

(Translation)

**Minutes of the 6th Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 21 November 2024 (Thursday)

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 TANG Wing-chun
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 Yiu-pan	Mr PANG Chi-sang
Mr CHEUNG Pui-kong	Mr CHEUNG Wing-shing, Peter (Co-opted Member)
Ms LEUNG Sze-wan	Mr TAM Sze-chung (Co-opted Member)

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 LAW Shun-chit, Tom	Engineer/Kwun Tong, 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 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 CHAN Wing-yin, Albert	Chief Engineer/East 3, Civil Engineering and Development Department
Mr LAM Hon-wa	Senior Engineer/14 (East), Civil Engineering and Development Department
Mr LAM Kong-keung, Paul	Senior Resident Engineer, AtkinsRealis Asia Limited
<u>Secretary</u>	
Mr HEUNG Sai-yau, Calvin	Executive Officer (District Council)4, Kwun Tong District Office

Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 6th 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 5th meeting were confirmed.

II. Department Report on the Latest Status at the Wai Yip Street / Hoi Yuen Road Junction

3. The Chairman welcomed Chief Engineer/East 3 and Senior Engineer/14 (East) of the Civil Engineering and Development Department (“CEDD”), as well as Senior Resident Engineer of AtkinsRealis Asia Limited, to the meeting.

4. The representative of the consultant reported on the traffic conditions at the junction of Wai Yip Street/Hoi Yuen Road, saying that after the implementation of improvement measures, the traffic was generally smooth during daily peak hours. He also reported on the following project progress:

4.1 Underground utilities and related road works in the construction site area of the northbound lane outside Lu Plaza: The consultant stated that the works had been substantially completed in mid-November.

4.2 The right-turn section from Lu Plaza to Wai Yip Street: The consultant stated that the section would be opened to drivers on 23 November this year.

4.3 Construction barriers: The consultant committed to removing the barriers as soon as possible after the completion of the works and when safety conditions permitted.

4.4 Remaining traffic improvement works: The consultant stated that it would continue to make efforts to explore and implement other traffic improvement measures to open more roads as soon as possible, in order to alleviate traffic congestion in Kwun Tong District.

5. Members pointed out that since the implementation of the crossroad arrangement, drivers and shuttle buses had to take a detour to enter the car park of Manulife Financial Centre. In addition to blocking the road, it also extended journey time, with the situation being particularly serious during morning and afternoon peak hours. Therefore, Members suggested reversing the direction of the car park’s entrance and exit to facilitate drivers.

6. The representative of the consultant responded by welcoming property owners of Manulife Financial Centre to contact them to discuss the feasibility of the suggestion.

7. The Chairman requested the Transport Department (“TD”) to communicate and study the above suggestion with Members.

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

- 8.1 Members commended the CEDD team for listening to their views on the crossroad arrangement and making immediate improvements.
 - 8.2 Members enquired with CEDD about the speed limit on Wai Yip Street westbound towards Kowloon Bay. They also reminded the relevant department to pay attention to any uneven road surfaces during future project acceptance inspections.
 - 8.3 Members enquired with CEDD about the arrangements for turning left from Hoi Yuen Road to Wai Yip Street towards Lei Yue Mun and suggested that the department study the feasibility of adding a left-turn lane. Additionally, Members noted that a large number of vehicles from Hoi Yuen Road turned left to Laguna City or entered Kwun Tong Bypass. They suggested allowing vehicles to use the middle lane of Hoi Yuen Road to go straight, turn left, or turn right in order to divert traffic flow.
 - 8.4 Members noted that Tsui Ping River Garden would soon be opened, believing it would affect nearby traffic. They hoped that the relevant departments would take notice.
9. The representative of CEDD responded to Members' views and enquiries as follows:
- 9.1 CEDD appreciated Members' compliments and stated that it would continue to maintain communication with stakeholders.
 - 9.2 Regarding the uneven road surface on Wai Yip Street, the department explained that the location was originally part of a roundabout, with the road surface designed to slope to both sides to facilitate rainwater drainage. The department added that it would resolve the issue during future resurfacing works and would take note of the above issue during project acceptance inspections in future.
 - 9.3 Concerning the arrangement for turning left from Hoi Yuen Road to Wai Yip Street towards Lei Yue Mun, CEDD noted the relevant suggestions and stated that it would study the feasibility of adding a left-turn lane in the future.
10. The Chairman hoped that CEDD would enhance the design of Hoi Yuen Road to allow more vehicles to queue for left turns or consider adjusting the traffic light arrangements.
11. Members added that a single left-turn lane was insufficient to meet the needs of drivers. Therefore, they enquired whether it could be changed to allow vehicles to turn left or right from the

middle lane, or to provide two left-turn lanes.

12. The representative of CEDD stated that it would study the design of the crossroad. Additionally, the department mentioned that it would closely monitor the traffic conditions after the opening of Tsui Ping River Garden and would make adjustments where necessary.

III. Members and Area Committees' Views on Public Transport Services and Road Works Projects in Kwun Tong District
(KTDC TTC Paper No. 20/2024)

13. Members raised views and enquiries as follows:

13.1 Members enquired whether there had been any changes to the paper format.

13.2 Members hoped that the relevant departments would completely solve the issue of uneven road surface on the new road section connecting Tseung Kwan O Road to Sau Mau Ping Road.

13.3 Members enquired with TD about when the bus route between Anderson Road and Central and Sheung Wan would be launched.

14. The representative of TD responded that the service commencement dates of the bus route between Anderson Road and Central and Sheung Wan would be determined based on the completion and intake dates of On Sau Court. The department added that it would maintain close liaison with the bus company and would inform Members of any updates.

15. The Chairman stated that the paper format would continue to be enhanced to facilitate reference and follow-up by Members and department staff.

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

16.1 Members pointed out that after the paper format was changed, it was not specified which Member had made the comments.

16.2 Members followed up on the frequency of KMB route nos. 213M, 214 and 88, saying that although TD had surveyed the patronage of the above routes during weekday mornings, Members' own statistics revealed that several buses were delayed during

morning peak hours, causing queues to extend outside Tak Tai House. They hoped that the department would take note of and review this issue.

16.3 Members did not understand why TD needed to repeatedly study the proposal to establish a stop for bus route nos. 213M and 11X at Kam Tai House in On Tai Estate. They hoped that the department would meet the needs of the local residents as far as possible.

16.4 Members requested TD to follow up on the inadequate frequency and stop-skipping of green minibus (“GMB”) route nos. 76A and 76B. They also asked the department to discuss with the operator of the routes how to resolve these issues, including situations where GMBs refuelled at filling stations simultaneously or GMB drivers took breaks at the same time.

16.5 Members pointed out that the Housing Department (“HD”) said the slope and walkway improvement works on On Tin Street near Nord Anglia International School Hong Kong in Lam Tin (“Tak Tin Street Public Housing Project”) would soon enter its second phase. However, the traffic was already very congested on that road section during weekday morning peak hours. Therefore, residents and Members were very concerned about the impact of the road closure arrangements for the second phase of the works, and hoped that TD would respond regarding the traffic management measures there.

16.6 Members further pressed on whether the bus route plying between Anderson Road and Central and Sheung Wan could be launched earlier, ahead of the population intake of On Sau Court.

16.7 Members enquired further about the uneven road surface issue on the new road section connecting Tseung Kwan O Road to Sau Mau Ping Road.

17. Regarding the new road connecting Tseung Kwan O Road to Sau Mau Ping Road, the representative of the Highways Department (“HyD”) responded that it would convey Members’ views to CEDD.

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

18.1 Concerning the bus routes between Anderson Road and Central and Sheung Wan, TD stated that the bus company was preparing to open the routes and would later study

the feasibility of launching the routes earlier with the bus company.

- 18.2 With regard to the suggestions on the bus services for On Tat Estate and On Tai Estate, TD noted that there was an upward trend in the overall demand among residents for the relevant bus routes. Therefore, the department would discuss options to enhance the services with the bus company and would notify Members if there were any further updates.
- 18.3 Regarding the establishment of a bus stop outside Kam Tai House in On Tai Estate, TD pointed out that there were already two bus routes with high patronage stopping at that location. Therefore, it was necessary to consider whether there was enough space at the stop to accommodate more queuing passengers and bus routes. That said, the department promised to discuss the relevant proposal with the bus company as soon as possible. [Post-meeting note: The arrangement for the establishment of a stop for KMB route nos. 213M and 11X outside Kam Tai House in On Tai Estate was implemented starting from 15 December 2024.]
- 18.4 As for the service arrangements for GMB route nos. 76A and 76B, TD stated that it had earlier met with the operator to discuss and formulate measures to improve the stability of the service frequency, including the operator prioritising the assignment of imported drivers to provide services for these routes. The department mentioned that recently, imported drivers had gradually been deployed on both routes. It would arrange site inspections to monitor the operation of the routes after these drivers began their service. The department would also follow up with the operator on the issue of stop-skipping, the refuelling of minibuses and the arrangements for driver breaks.
- 18.5 Regarding the Tak Tin Street Public Housing Project, TD indicated that HD's project team was reviewing the construction schedule and temporary traffic arrangements. It would continue to closely monitor the traffic conditions there and maintain close communication with HD's project team and other stakeholders.

19. The Chairman added the following enquiries:

- 19.1 Concerning GMB route nos. 76A and 76B, the Chairman pointed out that both routes were hospital routes and were used by many elderly passengers. He called on TD to request the operator to remind drivers to drive patiently and stop at appropriate locations to ensure safety.

19.2 Regarding the Tak Tin Street Public Housing Project, the Chairman stated that many Members were concerned about the road closure arrangements, as there were several schools in the area. If the road closure lasted up to four months, it would severely impact traffic. The Chairman hoped that TD and HD's project team would explore ways to enhance the road closure arrangements to prevent traffic congestion from worsening.

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

20.1 Members were pleased to see that TD and HyD had listed the traffic issues that were still being followed up in the paper. However, they were doubtful whether individual issues had been completely resolved. Members requested TD and HyD to add notes to the paper after each follow-up action, so that the public and Members could be informed of the progress. Additionally, Members suggested that TD and HyD assign corresponding project numbers to the issues still under follow-up for Members' easy reference.

20.2 Members enquired about the paper indicating that TD had "followed up" on the issue of lost trips on GMB route nos. 23B and 23M. However, the lost trip problem persisted. They hoped that TD would provide specific solutions (such as route restructuring or the introduction of bus routes) and record its follow-up work in the paper.

20.3 Members were concerned about the traffic conditions on Cha Kwo Ling Road near the pedestrian crossing at Sze Shan Street. They pointed out that TD had earlier mentioned that there would be road improvement measures on Ko Chiu Road and asked when the arrangements would be made.

20.4 Members believed that the traffic issues in Kwun Tong North stemmed from very unstable bus frequencies. They hoped that TD would discuss with the bus company how to divert passengers.

20.5 Members enquired about the regulatory system for red minibuses, pointing out that there had been frequent lost trips of minibuses plying between Yau Tong and Kwun Tong in the evenings. They hoped that TD would discuss with the operator how to improve the service or convert the route to a GMB route.

20.6 Members pointed out that residents expressed dissatisfaction with the overall GMB

service level. They suggested that TD put pressure on the operator to improve the issue of insufficient GMB frequency. Additionally, Members enquired whether the imported drivers introduced by the minibus operator were sufficient to make up for the manpower shortage; if not, Members asked if the operator had any other solutions.

21. The representative of TD responded to Members' views and enquiries as follows:
 - 21.1 Concerning the supervision of minibuses, TD stated that it would review the operational records of the operators and examine the stability of minibus services by collecting enquiries and feedback from residents or passengers, as well as through on-site and on-board surveys. The department would follow up with each minibus operator individually regarding the status of their routes and conduct on-site surveys to check whether there had been any improvements to the minibus services.
 - 21.2 With respect to the service performance of the GMB route no. 23 series, TD noted Members' views and would continue to follow up with the minibus operator.
 - 21.3 Regarding the Labour Importation Scheme for the Transport Sector, TD pointed out that the current labour shortage in Hong Kong's transport sector was severe. The department added that it would closely monitor whether there was still a manpower shortage on minibus routes after the importation of drivers. It also mentioned that the introduction of imported drivers might lead to the resignation of some local drivers. Therefore, the department would continue to encourage minibus operators to attract local drivers through improved remuneration packages and other measures.
 - 21.4 As for the proposal to restructure GMB route nos. 23B and 23M, TD indicated that it would take long-term considerations into account in light of the Public Housing Development at Cha Kwo Ling Village. Additionally, the department noted Members' views on increasing other public transport services via Cha Kwo Ling Road and would formulate appropriate transport plans based on factors such as the progress of the housing development and passenger demand.
 - 21.5 With regard to the red minibus service, TD pointed out that the frequency, service hours and fares of the current red minibus service were not subject to regulation. As for the issue concerning the frequency of the red minibus service between Yau Tong and Kwun Tong, the department would convey the views to the operator.
 - 21.6 Regarding the public transport services in the uphill areas of Kwun Tong, TD stated

that it had formulated a preliminary improvement plan with the bus company addressing the patronage of KMB route nos. 214 and 88. However, details were still under discussion. The department hoped to enhance service frequency and stability through the improvement plan, in order to minimise the impact on waiting passengers.

21.7 Regarding the junction works at Cha Kwo Ling Road near Sze Shan Street, TD thanked Members for providing continuous feedback and responded that CEDD was responsible for the improvement works near Ko Chiu Road and updated the progress of the works in Appendix I. The department would continue to communicate closely with CEDD.

22. The Chairman concluded the agenda item and hoped that TD and HyD would optimise the paper format.

23. Members noted the paper.

IV. Progress Report on Road Projects in Kwun Tong District **(KTDC TTC Paper No. 21/2024)**

24. Members raised views and enquiries as follows:

24.1 Members pointed out that the scheduled completion of the works at the elevated walkway along Lee On Road over New Clear Water Bay Road (structure no.: K49) was expected to be postponed to the fourth quarter of 2026 and requested HyD to commence the project as soon as possible. Members pointed out that the CCC Kei Shun Special School bus stop was moved back about 60 to 70 metres due to construction works, causing inconvenience to residents.

24.2 Members were concerned about the delay in the construction works at the footbridge across Lee On Road connecting Lee Yip House of Shun Lee Estate and Shun Chi Court (structure no.: SL04), saying that no one was seen working within the construction area. They requested HyD to complete the project as soon as possible.

24.3 Members urged TD to install a display panel and priority seats at the Lee Hong House bus stop on Shun Lee Tsuen Road (no.: SH31-E-1000-0).

24.4 Members enquired when the display panel would be installed at the Lee Yip House

bus stop in Shun Lee Estate (project no: LE01-W-1240-0 and LE01-W-1220-0).

- 24.5 Members enquired whether CEDD would widen the section of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge (towards Lin Tak Road). If the decision was made to proceed with the project, the department should include the project in the paper.
- 24.6 Members had earlier suggested redeveloping the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area to widen the road and provide motorcycle parking spaces. Members enquired about the progress of the project and hoped to include the project in the paper for the next meeting.
- 24.7 Members suggested raising the railings of the Po Tat Estate footbridge or enclosing the footbridge to prevent further incidents of suicide.
- 24.8 Members enquired about whether the remaining pedestrian connectivity facilities works on Anderson Road could be completed by the end of December this year as scheduled.
- 24.9 Members enquired whether the works for the subway across Chun Wah Road near Lok Wah South Estate (structure no.: KS43) could be completed in the third quarter of 2025 and hoped that HyD would expedite the follow-up on the progress of the project. Additionally, Members also requested the department to take note of the rodent infestation problem at the construction site and requested the Food and Environmental Hygiene Department (“FEHD”) and HD to strengthen rodent control work.
- 24.10 Members enquired whether the traffic conditions on Cha Kwo Ling Road near Sze Shan Street had improved, and whether TD had responded to residents’ suggestions for improvement of traffic arrangements.
- 24.11 Members stated that CEDD had not outlined in the paper the specific progress of the project for the right turn from Cha Kwo Ling Road to Ko Chiu Road (project no.: 7812CL). To Members’ knowledge, relevant personnel were only carrying out advance works at the site. Therefore, they enquired whether TD had any alternative plans to expedite the improvement of the traffic conditions in that area.
- 24.12 Members noted that there were many taxis lining up for refuelling on Cha Kwo Ling Road outside Laguna City at around 4 pm. The queue even extended to the vicinity

of Tin Hau Temple. With the upcoming construction works of the Vocational Training Council (“VTC”)’s campus, Members enquired whether TD had any plans to improve the situation and whether Cha Kwo Ling Road would be widened in the future.

24.13 Members understood that the bus stops in the Shun Lee Estate or Shun On Estate area might use solar power systems for electricity supply. However, some facilities had been out of order for a long time without being repaired. They enquired whether TD would establish an inspection system to maintain the facilities.

24.14 Members pointed out that many items in the paper were under the purview of CEDD, yet the department did not send any representative to attend the meeting.

24.15 Members considered it rather windy in the areas around On Tat Estate and On Tai Estate. They suggested that in addition to installing bus stop shelters, the bus company could consider adding advertisement panels as windbreaks.

24.16 Members stated that currently, there was a lift located only near On Tat Estate in the Anderson Road Development Area, while the originally planned lift near the On Tai Estate roundabout was removed from the project. Members hoped that CEDD would re-incorporate the lift into the plan to enhance the accessibility and connectivity of the area and to cater to the needs of the residents.

25. The Chairman pointed out that CEDD was not a standing department of TTC. However, in recent years, many projects on the hills of Kwun Tong were under the purview of CEDD. He suggested that the Secretariat invite the representatives of the department to attend future meetings.

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

26.1 Regarding the works at structure nos. K49 and SL04, HyD stated that it would closely follow up with the contractors on the progress of the projects to ensure that there would be no further delays.

26.2 Concerning the proposed redevelopment of the Sau Mau Ping Road/Hiu Kwong Street sitting-out area, HyD, in conjunction with TD, had followed up with CEDD on the progress of the project and would report to Members at the next meeting. Meanwhile, regarding the provision of motorcycle parking spaces, the department mentioned that preliminary designs were underway, and that it would coordinate with TD and the

Leisure and Cultural Services Department to minimise the impact on the sitting-out area.

26.3 With regard to the works at KS43, HyD anticipated that the project could be completed in the third quarter of next year and stated that it would continue to supervise the works to avoid further delays. Additionally, the department would review the issue of cleanliness at the construction site with the project team, HD and other stakeholders to ensure that it would not affect the surrounding hygiene or cause rodent infestation.

26.4 HyD stated that other projects were under the purview of CEDD and requested the Secretariat to invite representatives from CEDD to attend the next meeting.

27. The Chairman requested the Secretariat to convey Members' views to CEDD, pointing out that various projects under CEDD were followed up by different project managers, and it would be necessary to seek responses from each manager separately.

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

28.1 Members were concerned about the works for the lift and pedestrian walkway system between Pik Wan Road and Lei Yue Mun Road, Yau Tong (project no. 7812CL). They pointed out that the slope works for the project were close to residential areas and hoped that CEDD would pay attention to the issue of construction noise.

28.2 Members enquired why Appendix V showed that some bus stops had seats installed, yet the column for the installation of display panels was left blank.

28.3 Members enquired about the progress and details of three projects, namely (i) the provision of motorcycle parking spaces on Pik Wan Road near Tak Tin Estate; (ii) the provision of motorcycle parking spaces on Pik Wan Road outside Kwong Tin Estate; and (iii) the walkway widening works on Kai Tin Road near Lam Tin (West) Estate Community Centre.

28.4 Members pointed out that the paper indicated that HyD was conducting investigation studies for (i) the lift system project connecting Kai Tin Road and Lei Yue Mun Road and (ii) the walkway cover project on Lei Yue Mun Road between Lam Tin Public Transport Interchange and Kwun Tong Police Station, and thus enquired about the progress of these studies.

29. The representative of TD responded to Members' views and enquiries as follows:
- 29.1 Regarding the provision of bus stop shelters and facilities, TD stated that it would convey Members' suggestions to the bus company. Additionally, the department explained that the installation of display panels was subject to several factors. Apart from power supply, it also needed to consider the geographical environment, whether there were any underground utility restrictions, and whether a shelter model capable of supporting the weight of the display panel could be built. It hoped for understanding from Members and the public. The department and the bus company would give prime consideration to shielding passengers from wind and rain when building bus stop shelters. Meanwhile, it would strive to explore feasible options with the bus company to install value-added facilities, such as seats and display panels.
- 29.2 Concerning the provision of motorcycle parking spaces on Pik Wan Road, TD indicated that it was awaiting a response from the Incorporated Owners of Tak Tin Estate regarding the suggestion to add parking spaces near Tak Tin Estate. Members would be kept informed of the latest developments. As for the proposal to add parking spaces near Kwong Tin Estate, the department stated that if the district consultation received positive feedback, it would proceed with the project in due course and include it in the paper as necessary.
- 29.3 With regard to the footpath widening works on Kai Tin Road near Lam Tin (West) Estate Community Centre, TD stated that after the earlier completion of the district consultation, it had arranged for HyD to carry out the relevant works and would include the project in the paper for the next meeting.
- 29.4 As for the issue of the junction of Cha Kwo Ling Road and Sze Shan Street, TD stated that after the completion of the pedestrian crossing widening and traffic improvement works, both pedestrian crossing and traffic conditions at that location improved. The department stated that it would continue to closely monitor the traffic conditions in that area and communicate with CEDD to expedite the implementation of the improvement works at the junction of Cha Kwo Ling Road and Ko Chiu Road.
- 29.5 Regarding the issue of taxis queuing at the liquefied petroleum gas filling station on Wai Lok Street, TD indicated that appropriate road markings had been established to maintain at least one traffic lane on Cha Kwo Ling Road (towards Mong Kok) when taxis were queuing. The new campus project of VTC involved the relocation of the Wai Lok Street filling station. The area of the new filling station would be expanded

to provide additional waiting zones for vehicles, aiming to prevent taxis and other vehicles queuing up for fueling from affecting traffic on Wai Yip Street and Cha Kwo Ling Road.

29.6 Concerning the bus stops with blank entries under the display panel column in Appendix V, TD indicated that these stops were not included in the subsidy scheme for display panel installations.

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

30.1 Regarding the works at the footbridge across the Eastern Harbour Crossing toll plaza (structure no.: KF 148), HyD stated that the project team would carry out pile cap and catchpit works for Lift No. 1. As for Lift No. 2, the department was coordinating deep excavation works with MTR and arranging with CLP for the cable routing. Construction would commence once the details were finalised.

30.2 Concerning the construction works at the subway across Choi Wing Road near Choi Tak Shopping Centre (structure no.: KS62), HyD indicated that a preliminary consensus had been reached with the Water Supplies Department on the diversion plan for the existing underground water mains. The project would begin once the specific construction details were confirmed.

31. The Chairman concluded the agenda items and requested all departments to follow up on the progress of the projects and maintain liaison with Members regarding the latest developments.

32. Members noted the paper.

V. **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. 22/2024)**

33. Members raised views and enquiries as follows:

33.1 Members enquired whether the two projects on Yuet Wah Street (project no.: WR/24/01149 and WR/24/01264) could be completed in February next year as scheduled.

- 33.2 Members enquired whether the works for the provision of roadside motorcycle parking spaces on Hong Ning Road (project no.: WR/23/02481) could be completed in January next year as scheduled and whether the underground utility companies had agreed to the diversion.
- 33.3 Members thanked HyD for completing the works for the provision of roadside parking spaces on Choi Wing Road near Choi Hing Road.
- 33.4 Members enquired about the progress of the provision of a minibus stop on the first floor of the Ping Shek Public Transport Interchange (“PTI”). They pointed out that the Light Public Housing (“LPH”) project would start population intake in May next year, yet the works for the minibus stop would not be completed until June. Therefore, they urged TD to shorten the construction period to align with the intake date of the LPH project.
34. The representative of HyD responded to Members’ views and enquiries as follows:
- 34.1 Regarding the two projects on Yuet Wah Street, HyD anticipated that the project could be completed in February next year as scheduled.
- 34.2 Concerning the minibus stop project at the Ping Shek PTI, HyD would strive to shorten the construction period, aiming to complete the project by May or even earlier. The department would update the expected completion date in the paper for the next meeting.
35. The representative of TD responded to Members’ views and enquiries as follows:
- 35.1 Concerning the minibus stop project at the Ping Shek PTI, TD had been following up with the relevant departments on the LPH intake timeline. The department would remind HyD to complete the project before the intake of population to align with the operation of the minibus routes and the needs of the LPH residents.
- 35.2 Regarding the Hong Ning Road project, TD stated that trial pit excavation was being carried out to find out about the situation of underground utilities. Utility companies generally needed to comply with TD’s requests for diversion; if there were many underground utilities, more time would need to be reserved for these companies to carry out diversion works.

36. Members raised follow-up views and enquiries as follows:
- 36.1 Members pointed out that the minibus stop to be provided at the Ping Shek PTI could only accommodate one minibus, which was insufficient to meet future demand, and requested TD to follow up. Additionally, Members hoped that TD would review the overall traffic layout at 8 Clear Water Bay Road and adjust the locations of the minibus stop and the pick-up/drop-off area for private cars according to the current road conditions to cope with the future increase in minibus routes and traffic flow.
- 36.2 Members suggested providing parking spaces for container vehicles, coaches or motorcycles in the vicinity of Lee On Road, near Lee Foo House.
37. The representative of HyD responded to Members' views and enquiries as follows:
- 37.1 HyD noted the suggestion on the parking spaces at Lee Foo House and would study its feasibility.
38. The representative of TD responded to Members' views and enquiries as follows:
- 38.1 Regarding the minibus stop on the first floor of the Ping Shek PTI, TD stated that the new minibus stop was converted from part of the existing pick-up and drop-off area and taxi stand, thus space was limited. However, the department mentioned that the future new minibus routes would be operated by the operator of GMB route nos. 83A and 83M. Discussions would be held with the operator on how to integrate the pick-up/drop-off arrangements for different minibus routes in order to make good use of the space and facilities at the PTI.
39. The Chairman requested TD to convey the issue of parking locations to the minibus operator.
40. Members noted the paper.
- VI. Any Other Business**
41. The Chairman urged the relevant departments to address the potholes in the fast lane of the flyover ramp on Kwun Tong Road eastbound outside Ngau Tau Kok MTR Station.

VII. Date of Next Meeting

42. The meeting was scheduled to be held on 16 January 2025 (Thursday).
43. There being no other business, the meeting was adjourned at 4:00 p.m.

The minutes of the meeting were confirmed on 16 January 2025.

Kwun Tong District Council Secretariat
January 2025