

(Translation)

**Minutes of the 5th Meeting of  
Traffic and Transport Committee,  
the 7th Term Kwun Tong District Council**

**Date:** 20 September 2024 (Friday)

**Time:** 2:32 p.m. – 4:00 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 FU Pik-chun, MH
Mr HUNG Kam-in, MH (Vice-chairman)	Mr HSU Yau-wai
Mr YU Siu-lun	Mr CHAN Yiu-hung, Jimmy, MH
Mr YU Man, MH	Mr TSANG Wing-fai
Mr NG Sing-wah	Ms CHING Hoi-yan
Mr NG Ting-fung	Ms FENG Yunsi
Mr LUI Tung-hai, MH	Mr WONG Kai-san
Ms LEE Shuk-woon, Sophia	Ms YU Juliana
Mr LEE Ka-hang	Ms CHU Lok-wai
Mr FONG Yat-kwan	Mr CHENG Keung-fung
Mr LAM Fung, MH	Mr LAI Wing-chun, MH
Mr LAM Wai	Mr TAM Siu-cheuk
Ms KAM Kin	Mr KWAN Kin-wing
Mr MA Yat-chiu, MH	Mr PANG Chi-sang
Mr CHEUNG Yiu-pan	Mr CHEUNG Wing-shing, Peter (Co-opted Member)
Mr CHEUNG Pui-kong	Mr TAM Sze-chung (Co-opted Member)
Ms LEUNG Sze-wan	

**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,

Ms LAU Lai-yu, Candy	Transport Department Engineer/Lam Tin, Transport Department
Mr LEE Yat-sun, Sun	Engineer/Ngau Tau Kok, Transport Department
Mr YIP Yuk-tsang, Steven	District Engineer/Kwun Tong, Highways Department
Mr YU Shing-lam, Terence	Operation Officer, Kwun Tong District, Hong Kong Police Force
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
Mr LAM Shing-tim	Head (Kai Tak Office), Civil Engineering and Development Department
Mr LAM Kong-keung, Paul	Senior Resident Engineer, Atkins China Limited

**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 5th meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman extended a special welcome to the Co-opted Members, Mr Peter CHEUNG and Mr TAM Sze-chung, for attending this meeting for the first time.

**I. Confirmation of Minutes of Last Meeting**

3. Members had no further comments and the minutes of the fourth 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. 17/2024)**

4. Members raised views and enquiries as follows:

4.1 Members were concerned about the hygiene conditions of the portable toilet at the On Tai (South) (Hang Tai House) bus stop. As the bus stop was not far from the estate shopping centre, and toilets in the shopping centre remained open during late night hours, they suggested that the Transport Department (“TD”) and the bus company explore the possibility of removing the portable toilet.

4.2 Members requested that TD review and consider adjusting the green light duration of the pedestrian crossing at (i) the junction of On Yan Street, On Sau Road and On Kin Road; and (ii) Kwun Tong Pumping Station and Laguna City.

4.3 Members said that a project being carried out by the Housing Department (“HD”) near On Tin Street had obstructed the sightline of pedestrians heading to Lam Tin Service Reservoir Playground, creating a safety hazard. They suggested that TD or HD install a convex mirror at the pedestrian crossing at Chi Tin Street to help residents check road conditions.

4.4 Members pointed out that some members of the public relayed that two consecutive buses of the Kowloon Motor Bus (“KMB”) route no. 213X did not stop at Sau Ching House during morning peak hours as they were at full capacity. They suggested that TD and the bus company arrange special departures during morning peak hours to ensure passengers at all stops along the route could board the buses.

5. The representative of TD noted Members’ views regarding adjusting the green light duration of pedestrian crossings and would arrange for department staff to conduct site inspections with Members.

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

6.1 Regarding the installation of a convex mirror at Chi Tin Street, TD indicated that HD’s project team had been implementing temporary traffic arrangements at the said location. TD would review the situation and request the project team to enhance the temporary traffic arrangements. A response would be provided later.

- 6.2 Regarding the portable toilet, TD pointed out that the location served as a bus terminus where bus captains and bus regulators took breaks and adjusted service schedules. It was hoped that residents would understand the need to provide a dedicated toilet for bus captains. In addition, TD emphasised that the impact on the pedestrian walkway was carefully considered when installing the toilet, and remarked that the bus company was responsible for maintaining the facility's cleanliness and hygiene.
- 6.3 Concerning KMB route no. 213X, TD stated that it would gather more information from Members about the situation and ask the bus company to follow up.

(Post-meeting note: TD previously enquired with KMB and learnt that on the day in question, route no. 13X had adjusted its schedule due to manpower issues, causing some passengers of the route to switch to route no. 213X, which added burden on the route. TD reminded KMB to pay attention to the frequency of the two routes to avoid similar situations. TD subsequently conducted a follow-up inspection in October and found that the frequency of route no. 213X was generally normal, with an average occupancy rate of about 75% during the busiest hour, and the service could generally cope with the demand.)

7. Members raised follow-up views and enquiries as follows:
  - 7.1 Members requested TD to follow up on the problem of inadequate frequency and lost trips of green minibus ("GMB") route nos. 76A and 76B. They hoped that TD would review the GPS vehicle records to report the lost trip situation to Members.
8. The representative of TD responded to Members' views and enquiries as follows:
  - 8.1 Regarding the frequency of GMB route nos. 76A and 76B, TD indicated that the service levels of both routes had been affected by driver shortage. TD noted that route no. 76B had recorded a 40-minute headway, which did not comply with the requirements of the Schedule of Service. Hence, TD had been following up on the situation with the operator. The operator had participated in the Labour Importation Scheme for Transport Sector, and the imported workers were expected to commence service in the fourth quarter of this year to alleviate the current situation of unstable frequency caused by driver shortage. TD would continue to monitor the service levels and passenger demand of the routes concerned.
9. Members noted the paper.

**III. Progress Report on Road Projects in Kwun Tong District  
(KTDC TTC Paper No. 18/2024)**

10. Members raised views and enquiries as follows:

- 10.1 Members enquired about the completion date of the reinstatement works for the escalator project in the Sau Mau Ping and Po Tat Estate areas.
- 10.2 Members reported that the intercom of the lift adjacent to Sau Yun House connecting Hiu Kwong Street had noise problems and requested the relevant department to carry out repairs.
- 10.3 Members said that the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area had low pedestrian flow. They had previously suggested that the Leisure and Cultural Services Department (“LCSD”) convert the sitting-out area into parking spaces or other livelihood facilities. However, LCSD indicated that no government departments had put forward proposals for redeveloping the sitting-out area. Members suggested that TD consider redeveloping the sitting-out area to avoid wasting resources.
- 10.4 Members enquired about the commencement date and expected completion date of the project of the subway across Chun Wah Road near Lok Wah South Estate (structure no.: KS43), and reiterated that they did not wish to see further project delays.
- 10.5 Members pointed out that they had suggested installing seats at the On Tat Estate Bus Terminus early this year, but the proposal was not included in the paper. They hoped that TD would follow up.
- 10.6 Members said that they had inspected the footpath widening works at Cha Kwo Ling Road near Sze Shan Street, and conveyed to TD that the works were affecting traffic. They hoped that TD would follow up and provide a response in the paper.
- 10.7 Members were concerned about the Drainage Services Department (“DSD”) project at Cha Kwo Ling Road near Ko Fai Road, indicating that some drivers had reported that the temporary traffic arrangement instructions at the site were unclear. They requested that the project be included in the paper.

10.8 Members hoped that representatives of the department could provide information about the road widening works to be carried out by the Civil Engineering and Development Department (“CEDD”) at the junction of Cha Kwo Ling Road and Ko Chiu Road.

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

11.1 TD noted the proposal regarding the redevelopment of the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area and said that it had been actively liaising with HD to provide additional motorcycle parking spaces in housing estate car parks in the district, including the addition of approximately 70 parking spaces in Sau Mau Ping Estate.

11.2 Regarding the footpath widening works at Cha Kwo Ling Road near Sze Shan Street, TD indicated that the works were nearing completion and the footpath would soon be reopened, which was expected to improve drivers’ sightline. Additionally, TD had been coordinating with the Highways Department (“HyD”) to implement further road improvement measures to complement the removal of yellow box markings. It was believed that this could improve traffic flow in the northbound lane of Cha Kwo Ling Road.

11.3 Regarding the road widening works at the junction of Cha Kwo Ling Road and Ko Chiu Road, TD would liaise with CEDD’s project team to include project information in the paper of the next meeting, allowing Members to stay informed of the progress.

11.4 Regarding DSD’s project at Cha Kwo Ling Road near Ko Fai Road, TD said that it had liaised with DSD’s project team regarding the temporary traffic arrangements. The team indicated that they were reviewing the arrangements and formulating optimisation measures.

11.5 Regarding the installation of seats at the On Tat Estate Bus Terminus, TD said that as the bus terminus was not included in the subsidy scheme, the works were not listed in the paper. However, the bus company would still provide the facilities and had submitted an application for it. TD would conduct consultations after completing the preparation of project plans.

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

12.1 Regarding the works progress of KS43, HyD indicated that tender evaluation and contract signing were completed in late August. HyD was currently awaiting the contractor's submission of documents, such as the works schedule and road closure arrangements, for the department's approval. The works were expected to commence in the fourth quarter of this year. HyD said that it would closely monitor the progress of the works with the aim of completing it within 2025.

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

13.1 Members followed up on the works at Cha Kwo Ling Road near Sze Shan Street and hoped that TD would actively consider restoring the location to a two-lane road and converting the pedestrian crossing to a zebra crossing.

13.2 Members requested a response from CEDD regarding the anticipated completion date of the reinstatement works for the escalator project at Anderson Road Quarry (project no.: 7765CL). They also pointed out that residents had reported mosquito breeding at the construction site.

(Post-meeting note: Regarding the reinstatement works of the playground, it was expected that the new facility components for the park would be delivered to the site by mid-November 2024, and the park's reinstatement and enhancement works would be completed within this year. In addition, the remaining slope works near Sau Mau Ping Road were expected to be completed in the first quarter of 2025. Regarding anti-mosquito measures at the site, CEDD had implemented effective measures. Currently, mosquito oil was sprayed twice weekly to eliminate larvae at potential mosquito breeding grounds, which was more frequent than the once-per-week requirement outlined in the guidelines on mosquito prevention.)

13.3 Members enquired further about which department should follow up on the noise issue with the intercom at Lift L7 at Hiu Kwong Street.

13.4 Members reiterated their hope that TD would redevelop the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area to avoid wasting land resources. Members suggested that TD could consider converting part of the park into motorcycle parking spaces, while the remaining parts could be converted into roads to alleviate traffic congestion at the roundabout.

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

- 14.1 Regarding the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area, TD indicated that it could conduct a site visit with representatives from the Kwun Tong District Office and other departments to study suitable arrangements.
  - 14.2 Regarding the footpath widening works at Cha Kwo Ling Road near Sze Shan Street, TD said that it would deploy staff to inspect the overall traffic conditions after opening the footpath to make appropriate arrangements.
15. Members raised follow-up views and enquiries as follows:
- 15.1 Members enquired whether TD would carry out bus stop improvement works in the areas of Shun On Estate or Lee On Road in the future, including the installation of shelters and display panels.
  - 15.2 Members pointed out that festive decorations at the footbridges in the On Tai Estate area often became loose. They hoped that HyD would follow up on the matter and strengthen the supervision of contractors.
  - 15.3 Members were concerned about the uneven road surface at Pik Wan Road and hoped that HyD would follow up on other road sections that had not yet been resurfaced.
  - 15.4 Members noticed that bus stops at Wo Lok Estate had not been equipped with display panels and requested that TD follow up or relay their views to the bus company.
  - 15.5 Members expressed their concern about the works of the elevated walkway along Lee On Road over New Clear Water Bay Road (structure no.: K49) under the Universal Accessibility (“UA”) Programme. They indicated that the relocation of the stopping point of some bus routes from the C.C.C. Kei Shun Special School (“CCCKSSS”) bus stop to Shun Ching Street had caused inconvenience to residents. They suggested that TD consider moving the stopping point approximately 50 metres downward towards Choi Hung.
  - 15.6 Members hoped that TD would install bus arrival information display panels (“display panels”) and priority seats at the Lee Hong House bus stop on Shun Lee Tsuen Road when installing the shelter there.

- 15.7 Members enquired further about when TD would approve the installation of display panels at the Lee Yip House bus stop on Lee On Road.
- 15.8 Members enquired about the progress of repairs of the display panels at the Ko Yee Estate and Yau Chui Court bus stops.
- 15.9 Members noticed that minibus stands for GMB routes 90M and 92M had recently been installed outside Lei Yue Mun Plaza and enquired whether TD was planning to introduce new routes.
- 15.10 Members enquired about the details of the lift tower project for the footbridge across Tsui Ping Road connecting Tsui Cheung House and Tsui Tsz House of Tsui Ping (North) Estate (no.: TPN03, not included in the paper).
16. The representative of TD responded to Members' views and enquiries as follows:
- 16.1 Regarding bus shelters, seats and display panels, TD said that it would relay Members' views to the bus companies.
- 16.2 Regarding the malfunctioning display panels at Ko Yee Estate and Yau Chui Court, TD said that it would relay the issue to the bus companies and remind them to strengthen daily maintenance of the facilities to avoid causing inconvenience to passengers.
- 16.3 Regarding the CCKSSS bus stop, TD said that due to ongoing works by CEDD and HyD on Clear Water Bay Road, the traffic lanes had been narrowed. As a result, it was necessary to relocate the stopping point of some bus routes to facilitate traffic diversion. TD would request the bus companies and relevant departments to follow up on Members' suggestions.
- 16.4 Regarding the display panels at Lee Yip House at Lee On Road, TD proposed an update to the information in the paper. It clarified that the shelter mentioned in the paper as having "no power supply in the vicinity" and being located at the front should be numbered LE01-W-1250-0. TD explained that the bus stop had three shelters located at the front, middle and rear, respectively, and the middle shelter already had a single-sided display panel. TD planned to convert the middle shelter's display panel to double-sided and install a single-sided display panel at the rear shelter, so that passengers waiting under the front shelter, which had no power supply, could also view

bus arrival information. The arrangement was approved in early September, and TD would ask the bus company to continue preparing for the relevant works to enable passengers to use the facilities as soon as possible.

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

17.1 Regarding the decorations on footbridges, HyD indicated that it would conduct comprehensive inspections of all decorations and flags, and replace any damaged items. HyD would also work with the contractor to review measures to better secure the decorations.

17.2 Regarding the road surface of Pik Wan Road, HyD indicated that the road resurfacing works near the Hong Pak Court bus stop had been completed in early September. HyD would gradually review other road sections and arrange large-scale resurfacing works according to needs and priorities.

17.3 Regarding project TPN03, HyD said that it would provide supplementary information after the meeting.

(Post-meeting note: The UA Programme project across Tsui Ping Road connecting Tsui Cheung House and Tsui Tsz House of Tsui Ping (North) Estate (TPN03) had been included in the Progress Report for UA Programme Projects in Kwun Tong District.)

18. Members noted the paper.

**IV. List and Timetable of Major Traffic Improvement Works Completed, Being Implemented or Planned by TD/HyD in the Last Two Months**  
**(KTDC TTC Paper No. 19/2024)**

19. Members raised views and enquiries as follows:

19.1 Members enquired about the reason for the one-month delay in the project for providing roadside motorcycle parking spaces at Sau Mau Ping Road (project no.: WR/22/02304), and asked whether HyD could ensure completion of works within October.

19.2 Members expressed concern about the works for the provision of roadside parking spaces at Choi Wing Road near Choi Hing Road (project no.: WR/24/00059), and asked

HyD about the estimated completion date for parking meter installation and when the parking spaces would be ready for use.

19.3 Members enquired about the exact location of the works for the provision of roadside motorcycle parking spaces at Lee On Road (project no.: WR/23/01551).

19.4 Members hoped that TD would actively consider providing motorcycle parking spaces in the space at Ko Chiu Road near the Lei Yue Mun Road roundabout. In addition, Members suggested that TD consolidate information about the proposed locations for the provision of motorcycle parking spaces in the Yau Tong area to facilitate Members' collection of residents' views.

19.5 Members pointed out that residents had complained about the illegal parking of large vehicles near Yan Yue Wai.

19.6 Members pointed out that the expected completion date for the modification works of the pedestrian crossing at On Sau Road near Maryknoll Secondary School (project no.: WR/23/00696) had been repeatedly delayed, and enquired about the works progress.

19.7 Members suggested adding motorcycle parking spaces under the footbridge connecting Shun On Estate and Shun Tin Estate.

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

20.1 Regarding the works for the provision of roadside motorcycle parking spaces on Sau Mau Ping Road, HyD expected that the works could be completed by mid-October.

(Post-meeting note: The works for the provision of roadside motorcycle parking spaces on Sau Mau Ping Road had been completed in mid-October and opened for public use on 30 October.)

20.2 Regarding the works for the provision of roadside parking spaces at Choi Wing Road near Choi Hing Road, HyD said that it would provide the completion date of the works after the meeting.

(Post-meeting note: The operator of the parking spaces indicated that the parking meter installation works would be completed within November.)

20.3 HyD said that the location for project WR/23/01551 should be Lee On Lane.

20.4 Regarding project WR/23/00696, HyD indicated that it was currently coordinating with the Electrical and Mechanical Services Department and the school. Subsequently, facilities such as traffic signal cables and controllers would be installed, along with the installation of earth pits and cable draw pits on the footpath. HyD aimed to complete the works within this year.

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

21.1 Regarding the provision of motorcycle parking spaces near the Ko Chiu Road/Lei Yue Mun Road roundabout, TD advised that careful consideration must be given to vehicle entry/exit points to ensure traffic at the roundabout would not be affected. TD would put forward a proposal to Members in due course and consolidate information about the proposed locations for the provision of motorcycle parking spaces for Members' reference.

21.2 Regarding the illegal parking of large vehicles at Yan Yue Wai, TD said that it would discuss strengthening enforcement with the Hong Kong Police Force ("HKPF").

## **V. Any Other Business**

### **Traffic Conditions at the Wai Yip Street/Hoi Yuen Road Junction and Other Traffic Issues**

22. The Chairman welcomed Head (Kai Tak Office) of CEDD and Senior Resident Engineer of Atkins China Limited to the meeting to brief Members on the traffic conditions and follow-up works at the Wai Yip Street/Hoi Yuen Road junction in Kwun Tong.

22.1 Head (Kai Tak Office) of CEDD reported to Members on the traffic conditions on the first working day after the opening of the Wai Yip Street/Hoi Yuen Road junction on 26 August. He observed that some vehicles obstructed the newly established T-junction on Wai Yip Street (westbound) opposite the Manulife Financial Centre Commercial Space and Lu Plaza, causing traffic congestion at Kwun Tong Ferry Bus Terminus and creating traffic queues. In view of this, the consultant, together with traffic police officers, arrived on-site that day to manage traffic, and TD immediately adjusted the green light duration, which quickly alleviated the traffic congestion.

22.2 Regarding the above situation, the consultant had implemented the following traffic improvement measures:

- (i) Adding yellow box markings at the T-junction of the Manulife Financial Centre Commercial Space and Lu Plaza;
- (ii) Conducting urgent road widening works at the location where vehicles turned left from Hoi Yuen Road onto the eastbound lane of Wai Yip Street to enable buses to make left turns smoothly;
- (iii) Erecting “No U-turn” signs;
- (iv) Setting up destination road signs to clearly guide drivers to different destinations; and
- (v) Distributing leaflets to buildings along Wai Yip Street and nearby shops to inform the public about the latest traffic arrangements.

22.3 Head (Kai Tak Office) of CEDD said that the traffic was generally smooth on the first day of school, and reported on the progress of the following short-term projects:

- (i) Adding a traffic lane to the newly built road outside Lu Plaza, with the road expected to open by the end of this year; and
- (ii) The right-turn junction on Wai Yip Street eastbound was expected to open six months ahead of schedule, pending completion of drainage works.

22.4 Progress of the long-term projects was as follows:

- (i) Regarding the works at Kei Yip Lane, CEDD said that the diversion of underground drainage pipes and cable ducts had to be conducted first. The department was now actively liaising with the relevant utility companies and the works were expected to be completed three months ahead of schedule; and
- (ii) Regarding the non-signalised road section for left turns from Hoi Yuen Road to the eastbound lane of Wai Yip Street, CEDD had been conducting drilling works at the site. A pedestrian footbridge staircase and lift would be constructed in the future. The project team was striving to open the road

section three months earlier than originally scheduled.

23. Head (Kai Tak Office) of CEDD said that he would maintain close communication with Members on various projects.

24. The Chairman opined that the relevant departments had not provided Members with the implementation date for the junction arrangement during this year's meetings, which prevented Members from informing residents and conveying their views in a timely manner. He hoped that Head (Kai Tak Office) and relevant departments would strengthen communication with Members in future.

25. Members raised other views and enquiries as follows:

25.1 Members expressed concern about traffic congestion at How Ming Street and Shing Yip Street, enquiring whether the police had implemented traffic control measures during peak hours. They also enquired about the effectiveness of the video recording system installed at Hoi Yuen Road to monitor traffic flow and whether consideration would be given to installing the system at How Ming Street and Shing Yip Street. In addition, Members asked whether TD would utilise big data to improve traffic congestion in the district.

25.2 Members hoped that Head (Kai Tak Office) would explain the pros and cons of roundabouts and crossroads.

26. HKPF responded to Members' views and enquiries as follows:

26.1 HKPF said that it had been conducting traffic control operations in the entire Kwun Tong Business Area ("KTBA") since 2020 and switched to adopting a smart traffic management system last year, which had achieved remarkable results. HKPF had made reference to the recommendations from the Hong Kong University of Science and Technology when planning operations in the area and had monitored the situation during afternoon peak hours on every workday. As to whether the plan would be extended to weekends, HKPF said that it would depend on manpower and work arrangements. HKPF understood that traffic in KTBA had recently become busier and would make arrangements according to actual situations.

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

27.1 TD said that it released traffic data annually to enable consultants to make more accurate assessments using the data.

28. Head (Kai Tak Office) responded to Members' views and enquiries as follows:

28.1 Head (Kai Tak Office) thanked Members for their views and indicated that he would continue to enhance communication with Members.

28.2 Head (Kai Tak Office) explained that crossroads could accommodate more vehicles than roundabouts, were safer, and provided greater flexibility for the department to adjust traffic signals based on traffic conditions.

29. The Chairman hoped that the relevant departments could fully utilise smart traffic technologies and big data to improve traffic congestion in KTBA.

### **GMB services at Wan Hon Street**

30. Regarding the extension of service hours for GMB route no. 23 at Wan Hon Street, the representative of TD said that the route had undergone two service hour adjustments, changing from full-day service to the current operation during morning peak hours only. This adjustment was based on operational data indicating consistently low passenger numbers, which hindered the effective utilisation of minibus resources. TD indicated that it would continue to closely monitor the passenger demand and service levels of the route, and discuss the appropriateness of service adjustments with the operator in a timely manner to meet actual passenger needs.

31. Members raised views and enquiries as follows:

31.1 Members hoped that TD would respond to the strong demands from residents of Wan Hon Estate.

31.2 Members understood TD's response but pointed out that the GMB route was essential for residents. If patronage was insufficient, Members suggested that TD could study modifying the route to serve residents of more housing estates. Members also advised that if the current contractor had no intention of modifying the route, TD could re-tender the route to allow interested operators to take over.

32. The Chairman asked TD to follow up on Members' views.

### **New CCTV Traffic Enforcement System in KTBA**

33. The Chairman welcomed Operation Officer, Kwun Tong District of HKPF to the meeting to brief Members on the new CCTV Traffic Enforcement System used in KTBA.

34. The representative of HKPF said that the system was currently at the preparatory stage and further updates would be provided to Members when more information became available.

35. Members suggested extending the system to areas experiencing frequent traffic congestion, such as Yau Tong or Lam Tin, to further improve traffic conditions in the district.

### **VI. Date of Next Meeting**

36. The next meeting was scheduled to be held on 21 November 2024 (Thursday).

37. There being no other business, the meeting was adjourned at 4:00 p.m.

**Kwun Tong District Council Secretariat**  
**November 2024**