit signs should also be erected at the said location as appropriate.

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

24.1 Regarding the motorcycle parking spaces adjacent to St. Antonius Primary School and outside Mei Tong House of Yau Tong Estate, TD had completed local consultation and had issued the Works Request Form to HyD. TD would liaise with the contractor on the dates for conducting the works and include the relevant works in the paper for the next meeting.

24.2 Regarding the progress of providing parking spaces at Hong Ning Road, TD would provide supplementary information after the meeting and include the works in the paper for the next meeting.

24.3 Regarding the ramp outside Sau Fu House at Sau Ming Road, TD asked the representative of HyD to provide supplementary information on the works progress.

24.4 TD had been taking forward the works of the provision of parking spaces at Choi

Hing Road and Choi Wing Road and would include the exact dates of the works in the paper.

24.5 Regarding the red light projection auxiliary devices at pedestrian crossings, TD would provide the locations and dates for installing these facilities in Kwun Tong District after the meeting.

24.6 Regarding the speed limit on On Sau Road, TD was aware that vehicles were travelling at a relatively high speed from On Kin Road to Clear Water Bay Road, and would examine the need to implement more stringent measures to remind drivers to slow down, such as narrowing some of the traffic lanes by adding hatched areas. TD would take into account Members' views to enhance the relevant measures.

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

25.1 Regarding the motorcycle parking spaces at On Chui Street near Ching Tat House, HyD said that railings would be installed at the roadside.

25.2 Regarding the works for the ramp at Sau Ming Road near Sau Fu House, HyD said that the works were expected to commence in the third quarter. HyD would include the works progress in the paper for the next meeting.

26. The Chairman invited the representatives of TD and HyD to introduce their duties, responsibilities and division of work to facilitate Members in following up on various works projects with the relevant department representatives in the future.

27. Members noted the paper.

IV. Any Other Business

28. Members raised views and enquiries as follows:

28.1 Members said that some buses would travel along Cha Kwo Ling Road after the opening of the TKO-LT Tunnel, but bus stops were only provided on the westbound lane but not the eastbound lane at the said location. They said that local residents hoped that TD would consider providing bus stops on the eastbound lane.

- 28.2 Members suggested that TD should provide a zebra crossing on the road between Yau Tong Centre and Sam Ka Tsuen Recreation Ground to ensure pedestrian safety.
- 28.3 Members said that the duration of the green light for the pedestrian crossing between Yau Chui Court and St. Antonius Girls' College on Lei Yue Mun Road was too short, and members of the public did not have sufficient time to cross the road. They urged TD to adjust the traffic light signal at the said location.
- 28.4 Members enquired about the completion date of the road widening works at New Clear Water Bay Road (Choi Hung bound).
- 28.5 Members urged TD to address the issue of the low service frequency of Kowloon Green Minibus ("GMB") route no. 76B and to improve the quality of minibus services.
- 28.6 Members said that the Estate Owners' Committees of Laguna City had raised concerns about the poor service of Kowloon GMB route no. 23M and expressed a wish to change the operator. They hoped that TD would follow up on the matter.
- 28.7 The Chairman reminded TD to follow up on the traffic conditions and progress of projects on Kai Tin Road, Ko Chiu Road, Lei Yue Mun Road and roads in Yau Tong. He also requested TD to conduct regular site inspections and report to Members.

V. Date of Next Meeting

29. The next meeting was scheduled to be held on 21 March 2024 (Thursday).
30. There being no other business, the meeting was adjourned at 4:43 p.m.

The minutes of the meeting were confirmed on 21 March 2024.

Kwun Tong District Council Secretariat
March 2024