

(Translation)

**Minutes of the 4th Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 18 July 2024 (Thursday)

Time: 2:36 p.m. – 4:17 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)	Ms LEUNG Sze-wan
Mr HUNG Kam-in, MH (Vice-chairman)	Ms FU Pik-chun, MH
Mr YU Siu-lun	Mr HSU Yau-wai
Mr YU Man, MH	Mr CHAN Yiu-hung, Jimmy, MH
Mr NG Sing-wah	Mr TSANG Wing-fai
Mr NG Ting-fung	Ms CHING Hoi-yan
Mr LUI Tung-hai, MH	Ms FENG Yunsi
Ms LEE Shuk-woon, Sophia	Mr WONG Kai-san
Mr LEE Ka-hang	Ms YU Juliana
Mr FONG Yat-kwan	Ms CHU Lok-wai
Mr LAM Fung, MH	Mr CHENG Keung-fung
Mr LAM Wai	Mr LAI Wing-chun, MH
Ms KAM Kin	Mr TAM Siu-cheuk
Mr MA Yat-chiu, MH	Mr KWAN Kin-wing
Mr CHEUNG Pui-kong	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

Ms LAU Lai-yu, Candy	Engineer/Lam Tin, Transport Department
Mr LEE Yat-sun, Sun	Engineer/Ngau Tau Kok, Transport Department
Mr CHAN Chin-yeung, Edwin	Engineer/Sau Mau Ping, 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 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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Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 4th meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

I. Confirmation of Minutes of Last Meeting

- Members had no further comments and the minutes of the third 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. 14/2024)

- Members raised views and enquiries as follows:

- Members were concerned about underground soil erosion on the roads in Kwun Tong District and hoped that the Government would take precautions by conducting phased

inspections of the roads in Kwun Tong District and taking timely remedial measures to safeguard the lives and property of the public.

- 3.2 Members enquired with the Transport Department (“TD”) about increasing the bus routes between Sau Mau Ping and Sham Shui Po. They stated that residents in the Sau Ming Road area had to walk uphill to take KMB route no. 214 to Sham Shui Po, which was quite a distance.
- 3.3 Members was concerned about the population intake of the transitional housing on Choi Hing Road. They stated that about over 300 households had moved into the first phase of the transitional housing while about 6 000 to 7 000 people would move into the light public housing in the first quarter of next year. Therefore, TD was invited to conduct a site inspection with Members and discuss how to strengthen the services of green minibus (“GMB”) route nos. 82, 83A and 83M to align with district development. Additionally, Members pointed out that residents of Choi Hing Court were worried that extending the existing minibus routes would lead to insufficient minibus services during peak hours. In their view, TD should provide additional ancillary transport facilities for local residents instead of curtailing existing services. Members hoped that TD would guarantee to arrange no fewer than two minibuses with Choi Hing Court as the terminus to serve residents in the area.
- 3.4 Members wished to extend the covered waiting area for KMB route no. 290X at the On Tai Bus Terminus, so that passengers would have sufficient space to wait for the bus.

4. The representative of the Highways Department (“HyD”) responded to the issue of more severe road subsidence caused by soil erosion. He explained that various factors could contribute to soil erosion, such as damage to underground pipe facilities or improper handling of nearby works, which could accidentally lead to loss of sand underlain. HyD would communicate with various departments to prevent road subsidence. For instance, monitoring checkpoints would be set up for nearby building projects, and if abnormal road settlement was detected, the relevant departments would be notified to investigate the causes and arrange repair works as soon as possible. The department indicated that if such conditions were discovered during road inspections or if relevant complaints were received, it would immediately cordon off the affected road section and conduct inspections in the surrounding area. Contractors would be arranged to carry out repairs promptly to ensure the safety of road users. Depending on the situation, HyD would also request relevant government departments, public utilities or persons-in-charge of private construction sites to follow up promptly. This could include excavating trial pits at appropriate locations to examine the underground conditions and conducting suitable tests, as needed, to provide assistance.

5. The representative of TD responded to Members' views and enquiries as follows:
- 5.1 Regarding the bus routes between Sau Mau Ping and Sham Shui Po, TD indicated that there were currently no further plans, but would convey Members' views to bus companies.
 - 5.2 As for the shelter of the bus stop opposite the On Tai Bus Terminus on On Sau Road southbound, TD noted Members' views and stated that it was planning to build an additional shelter with the bus company to meet the needs of the residents.
 - 5.3 Concerning GMB route no. 82 for the transitional housing project on Choi Hing Road, TD stated that since the route extension in July, the minibus operator had allocated additional resources to meet the residents' needs and reduce passengers' waiting times. The department would gladly discuss with Members how to enhance public transport services in the area in the long term.
6. Members raised follow-up views and enquiries as follows:
- 6.1 Members requested the relevant departments to follow up on the odour issue of the portable toilet next to the bus stop at Hang Tai House in On Tai Estate.
7. The representative of TD responded that the department had consistently approved bus companies' establishment of portable toilets in accordance with relevant guidelines to meet daily operational needs. The terms clearly stipulated that bus companies were responsible for ensuring that the facilities were hygienic and did not affect passengers or pedestrians. The department would strictly follow up on relevant issues with the bus company.
8. Members noted the paper.

III. Progress Report on Road Projects in Kwun Tong District (KTDC TTC Paper No. 15/2024)

9. Members raised views and enquiries as follows:
- 9.1 Members were concerned about the project of the subway across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court (structure no.: KT01). They enquired with HyD about the progress of tender evaluation, when the project would

be awarded, and whether construction could commence in August. Members also suggested that the department conduct a site inspection with them before the commencement of the project, to allow them to understand what measures would be taken to minimise the impact on nearby residents during the construction period.

9.2 Members enquired about the progress of the investigation study for the lift system project connecting Kai Tin Road and Lei Yue Mun Road.

9.3 Members enquired about the progress of the investigation study for the project concerning the provision of a walkway cover at Lei Yue Mun Road between Lam Tin Public Transport Interchange (“PTI”) and Kwun Tong Police Station (“Lei Yue Mun Road walkway cover”). They pointed out that there was only one convex mirror at the location for residents to check road conditions and enquired whether the department had other options (such as building a subway) to ensure pedestrian safety.

9.4 Members requested that the contractor maintain environmental hygiene and cleanliness at the construction site of the subway (structure no.: KS27) near San Lee Street and Shun Lee Estate.

9.5 Members pointed out that there was a pressing need among residents for the elevated walkway (structure no.: K49) along Lee On Road over New Clear Water Bay Road. They could not understand why the project had been delayed for years and requested HyD to explain the reasons for the repeated postponement of the project.

9.6 Members said they could not understand why the project of the footbridge across Lee On Road connecting Lee Yip House in Shun Lee Estate and Shun Chi Court was postponed for one year and urged HyD to closely monitor the progress of the project.

9.7 The Chairman enquired whether the improvement works at the Lei Yue Mun Road and Kai Tin Road roundabout could be completed as scheduled by the end of July.

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

10.1 Regarding the works for KT01, HyD stated that the tender evaluation process was nearing completion, and a contract with the contractor was expected to be signed in August. Once the project commenced, the department would be able to provide Members with a concrete project timetable.

10.2 Concerning the lift system project connecting Kai Tin Road and Lei Yue Mun Road and the Lei Yue Mun Road walkway cover project, HyD indicated that the project consultant was currently analysing the laboratory test results of the rock specimens to facilitate future detailed design.

10.3 As for the KS27 project, HyD mentioned that the Civil Engineering and Development Department (“CEDD”), which was responsible for the project, would be requested to follow up on the hygiene issues of the project.

(Post-meeting note: In response to Members’ request for the contractor to ensure the environmental hygiene and cleanliness of the construction site of the subway (structure no.: KS27) near San Lee Street and Shun Lee Estate, CEDD provided the following reply:

1. The subway project near San Lee Street and Shun Lee Estate had been completed and handed over to TD and HyD for management and maintenance respectively. The subway was opened to the public on 9 August.
2. During the construction period, the department regularly conducted joint rodent control operations with the Hong Kong Housing Authority (“HA”). The department’s contractor also regularly carried out relevant environmental hygiene and cleaning work, including the installation of traps for rodent control.)

10.4 With regard to the works for K49, HyD stated that the contractor was in discussion with the Housing Department (“HD”) on the arrangements for temporary stairs and details of the tree removal and compensation plan, with an expected completion date in the fourth quarter of 2026.

10.5 Concerning the widening works of the carriageway at Lei Yue Mun Road towards Yau Tong near Kai Tin Road roundabout, HyD stated that the lamp post relocation had been completed last month and the road widening works had been finished last week. The remaining works involved the resurfacing of the pavement and the installation of pedestrian railings, with the entire project expected to be completed at the end of July.

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

11.1 Members were aware that several projects under the “Universal Accessibility” Programme were in the tendering stage but no results had yet been released after a prolonged period of time. They enquired whether HyD had set performance pledges for

tendering exercises, specifying when tender results would be available; otherwise, many projects would be delayed. Members requested HyD to enhance tendering transparency and release specific information to the public.

11.2 Members enquired about the improvement of pavement safety in the district. They mentioned that they had previously put forward a number of suggestions to TD, which, however, were rejected for various reasons. Members cited the example of high pedestrian flow around the primary school in On Tat Estate and the market in On Tai Estate. They enquired whether TD could provide data to explain under what circumstances zebra crossings would be provided to remind pedestrians to be aware of safety. Members added that more primary schools would be built in the On Tai Estate area in future, where a traffic accident had occurred involving the injury of a student after being hit by a taxi. They requested TD to expedite the provision of crossing facilities.

11.3 Members stated that, in addition to providing the bus stop shelter at Oi Tat House and seating at Yan Tat House in On Tat Estate, they had suggested that TD install seating near On Tat Estate. However, the paper did not show such project.

11.4 Members enquired whether TD could install a cover between the two footbridges next to Oi Tat House for the convenience of residents.

11.5 Members found that there had been multiple revisions in the paper, indicating project delays. They requested HyD to submit the number of delays for each project so that Members could more effectively monitor the progress of the projects.

11.6 Members pointed out that there were many pedestrians crossing at the intersection of On Kin Road and On Sau Road in On Tai Estate. They suggested that TD improve the crossing arrangements there to reduce the waiting time for pedestrians.

11.7 Members indicated that the traffic at New Clear Water Bay Road near the junction of Shun Lee Tsuen Road and San Lee Street was obstructed from time to time due to construction works and illegal parking issues. They hoped that TD would coordinate with different stakeholders to maintain smooth traffic flow there.

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

12.1 Regarding the KS43 project, HyD stated that the tender evaluation process had entered the final stage. It was expected that the project could be restarted after the signing of

the contract in August. The department pointed out that multiple factors would be considered during tender evaluation, including the contractor's past performance on government projects, proposed construction methods, and pricing.

- 12.2 HyD would summarise project delays and their reasons in the paper after the meeting and would continue to closely monitor each project to minimise delays.

(Post-meeting note: Details of the project delays and their reasons were listed in Appendix I.)

- 12.3 Concerning the crossing at On Sau Road near Maryknoll Secondary School, HyD indicated that the department was currently coordinating with telecommunications and power companies to lay crossing lines there, which was expected to be completed in the third quarter of this year.

- 12.4 Regarding the works on New Clear Water Bay Road, HyD would request the relevant project team to review the project arrangements after the meeting to minimise the traffic impact on the area.

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

- 13.1 Regarding the suggested installation of seating at On Tat Bus Terminus, TD pointed out that the bus company had plans to install seating there and would issue a consultation paper after confirming the relevant details.

- 13.2 As for the crossing at On Yan Street, TD would provide supplementary information to Members after the meeting.

- 13.3 Concerning the pedestrian linkage system cover at Anderson Road Quarry, TD stated that the project fell under the purview of CEDD, and requested the Secretariat to convey the relevant views to CEDD.

(Post-meeting note: In response to Members' enquiry about whether TD could add a cover to the uncovered section between the two footbridge projects adjacent to Oi Tat House, CEDD had referred the proposal for the provision of a walkway cover to TD for study and follow-up. TD, along with relevant government departments, would continue to review the usage of that section of the walkway and would consider the proposed provision of the cover as far as possible when necessary.)

14. Members noted the paper.

IV. 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. 16/2024)

15. Members raised views and enquiries as follows:

15.1 Members enquired about the project for the provision of on-street motorcycle parking spaces (project no.: WR/23/02520) on Lei Yue Mun Road near St. Antonius Primary School. They pointed out that TD had suggested shelving the project due to substantial underground utilities. However, Members believed that there was a shortage of motorcycle parking spaces in Yau Tong and hoped that TD would consider setting up motorcycle parking spaces at Lei Yue Mun Plaza near the roundabout.

15.2 Members were concerned about the pedestrian crossing optimisation project (project no.: WR/22/02303) on Cha Kwo Ling Road near Sze Shan Street. They indicated that the arrangement for narrowing the road section from two traffic lanes to one had caused severe traffic congestion. Earlier, Members had suggested replacing the current arrangement with a zebra crossing and hoped that TD would reconsider the suggestion.

15.3 Members enquired about the project (not listed in the paper) on Cha Kwo Ling Road near Sunray Industrial Centre. They pointed out that there was a zebra crossing near the project location, but its location was too obscured and might not be noticeable to drivers, which could easily lead to traffic accidents. Members requested TD to provide details of the project.

15.4 Members enquired why the two projects on Yuet Wah Street had not been included in the paper. These projects involved the designation of a 24-hour no stopping restricted zone with the provision of warning signs and road markings outside CCC Kei Faat Primary School, as well as the addition of yellow hatched road markings outside Yuet Wah Mansion and Sze Hing Building.

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

- 16.1 Regarding the two projects on Yuet Wah Street, TD stated that district consultations were conducted through the Kwun Tong District Office (“KTDO”) in April and May this year. The department was currently optimising the relevant plans based on the views of district personalities. It was expected that HyD would implement relevant measures in the near future and would include them into the paper in due course for Members to follow up.
- 16.2 Concerning the provision of motorcycle parking spaces on Lei Yue Mun Road, TD stated that since underground utilities could not be altered, the department was currently seeking alternative locations to set up parking spaces, such as the pavement on Pik Wan Road near Tak Shing House and Hong Nga Court. TD was in discussion with HD and the owners’ corporations of the estates, hoping to use estate land to appropriately increase the supply of motorcycle parking spaces.
- 16.3 With regard to the pedestrian crossing project on Cha Kwo Ling Road near Sze Shan Street, TD indicated that it had conducted a site inspection and noticed that the narrowed traffic lane had made traffic busier. The department had adjusted the traffic lights and would later request HyD to remove the 24-hour no-stopping yellow box markings there to ensure smoother traffic flow.
- 16.4 As for the zebra crossing on Cha Kwo Ling Road near Ko On Lane, TD explained that the zebra crossing was a temporary traffic arrangement for the Drainage Services Department (“DSD”)’s works. The department understood the views of road users on the arrangement and had requested the project team to install Belisha beacons within the month to alert motorists, which they believed would improve the situation.
17. Members raised follow-up views and enquiries as follows:
- 17.1 Members believed that the main reason for traffic congestion at the pedestrian crossing on Cha Kwo Ling Road near Sze Shan Street was the narrowing of two traffic lanes to one, compounded by the uphill nature of the road and the frequent passage of learner vehicles and heavy vehicles, resulting in slower traffic speed. Members suggested converting the area into a zebra crossing to alleviate the traffic congestion problem. Additionally, Members pointed out that traffic queues often extended to Canaryside and hoped that TD would consider relocating the driving test centre away from Yau Tong.
- 17.2 Members stressed the need to install Belisha beacons at the zebra crossing on Cha Kwo Ling Road near Ko On Lane and set up clear road signs to remind motorists of the zebra crossing ahead. Additionally, Members mentioned that according to information from

DSD, the works would continue until March next year and might be followed by other projects. Therefore, Members enquired how TD would handle the pedestrian crossing arrangements there.

17.3 Members believed that the traffic congestion problem in Yau Tong was not solely caused by the pedestrian crossing at Sze Shan Street. In their view, TD should review the traffic volume in Ka Wing Street, Sze Shan Street and even the entire area of Lei Yue Mun to improve the traffic conditions.

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

18.1 Regarding the pedestrian crossing on Cha Kwo Ling Road near Sze Shan Street, TD expressed willingness to conduct a site inspection with Members to optimise the improvement plan.

18.2 Concerning the works on Cha Kwo Ling Road near Ko On Lane, TD stated that it had been following up on the pedestrian crossing arrangement with DSD's project team, including requesting the project team to promptly install Belisha beacons. The project team had arranged personnel to assist pedestrians in crossing the road during peak hours and had set up temporary road signs.

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

19.1 Members enquired about the reasons for the delay in the commencement of the project for the provision of on-street motorcycle parking spaces on Sau Mau Ping Road (project no.: WR/22/02304). They asked whether the project would be further delayed due to difficulties encountered in applying for excavation permits or scheduling conflicts with other projects. Additionally, Members welcomed TD's provision of three additional parking spaces at the location.

19.2 Members enquired about the provision of on-street motorcycle parking spaces on Shun Ching Street (project no.: WR/23/01973). They asked whether the term "project completed" marked in the paper referred to the completion of underground investigation works and how many motorcycle parking spaces TD expected to provide.

19.3 Members enquired whether the location for the provision of on-street motorcycle parking spaces on Lee On Road (project no.: WR/23/01551) referred to Lee On Lane. To Members' understanding, there were private car and motorcycle parking spaces on Lee

On Lane. Therefore, they asked whether TD planned to re-design the parking spaces there and the expected number of additional parking spaces to be provided.

19.4 Members were concerned about the provision of motorcycle parking spaces under the flyover on Lin Tak Road adjacent to the bus stop on Tseung Kwan O Road. They pointed out that TD had previously indicated that more parking spaces could be provided there and expected them to be opened in the second half of the year. However, since the project was not mentioned in the paper, they enquired whether there were any changes to the plan.

20. The representative of HyD responded regarding the motorcycle parking spaces project on Sau Mau Ping Road. He stated that TD had earlier taken on board Members' suggestions and re-examined the layout of the motorcycle parking spaces, providing three more parking spaces. Since the new parking spaces were outside the original construction site, HyD needed to revise the excavation permit application. The department hoped to start the project in August and shorten the construction period to two months, aiming for completion in October.

(Post-meeting note: The motorcycle parking spaces project on Sau Mau Ping Road commenced in August.)

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

21.1 Regarding the motorcycle parking spaces project on Sau Mau Ping Road, TD thanked HyD and the Hong Kong Police Force ("HKPF") for accommodating the temporary traffic arrangements, enabling the department to complete the project as soon as possible.

21.2 Concerning the provision of on-street motorcycle parking spaces under the flyover on Lin Tak Road, TD stated that the project was a temporary traffic arrangement under CEDD's road improvement works and was expected to increase about ten parking spaces.

21.3 With respect to the provision of on-street motorcycle parking spaces on Shun Ching Street, TD indicated that HyD had completed the investigation works and would decide whether to proceed with the project based on the investigation results. The project was expected to provide about 30 parking spaces.

21.4 With regard to the on-street motorcycle parking spaces project on Lee On Road, TD clarified that the location of the project was on Lee On Lane and stated that eight more parking spaces would be provided near the existing parking spaces.

21.5 As for the suggested provision of motorcycle parking spaces outside Lei Yue Mun Plaza, TD noted the suggestion and would discuss it further with Members after the meeting.

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

22.1 Members thanked TD for its efforts in increasing on-street motorcycle parking spaces in the Sau Mau Ping area to meet the needs of residents.

22.2 Members pointed out that the evacuation works for several housing projects on Ko Chiu Road should have been completed. However, they recently found that a traffic lane leading to the entrance of the Junk Bay Chinese Permanent Cemetery had been closed for half a day. The project contractor did not provide a direct response regarding the reason for the road closure. Members hoped that TD would provide information on the road closure arrangements.

23. The representative of TD indicated that it would provide Members with supplementary information on the temporary road closure arrangements on Ko Chiu Road after the meeting.

24. Members noted the paper.

V. Any Other Business

25. Members pointed out that the public and minibus operators had relayed that the Yue Man Square PTI was poorly ventilated, and suggested that TD (i) explore the installation of additional fans there; (ii) improve the ventilation system at the minibus terminus; (iii) step up the cleaning of existing fans to prevent dust accumulation from obstructing airflow; and (iv) increase the proportion of new energy minibuses to reduce carbon emissions and alleviate the stuffiness problem at the minibus terminus.

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

26.1 TD stated that it coordinated with various departments to handle the daily work of the Yue Man Square PTI according to their respective terms of reference, including management, operation, repair and maintenance. In conjunction with the Electrical and Mechanical Services Department ("EMSD"), the department regularly monitored the operation of the ventilation system and conducted inspections, repair and maintenance. TD, along with EMSD, had installed a total of 42 wall-mounted fans at the minibus

platform to enhance air circulation. The department would also take appropriate measures based on actual needs and subject to availability of resources and technical feasibility.

26.2 TD stated that it had arranged for the contractor to regularly clean the wall-mounted fans. The last cleaning took place in February this year, while the next cleaning was scheduled to be carried out by the end of August this year. The department would also enhance cleaning as needed.

26.3 TD encouraged minibus operators to participate in various government schemes to increase the proportion of new energy minibuses in their fleets.

27. The Chairman requested TD to note Members' views and improve the relevant issues.

28. Members raised other views and enquiries as follows:

28.1 Members pointed out that TD had earlier indicated it would consider providing parking spaces at two locations in Lam Tin, but needed to obtain the consent of the Incorporated Owners of Tak Tin Estate and coordinate with HD. Members enquired about the progress of the relevant work.

28.2 Members thanked the HKPF staff for their efforts in combating the problem of illegal motorcycle parking in Tsui Ping (South) and (North) Estates, and hoped that TD could increase motorcycle parking spaces in the area.

28.3 Members hoped that TD would consider adding on-street motorcycle parking spaces on Tsui Ping Road.

28.4 Members pointed out that the number of motorcycle users was increasing, possibly due to high public transport costs and free motorcycle parking spaces. Members enquired whether TD had studied future transport policy direction.

28.5 The Chairman requested TD to follow up on the issue of abandoned motorcycles on On Tin Street and Ping Tin Street.

29. TD responded to Members' views and enquiries as follows:

- 29.1 Regarding the proposed motorcycle parking spaces on Pik Wan Road in Lam Tin, TD stated that it had written to the Incorporated Owners of Tak Tin Estate in May this year and was currently awaiting its response. As for the proposal near Kwong Tin Estate, the department was reviewing the design and would write to HD to discuss the arrangements.
- 29.2 Concerning the provision of motorcycle parking spaces in the Tsui Ping Road area, TD stated that it would actively consider adding on-street parking spaces where it was safe and feasible. Additionally, the department would continue to request Link REIT and HD to provide motorcycle parking spaces in the car parks of public housing estates in the district.
- 29.3 As for long-term transport policy, TD stated that the Government had always hoped that the public would use public transport and would continue to review the corresponding strategies based on traffic conditions.
30. HKPF stated that it would continue to strengthen enforcement against abandoned vehicles and those without vehicle licenses or number plates.
31. The Chairman and Members raised views to HyD as follows:
- 31.1 Members (i) enquired about HyD's plan to resurface the road on Pik Wan Road near the bus stop at Hong Pak Court; (ii) reminded the department to step up the clearance of gravel on the road, as such gravel could affect motorists and pedestrians and pose risks to road safety; and (iii) requested the department to expedite road repairs and monitor workmanship to prevent the newly resurfaced roads from deteriorating shortly after completion.
- 31.2 The Chairman was pleased to learn that HyD had been continuously following up on the road resurfacing works on Ko Chiu Road and Kai Tin Road, but pointed out the poor road condition on the uphill section of Hip Wo Street near the exit of the minibus terminus and requested the department to follow up.
- 31.3 Members hoped that HyD would apply anti-skid dressing to the sloped section of Hong Ning Road near the refuse collection point to prevent heavy vehicles from failing to brake in time when approaching the traffic lights, thereby ensuring pedestrian safety.

31.4 Members hoped that HyD would follow up on the issue of poor road conditions on the section of Lin Tak Road connecting Tseung Kwan O Road and Sau Mau Ping Road, as well as on Sau Ming Ping Road and Hiu Kwong Street.

31.5 Members stated that the road surface on Lei Yue Mun Road leading to Lam Tin Bus Terminus was damaged. Although HyD had previously conducted repairs, the outcomes were not satisfactory. The department explained that there had not been enough time to carry out the works due to the impact on bus operations. Members enquired whether the department could use better technology for road repairs and coordinate the timing of the works with bus companies to ensure proper repair of the road surface.

32. HyD responded to Members' views and enquiries as follows:

32.1 Regarding the road resurfacing works on Pik Wan Road, HyD stated that the site of the works was located around the bus stop area outside Hong Pak Court. The department currently was in discussion with bus companies about the project schedule to minimise the impact on bus services. Additionally, the department mentioned that it would immediately deal with any road surface depressions or potholes discovered to ensure they did not pose traffic hazards. As for the issue of poor road conditions, the department would arrange for resurfacing progressively. Since the project would generate noise, odour and other issues, the department needed to discuss road closure times and arrangements with various stakeholders and would enhance inspections of newly resurfaced roads. The department stated that it would discuss the project timetable with bus companies to explore ways to reduce the impact on bus operations and would also consider replacing the asphalt surface with more durable concrete.

32.2 Concerning the road surface of the bus stop at the Lam Tin PTI, HyD would similarly coordinate the project timetable with bus companies and use more durable concrete for road resurfacing.

32.3 HyD would examine the feasibility of applying anti-skid dressing on the surface of Hong Ning Road.

32.4 HyD would monitor the road conditions in the Sau Mau Ping Road area and conduct timely repair works.

33. Members raised other issues as follows:

- 33.1 Members enquired about the traffic conditions on Hiu Ming Street, pointing out that there were several schools in the area and that public housing was set to be completed there next year. They hoped that TD would strengthen public transport services in the area and take note of the locations for the provision of zebra crossings.
- 33.2 Members suggested adjusting the direction of the fans at the Yue Man Square PTI.
- 33.3 Members pointed out that the red minibus service from Yau Lai Estate to Yue Man Square was insufficient. Members of the public had to wait for 30 to 45 minutes to board the minibus, with even longer waiting times at night. They requested the department to follow up on this issue.
34. TD responded to Members' views and enquiries as follows:
- 34.1 Regarding traffic planning for Hiu Ming Street, TD had been monitoring the local traffic conditions and development. The department would study the provision of zebra crossings at appropriate locations taking into account the views of stakeholders.
- 34.2 Concerning future public transport services on Hiu Ming Street, TD stated that it would closely monitor the progress of housing development projects and had earlier engaged in preliminary communication with bus companies. Due to geographical and environmental constraints, regular bus services currently only passed through Hiu Kwong Street. Therefore, the department would consider enhancing the bus services passing through Hiu Kwong Street as needed.
- 34.3 As for the red minibus services on Hiu Ming Street, TD indicated that it would continue liaising with relevant minibus associations. The department hoped to take the new housing projects as an opportunity to enhance existing services to meet the needs of school staff and students, as well as future residents of the housing development projects. The department added that the routes, schedules, and fares of red minibus services were not subject to regulation. As long as they complied with legislative requirements, red minibuses could arrange their own fares and pick-up and drop-off points. The department would convey the views of Members and district personalities to the trade and review the existing bus, railway, and GMB services to bring convenience to the public.
- 34.4 With regard to the wall-mounted fans at the Yue Man Square PTI, TD stated that there were differing public views on the direction of the fans and could consider fine-tuning the direction of fans at specific locations.

35. Members suggested that TD consider extending the GMB service to Hiu Ming Street. They believed that there was no need for TD to wait until the population intake of housing estates before increasing transport services, as students there also had transport needs.

36. The Chairman requested TD to note Members' suggestions and asked staff from HKPF's traffic division to take enforcement action against violations near Kai Tin Shopping Centre on Kai Tin Road.

VI. Date of Next Meeting

37. The next meeting was scheduled to be held on 20 September 2024 (Friday).

38. There being no other business, the meeting was adjourned at 4:17 p.m.

Kwun Tong District Council Secretariat
September 2024