

(Translation)

**Minutes of the 2nd Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 21 March 2024 (Thursday)
Time: 2:32 p.m. – 4:18 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 FONG Yat-kwan	Ms ZHAN Baoyu
Mr LAM Fung, MH	Ms CHU Lok-wai
Mr LAM Wai	Mr CHENG Keung-fung
Ms KAM Kin	Mr LAI Wing-chun, MH
Mr MA Yat-chiu, MH	Mr TAM Siu-cheuk
Mr CHEUNG Pui-kong	Mr KWAN Kin-wing
Ms LEUNG Sze-wan	Mr PANG Chi-sang
Ms FU Pik-chun, MH	

In Attendance

Ms CHAN Wai-chun, Regina	Assistant District Officer (Kwun Tong) 1, Kwun Tong District Office
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 SZE Chung-ming, Thomson	Engineer/Kwun Tong 3, Transport Department
Mr CHAN Chin-yeung, Edwin	Engineer/Kwun Tong 4, Transport Department
Mr YIP Yuk-tsang, Steven	District Engineer/Kwun Tong, 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 (District Council) 4, Kwun Tong District Office
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In Attendance by Invitation

Ms LIU Tung-yea, Virginia	Senior Transport Officer/Bus/New Territories East 2, Transport Department	Item II
Mr HUI Yin-hang, Daniel	Transport Officer/Bus/New Territories East 2, Transport Department	
Mr LEUNG Wang-cheong	Assistant Operations Director, The Kowloon Motor Bus Company (1933) Limited	
Mr Weyman LEUNG	Acting Manager (Operations), The Kowloon Motor Bus Company (1933) Limited	
Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited	
Mr Eric LEE	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited	
Mr Louis KUNG	Head of Service Delivery (Kowloon & New Territories), Citybus Limited	
Mr Calvin WONG	Manager (Planning), Citybus Limited	

Mr Peter WONG	Planning Officer, Citybus Limited	
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited	
Mr LI Kin-tung	Senior Project Coordinator 1/Universal Accessibility, Highways Department	Item III
Mr HO Bun, Ben	Engineer 3/Universal Accessibility, Highways Department	

Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 2nd meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

I. Confirmation of Minutes of Last Meeting

2. Members had no further comments and the minutes of the first meeting were confirmed.

II. Bus Route Planning Programme 2024-2025 of Kwun Tong District (KTDC TTC Paper No. 4/2024)

3. The representative of the Transport Department (“TD”) presented the paper.
4. Members raised views and enquiries as follows:
 - 4.1 Members stated that this year’s Bus Route Planning Programme (“BRPP”) for Kwun Tong District did not mention route no. 42, and pointed out that residents had been strongly demanding for many years that this route (Shun Lee bound) should have an intermediate stop at the Shun Lee Disciplined Services Quarters. Members asked TD to follow up on this request.
 - 4.2 Members suggested that TD provide a bus stop across from New Clear Water Bay Road near Jordan Valley Park, so that the bus routes departing from the Anderson Road area (such as Tai Wai bound route no. 88 and Cheung Sha Wan (Kom Tsun Street) bound route no. 214) could stop there, making it convenient for residents of Sze Shun to board

the buses.

- 4.3 Members were aware that TD intended to provide route no. 214X and expressed welcome for this plan. Meanwhile, Members also said residents had relayed that buses on route no. 214 were often fully packed with passengers in the On Tat and On Tai areas during school hours and students heading to Lam Tin were unable to board the buses. Therefore, they requested an increase in bus frequency. In addition, Members queried the accuracy of TD's provided statistics on patronage during the busiest hour and hoped that TD would avoid reducing the frequency of existing routes due to the introduction of a new route.
- 4.4 Members pointed out that the frequency of green minibuses ("GMBs") plying between Lam Tin and United Christian Hospital ("UCH") was inadequate, while bus route no. 14H only ran hourly and could not meet the needs of residents. Members hoped that the Kowloon Motor Bus Company (1933) Limited ("KMB") would enhance its services to facilitate the elderly to go to the hospital for follow-up consultation. Members also suggested installing display panels at bus stops along this route to help the elderly track bus arrival times.
- 4.5 Members noted a significant increase in the patronage of route no. 88 compared to the past. Due to the interchange concessions offered on the route, many residents both in and outside the district often took the route. As a result, some residents were unable to board the bus during peak hours. Members hoped that TD would make service adjustments.
- 4.6 Members said they had previously suggested that route nos. 213A and 213B operate throughout the day. They added that if the GMB services were unable to meet the needs of residents, TD had a responsibility to urge the bus company to strengthen the services of the above two routes. Members also hoped that TD would provide statistics on the patronage of both routes for their reference.
- 4.7 Members pointed out that this year's BRPP for Kwun Tong District mostly involved bus routes passing through Kwun Tong District, with few recommendations for service adjustments within the district. They questioned whether the Programme could meet the needs of residents.
- 4.8 Members enquired how TD would alleviate the abuse of the \$2 Public Transport Fare Concession Scheme by the public and the problem of "taking long-haul routes for short

journeys”. They suggested that the bus companies adopt sectional fares to solve the above problems.

4.9 Members pointed out that many residents in the district needed to take route no. X42C to the Tsing Yi campus of the Hong Kong Institute of Vocational Education. However, the first bus on this route currently departed at 10:15 a.m., which did not meet the commuting needs of students and staff of the institute. It was recommended to advance the first departure to 7 a.m.

4.10 The Vice-chairman hoped that TD would take note of the bus and minibus services plying between Po Tat Estate and Lam Tin, especially the arrangements during peak hours.

4.11 The Chairman suggested extending the service hours of route no. 14D (from Yau Tong to Sze Shun), for example, by providing an additional departure at around 7:20 a.m.

4.12 The Chairman relayed that the frequency of route no. 603 (Central bound) had become sparse starting from around 8:20 a.m. to 8:30 a.m. However, during such hours, there were still many residents who needed to take this route. It was recommended that TD review the above situation and adjust the service frequency accordingly.

4.13 The Chairman said some residents had relayed that the departures of route no. 14X from Domain in Yau Tong often did not match the schedule displayed on the mobile app. It was hoped that the bus company would address the issue.

4.14 Members suggested offering interchange fare discounts between buses and MTR.

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

5.1 Regarding the service of route no. 42 (Shun Lee bound), TD had taken note and would study with the bus company the feasibility of setting up an intermediate stop at the Shun Lee Disciplined Services Quarters.

5.2 With respect to Members’ recommendation to strengthen the services of several bus routes, TD indicated that it would conduct regular service surveys and monitor the service levels of the routes in collaboration with the bus companies. TD also provided service guidelines for bus companies to refer to and adjust the service frequency based on actual patronage. Citing an example, the department said that the earlier extension

of route no. 213B to Kwun Tong Road had led to increased patronage and improved convenience for residents' travel.

- 5.3 Concerning route nos. 214 and 214X, TD stated that the new route no. 214X could serve most of the passengers of the original route no. 214, and its journey time was expected to be around eight minutes shorter than route no. 214. TD and the bus company would continue to monitor the service levels of both routes after the implementation of the plan. If there was an increase in patronage, the department would urge the bus company to allocate additional resources to operate the routes.
- 5.4 As for Members' proposal to adjust the service hours of route nos. 14D and X42C, TD indicated that it would study the feasibility of adjusting the service frequencies with the bus company based on the latest on-site survey results.
- 5.5 Regarding the installation of bus arrival time display panels at bus stops along route no. 14H, TD would request the bus company to look into the arrangements.
- 5.6 In regard to the discrepancy between the actual departures of route no. 14X and the schedule displayed on the app, TD stated that it would regularly conduct on-site surveys to monitor the accuracy of the estimated bus arrival times and follow up with the bus company on public feedback.
- 5.7 Concerning interchange fare discounts, TD indicated that it had always encouraged bus companies to offer more interchange fare discounts, including sectional fares. The department would continue to work with bus companies to explore the possibility of providing more fare concessions for passengers.

6. The representative of the bus company responded to Members' views and enquiries as follows:

- 6.1 Regarding route nos. 214 and 214X, the bus company stated that it would closely monitor patronage and discuss adjustments of service arrangements with TD as needed.
- 6.2 Concerning route no. 14H, the bus company indicated that it had been in discussion with TD on enhancing the service arrangements and would follow up on Members' views.

- 6.3 As for the frequency and service hours of various bus routes, the bus company would closely monitor patronage and, when necessary, discuss the deployment of resources with TD for adjusting services to meet passenger demand.
- 6.4 Regarding the suggestion to set up a bus stop across from Jordan Valley Park, the bus company indicated that it would consider adding a bus stop if the location was suitable. However, as the suggested location seemed unsuitable for a bus stop, the bus company needed to further discuss with TD.
- 6.5 Concerning the inaccuracy of bus schedules displayed on the mobile app, the bus company explained that due to technical limitations, refresh times might cause delays in the bus schedules displayed on the app.
- 6.6 As for the suggestion to install more arrival time display panels, the bus company advised that power supply was required at bus stops before display panels could be installed. The bus company suggested that Members provide a list of bus stops where they propose to install the panels, so that the bus company could study the feasibility of installation.

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

- 7.1 Members questioned whether TD had seriously studied the suggestion to provide a bus stop across from Jordan Valley Park and requested the department and the bus company to seriously consider the demand of Sze Shun residents.
- 7.2 Members requested the bus company to explain the difficulties in increasing the frequency of route no. 14H to Members. They also pointed out that the current GMB route nos. 76A and 76B were inadequate to meet the needs of residents. Additionally, Members suggested changing the departure point of route no. 14H to be outside Exit B of Yau Tong Station for the convenience of passengers in need.
- 7.3 Members requested TD to respond on the arrangements for route no. 214X.

8. The representative of TD stated that the primary purpose of introducing route no. 214X was to provide a faster return service for passengers of the existing route no. 214. It was believed that the new route could still serve most of the passengers of the original route no. 214. After the implementation of the plan, TD would study the feasibility of increasing the frequency with the bus company based on passenger demand and actual patronage.

9. The Chairman indicated that after the redevelopment of UCH, there would be an entrance/exit near Ko Lui Secondary School on Hip Wo Street. He suggested that TD and the bus company closely monitor the redevelopment progress and make appropriate traffic arrangements. In addition, the Chairman also recommended that TD consider introducing single-decker electric buses to operate within the hospital area, which presumably would benefit the elderly and wheelchair users.

10. Members noted the paper.

III. Progress Report on Retrofitting of Lift Facilities at a Walkway (KS43) in Kwun Tong District under the Universal Accessibility Programme (KTDC TTC Paper No. 5/2024)

11. The representative of the Highways Department (“HyD”) presented the paper.

12. Members raised views and enquiries as follows:

12.1 Members appreciated the follow-up work carried out by HyD after the last meeting, including conducting a site visit with Members to learn about the works progress and narrowing the fenced-off area to open nearby walkways for residents.

12.2 Members pointed out that the project had been ongoing for over four years and requested HyD to complete the project as soon as possible.

12.3 Members suggested that HyD post the contact information of the personnel responsible for the project at the construction site to facilitate phone enquiries from Members or residents.

12.4 Members noted that some ramps were currently fenced off due to construction works, making it inconvenient for wheelchair users to cross the road. Members hoped that HyD would set up signage in nearby road sections to remind pedestrians to pay attention to road safety.

13. The representative of HyD responded to Members’ views and enquiries as follows:

13.1 HyD promised to discuss how to expedite the works progress with the new contractor as soon as possible after its appointment.

13.2 HyD stated that signage would be set up at appropriate locations.

13.3 Regarding the ramp issues, HyD stated that the ramp was reopened on 12 March to facilitate wheelchair users crossing the road.

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

14.1 Members enquired how HyD would avoid further delays in the works.

14.2 Members learned that the project would be retendered in March and enquired whether HyD could provide a project timetable and the anticipated completion date, as well as explain the reasons for the delay to residents.

14.3 The Chairman enquired whether there were other projects in Kwun Tong District that were undertaken by the former contractor of this project.

14.4 Members enquired about the specific commencement date and construction period of the pedestrian linkage facility works at UCH and asked whether the facilities referred to the footbridge connecting Ning Po No. 2 College to UCH.

15. The Chairman requested HyD to respond to the enquiries about the pedestrian linkage facilities at UCH in a later agenda item.

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

16.1 HyD stated that the tender process was currently underway, and the works was expected to commence as early as mid-2024. The department would select the contractor in accordance with the guidelines in the Contractor Management Handbook.

16.2 HyD indicated that the former contractor for the project was only responsible for Project No. KS43 under the Universal Accessibility Programme in Kwun Tong District.

16.3 HyD stated that the target completion date for the project was the third quarter of 2025.

17. The Chairman urged HyD to report to Members on the tendering progress and timetable of the project at the next meeting.

18. Members noted the paper.

**IV. Members and Area Committees' Views on Public Transport Services and Road Works Projects in Kwun Tong District
(KTDC TTC Paper No. 6/2024)**

19. Members raised views and enquiries as follows:

19.1 Members hoped that TD would pay attention to the supervision issues of red minibuses. Although minibus operators could adjust their service arrangements on their own, red minibuses, after all, were a mode of public transport, and the department should explore ways to improve their service quality.

19.2 Members were dissatisfied with TD's response regarding the setting up of intermediate stops at Kam Tai House in On Tai Estate for route nos. 11X, 213M and 290X. In their view, the department should take the interest of residents into account and seriously consider the relevant suggestions with the bus company.

19.3 Members enquired whether the overnight goods vehicles parking spaces on On Sau Road could be made available for coach parking. They suggested that TD consider narrowing the pedestrian walkway to widen the parking spaces for use by coaches.

19.4 Members enquired when seats would be installed at the On Tat Estate bus terminus, as neither TD nor the bus company had provided a clear answer.

19.5 Members pointed out that there was a site near On Tai Estate used as a temporary car park, which was expected to be developed into a community health centre building in future. Members hoped that the Government would follow the "single site, multiple use" principle by establishing healthcare facilities on the upper floors of the building and providing monthly parking spaces on the lower floors for residents of On Tat Estate and On Tai Estate. This would, in turn, address the serious illegal parking problem caused by the shortage of parking spaces in the area.

19.6 Members relayed that the frequency of GMB route no. 76B from Yau Tong to UCH was on the low side. Passengers waiting at the Lam Tin (West) Estate Community Centre in the morning had to wait for more than an hour to board the minibus. Additionally, the minibus route used to reserve some seats for passengers at the

community centre, but the arrangement was later cancelled. Members hoped that TD would respond to the above situation, strengthen communication with the minibus operator and explain the operation of the minibus company to Members.

19.7 Members were concerned about the lack of parking spaces and hoped that TD would provide more information to help Members and the public understand the arrangements for opening more parking spaces in government buildings for public use during non-office hours.

19.8 Members considered that the provision of overnight coach and goods vehicles parking spaces outside Sau Lok House and Sau Ching House on Sau Mau Ping Road would make the carriageway very narrow and the permitted parking hours did not align with the busy road conditions at the location. Therefore, Members opposed the arrangements. Members were also worried that the provision of parking spaces at the said location would obstruct visibility and easily lead to traffic accidents.

19.9 The Chairman provided supplementary information about GMB route no.76B, saying that the minibus company had previously arranged for an empty minibus departing from Kai Tin Road at around 8:00 a.m. to 8:30 a.m. to pick up passengers but later cancelled the arrangement without reason. It was hoped that TD would follow up on this situation.

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

20.1 Regarding the supervision of red minibuses, TD indicated that the operation of red minibuses was flexible, and their fares, routes and frequencies did not require approval from TD. That said, TD would still convey Members' views to the minibus operators through correspondence and industry meetings.

20.2 Concerning the service levels of GMB route nos. 76A and 76B, TD stated that it regularly monitored the service performance of the minibuses closely through various methods, such as on-site and on-board surveys, review of operational records and public feedback. With respect to the above two routes, TD had reminded the operator to provide stable services according to the Schedule of Service. Additionally, in response to the problem of driver shortages, the department learned that the minibus company had adjusted drivers' remuneration last year to attract more drivers. TD added that the operator had temporarily reassigned drivers from other routes to run the above two routes during mid-day hours to alleviate the problem of inadequate frequency caused

by driver shortages during peak hospital visiting hours. TD would closely monitor the situation on Kai Tin Road and request the minibus operator to flexibly deploy vehicles as far as possible to reduce passenger waiting times.

- 20.3 With regard to the on-street overnight goods vehicles parking spaces that had been in use at On Sau Road, the arrangement was based on earlier illegal parking surveys and other considerations. There were illegally parked commercial vehicles on the section of On Sau Road between On Chui Street and Po Lam Road, with goods vehicles being the most common. Moreover, TD would provide coach parking spaces in the On Sau Road area outside On Tai Estate. That said, the department would continue to closely monitor the above site and adopt appropriate traffic measures in due course to meet the parking needs of commercial vehicles.
- 20.4 As for the proposed provision of on-street overnight goods vehicles and coach parking spaces at Sau Mau Ping Road, TD noted Members' views and would consider adjusting the permitted parking hours and designating overnight parking spaces on a trial basis at one side of the carriageway on Sau Mau Ping Road. After implementation, TD would review the traffic conditions in due course to determine whether on-street overnight parking spaces should be added further.
- 20.5 Regarding the opening up of car parks in government buildings for public use, TD cited an example, saying that apart from the provision of a public car park in the ongoing Kwun Tong Composite Development Project, TD also worked with relevant departments to explore the possibility of opening up ancillary parking spaces in other government buildings for public use during non-office hours.
- 20.6 Concerning the community health centre building near On Tai Estate, TD understood the keen parking demand in the area and was actively discussing with the Architectural Services Department to strive to provide as many public parking spaces as possible in the development project.
- 20.7 With respect to the proposed establishment of an intermediate stop at Kam Tai House in On Tai Estate, TD took bus route no. 213M as an example, saying that the walking distance to the next stop was only about 200 metres. Additionally, there were currently eight bus routes stopping at the Kam Tai House bus stop, and the bus bay could only accommodate two buses at a time. Therefore, TD needed to carefully study whether more buses stopping there would obstruct slow lane traffic, but promised to discuss the details with the bus company.

20.8 Regarding the proposed establishment of a bus stop at the Shun Lee Disciplined Services Quarters, TD indicated that as the location was on a downhill slope, the bus company must consider the safety issues associated with buses stopping there. The department would invite Members and the bus company to conduct a site inspection to study the proposal.

20.9 Concerning the provision of seats at the On Tat Estate bus terminus, TD believed that the bus company was studying the suggestion. The department had been encouraging bus companies to provide various facilities for passengers when resources permitted, in order to offer a more desirable waiting environment. However, due to limitations in resources and environmental factors, prioritisation was inevitable when providing such facilities. TD would request the bus company to expedite the process.

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

21.1 Members said it was puzzling that TD only responded by saying that red minibus operators could flexibly provide services. They enquired whether the operators had replied to TD's letter and whether the operators could be invited to attend TTC meetings to explain their operation situation and difficulties.

21.2 Members enquired about the prevalence of acceptance of electronic payment among red minibuses.

21.3 Members considered that TD's response regarding the establishment of an intermediate stop at Kam Tai House in On Tai Estate was far-fetched, as there would not be multiple buses stopping there at the same time. They requested TD to follow up on the issue. Members also asked the department to follow up on the issue of idle buses parked on On Yan Street by the bus company.

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

22.1 Regarding the operation of red minibuses, TD stated that the current framework had provided a certain degree of flexibility for the operators to handle their operational needs. The department said it would supplement Members with the operators' replies after the meeting.

22.2 Concerning the payment modes for red minibuses, TD indicated that it depended on the actual operation situation of the operators. As for whether more payment tools could be supported, the department would convey the views to the trade.

23. Members noted the paper.

**V. Progress Report on Road Projects in Kwun Tong District
(KTDC TTC Paper No. 7/2024)**

24. In response to Members' earlier enquiries about the pedestrian linkage facilities at UCH, HyD said that the construction works would commence in the fourth quarter of this year to strengthen the linkage to the northern entrance/exit of UCH. The department would provide detailed design drawings to Members after the meeting.

(Post-meeting note: HyD provided Members with the layout plan for UCH's pedestrian linkage facilities on 25 March.)

25. Members raised views and enquiries as follows:

25.1 Members requested TD to follow up on the proposed provision of seats, covers and queuing lines at the Po Tat Estate bus terminus, as well as bus stops outside Sau Fai House on Sau Mau Ping Road, across from Sau Mei House in Sau Mau Ping South Estate and outside Sau Yat House on Sau Ming Road.

25.2 The Chairman requested HyD to update Members on the latest progress of the lift system connecting Kai Tin Road and Lei Yue Mun Road.

25.3 The Chairman requested TD to consider the installation of seats at the Kai Wong House bus stop (downhill bound) on Tak Tin Street and asked the Kwun Tong District Office to explore the possibility of setting up seats at the Lam Tin (West) Estate Community Centre on Kai Tin Road for waiting passengers.

25.4 Members requested HyD to include the road improvement works on Lei Yue Mun Road outside Shun Lai House in the paper.

25.5 Members hoped that TD would work with the bus company to install such facilities as seats and display panels at bus stops in the Sau Mau Ping area. Members understood

that some bus stops were located at relatively narrow footpaths but the department could consider installing smaller seats for the convenience of waiting elderly passengers.

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

26.1 Regarding the lift system connecting Kai Tin Road and Lei Yue Mun Road, HyD stated that it had received the geotechnical soil testing data early this year and was currently conducting detailed slope structure assessments and related tunnel engineering designs.

26.2 Regarding the road improvement works near Shun Lai House on Lei Yue Mun Road, HyD stated that the project fell under the purview of the Civil Engineering and Development Department ("CEDD"), which could be requested to provide relevant project information after the meeting.

(Post-meeting note: CEDD and TD carried out road improvement works for Lei Yue Mun Road and the Eastern Harbour Crossing Slip Road with the implementation of the Tseung Kwan O - Lam Tin Tunnel project. This included widening the existing Lei Yue Mun Road and reconfiguring the junction layout of Lei Yue Mun Road and Eastern Harbour Crossing Slip Road to alleviate current heavy traffic conditions. The improvement works for the relevant road section were substantially completed on 20 April 2024, providing four eastbound traffic lanes heading to Yau Tong (two lanes) and turning right towards the Eastern Harbour Crossing (two lanes), as well as two westbound traffic lanes heading to Kwun Tong and turning left towards the Eastern Harbour Crossing.)

27. The Chairman requested TD to take note of the design of overnight parking spaces and reminded the department to be particularly mindful of time management and line marking arrangements when designating parking spaces near schools or pedestrian crossings to avoid affecting nearby traffic.

28. Members noted the paper.

VI. 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. 8/2024)

29. Members enquired about the project in item 2 of the paper regarding the provision of

motorcycle parking spaces. They mentioned that the project had been previously delayed due to water pipe works by the Water Supplies Department and was currently delayed again due to the works by The Hong Kong and China Gas Company Limited (“Towngas”). Therefore, Members asked if HyD could ensure that the project would commence in June this year.

30. In response to Members’ enquiries, HyD stated that the department had coordinated with Towngas. Once Towngas completed the laying of gas pipes on Sau Mau Ping Road in front of the proposed motorcycle parking spaces, the department would proceed with the parking space works. The works was expected to commence in the middle of this year.

31. Members noted the paper.

VII. Report on Meeting and Site Visit at Junction of Tsun Yip Street and Hoi Bun Road (KTDC TTC Paper No. 9/2024)

32. The Chairman stated that as a serious traffic accident occurred several months ago at the above location, TTC, along with government departments, conducted a site inspection earlier. The Chairman urged relevant departments to follow up on the views raised by Members earlier.

33. Members noted the paper.

VIII. Any Other Business

34. With the approach of Ching Ming Festival, Members anticipated severe traffic congestion on Lei Yue Mun Road in Yau Tong. They hoped that TD could communicate with the contractors of the construction sites around Ko Chiu Road to ensure no road closures during weekends, facilitating the movement of vehicles and bus route no. 14S. Additionally, Members pointed out that the road closure arrangements for the MTR ventilation building and nearby construction sites on Ko Chiu Road had severely affected traffic on the relevant road sections and surrounding housing estates, even causing traffic queues to extend to Lei Yue Mun Road roundabout. Therefore, Members enquired how long these arrangements would be maintained.

35. In response to Members’ enquiries, the representative of TD pointed out that the department had actively contacted the engineering teams of the two construction sites on Ko Chiu Road and requested them to suspend road closures during Ching Ming Festival and weekends. The department was aware that one of the sites would no longer require road closures starting from the end of March,

while the other site was expected to maintain the road closures until August. TD stated that the approval for temporary traffic arrangements generally had a validity period of six months. The department was very concerned about the impact of these road closures on nearby traffic. Therefore, during the next approval process by the project's Traffic Management Liaison Group for temporary traffic arrangements for the road, the department would consider only permitting one construction site to implement road closures on the relevant section, aiming to shorten the one-lane two-way traffic section and thus divert traffic flow. TD would also request the contractors to complete the remaining works within the site boundaries as far as reasonably practicable, in order to minimise the occupation of road space.

36. The Chairman (i) urged HyD to follow up on the issue of damaged road surfaces on Kai Tin Road and Ko Chiu Road near St. Antonius Girls' College and consider as soon as possible whether resurfacing was necessary; and (ii) thanked Members for participating in the inspection of the road conditions around the concrete batching plants in Yau Tong.

(Post-meeting note: regarding the repair of the road surface on Kai Tin Road, HyD resurfaced Kai Tin Road (from FDBWA Szeto Ho Secondary School to the section of Sceneway Road) and roundabout of Kai Tin Road/Tak Tin Street in December last year and early April this year, respectively. As for the road repair on Ko Chiu Road near St. Antonius Girls' College, CEDD (Contract No.: CV/2019/03 Site Formation and Infrastructure Works at Pik Wan Road, Yau Tong) was actively following up.)

IX. Date of Next Meeting

37. The next meeting was scheduled to be held on 16 May 2024 (Thursday).

38. There being no other business, the meeting was adjourned at 4:18 p.m.

The minutes of the meeting were confirmed on 16 May 2024

Kwun Tong District Council Secretariat

May 2024