

(Translation)

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

**Date:** 16 January 2025 (Thursday)  
**Time:** 2:33 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)	Mr CHAN Yiu-hung, Jimmy, MH
Mr HUNG Kam-in, MH (Vice-chairman)	Mr TSANG Wing-fai
Mr YU Siu-lun	Ms CHING Hoi-yan
Mr YU Man, MH	Ms FENG Yunsi
Mr NG Sing-wah	Mr WONG Kai-san
Mr NG Ting-fung	Ms YU Juliana
Ms LEE Shuk-woon, Sophia	Ms CHU Lok-wai
Mr LEE Ka-hang	Mr TANG Wing-chun
Mr FONG Yat-kwan	Mr CHENG Keung-fung
Mr LAM Fung, MH	Mr LAI Wing-chun, MH
Mr LAM Wai	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 FU Pik-chun, MH	Mr TAM Sze-chung (Co-opted Member)
Mr HSU Yau-wai	

**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 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
Miss FUNG Choi-sim, Angela	Engineer/11 (East), Civil Engineering and Development Department

**Secretary**

Mr HEUNG Sai-yau, Calvin	Executive Officer (District Council) 4, Kwun Tong District Office
--------------------------	--

**Absent**

Ms LEUNG Sze-wan  
Mr WONG Chun-ping, MH, JP

**Opening Remarks**

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

2. The Chairman said that the Secretariat had received notices of absence from Mr WONG Chun-ping and Ms LEUNG Sze-wan before the meeting. TTC consented to the above two applications for absence due to their compliance with Order 64 (1) of the Kwun Tong District Council Standing Orders.

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

3. Members had no further comments and the minutes of the 6th 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. 1/2025)**

4. Members raised views and enquiries as follows:
  - 4.1 Members enquired about the Transport Department (“TD”)’s follow-up work on launching bus routes between Anderson Road and Central and Sheung Wan.
  - 4.2 Members pointed out that the footbridges for the Development of Anderson Road Quarry (“ARQ”) Site project were being completed successively. They hoped that the Civil Engineering and Development Department (“CEDD”), along with TD and the Highways Department (“HyD”), would consider providing motorcycle parking spaces near the footbridges.
  - 4.3 Members hoped that CEDD would provide a cover to the walkway between Oi Tat House of On Tat Estate and the Anderson Road footbridge.
  - 4.4 Members pointed out that the transitional housing and Light Public Housing (“LPH”) projects on Choi Hing Road would soon be occupied. They suggested that the special morning service of bus route no. 111P should start earlier at 6:30 a.m. Besides, Members also enquired about when the new transport service arrangements in that area would be implemented.
  - 4.5 Members enquired with TD about the progress of hiring additional drivers for green minibus (“GMB”) route no. 76B.
  - 4.6 Members stated that students in the Yau Tong area currently needed to transfer in Kwun Tong to reach the Ning Po No. 2 College area for school. Therefore, they suggested the first bus of KMB route no. 14H should depart earlier at 7 a.m. to allow students from the Yau Tong area to take this route to school.
5. The representative of TD responded to Members’ views and enquiries as follows:
  - 5.1 Regarding the new bus routes in the Anderson Road area, since these routes primarily served the ARQ Development Area, TD would decide when to launch the routes based on the completion and intake dates of the housing estates. The department would

maintain close liaison with the bus companies to prepare for the operation of the routes and would also convey Members' views to the bus companies.

- 5.2 As for the frequency of bus route no. 111P, TD would review the service level of the route with the bus company.
- 5.3 TD pointed out that it had earlier conducted consultation through the Kwun Tong District Office ("KTDO") regarding the launch of two GMB routes (connecting LPH on Choi Hing Road to Ping Shek and Ngau Tau Kok, respectively). After consolidating the feedback, the department would put forward an enhanced proposal to align with the completion of LPH scheduled for the second quarter of this year.
- 5.4 With regard to the proposed provision of motorcycle parking spaces near the ARQ footbridges, since the area was still a construction site, TD would study the feasibility of the proposal in due course.
- 5.5 Concerning the provision of a cover to the walkway near Oi Tat House in On Tat Estate, TD indicated that the relevant departments would follow up on Members' views.
- 5.6 Regarding the recruitment of drivers for GMB route no. 76B, TD stated that the GMB operator had hired two imported drivers to serve route nos. 76A and 76B. According to the latest field survey, the frequency stability of the two routes had been slightly improved, and additional trips for route no. 76B had been provided during peak hours to divert passenger flow. The department would encourage the operator to continue recruiting staff through various channels, such as the One-Stop Training and Employment Scheme offered by the Employees Retraining Board.
- 5.7 With respect to the frequency of KMB route no.14H, TD would ask the bus company to actively study the proposal to advance the departure time of the first trip.

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

- 6.1 Members were concerned about the road improvement works on Lei Yue Mun Road near Shun Lai House, Yau Lai Estate. They hoped that TD would follow up with the contractor on the progress of the works.

6.2 The Chairman conveyed that KMB route no. 14D frequently reached full capacity despite the increased service frequency. He suggested that the bus company add more trips during the later hours of the morning peak.

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

7.1 Regarding the road improvement works outside Shun Lai House in Yau Lai Estate, TD would enquire with the contractor about the progress of the works.

7.2 As for KMB route no. 14D, TD had added a trip at 6:55 a.m. from Choi Hung to Yau Tong in November last year. According to the field survey, the service level of the route could generally meet the passenger demand. The department would discuss with the bus company the proposal to increase the service frequency during the later hours of the morning peak.

8. Members noted the paper.

### **III. Progress Report on Road Projects in Kwun Tong District (KTDC TTC Paper No. 2/2025)**

9. Members raised views and enquiries as follows:

9.1 Members requested TD to explain the purpose of the proposed new driving test routes in Yau Tong. They also enquired whether TD would consider restoring the original traffic lane arrangement on the section of Cha Kwo Ling Road near Sze Shan Street to alleviate traffic conditions there.

9.2 Members pointed out that the works at the subway across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court (structure no. KT01) had been progressing slowly for several months. They requested HyD to provide an update on the latest progress of the project.

9.3 Members were concerned about the progress of the works at the footbridge across Lee On Road connecting Lee Yip House in Shun Lee Estate and Shun Chi Court (structure no.: SL04). They learnt that the project had been repeatedly delayed and would not be completed until the second quarter of 2026. They considered that HyD should have been aware of the issues with underground facilities during the investigation works and

thus should not use this as a reason for the delay. Members hoped that the department would explain the unduly long delays in completing the project.

- 9.4 In response to Members' comments, the Chairman stated that many road works projects in the district were under the purview of CEDD and that representatives of CEDD had been invited to attend all meetings of TTC this year.
- 9.5 Members suggested that CEDD should pay attention to the construction quality of road works, especially the road surface at the bend from Tseung Kwan O Road to Sau Mau Ping Road.
- 9.6 Members enquired about the progress of the widening works on the section of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge (towards Lin Tak Road), and suggested including the project in the paper for the next meeting.
- 9.7 Members enquired about the progress of the redevelopment of the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area, asking whether the relevant department would provide motorcycle parking spaces or widen the traffic lanes there. They hoped that the project would be included in the paper for the next meeting.
- 9.8 Members suggested installing seats at the bus stop on Sau Mau Ping Road near the Po Tat Estate footbridge.
- 9.9 Members commended the Government for enhancing the footbridge network in the Po Tat and Sau Mau Ping areas. They suggested raising the railings of the Po Tat Estate footbridge to prevent accidents. Additionally, they recommended closing off some concealed areas of the footbridge to prevent people from hiding there.
- 9.10 Members enquired about the road closure measures for the works at the subway across Chun Wah Road near Lok Wah South Estate (structure no.: KS43).
- 9.11 Members were concerned about the works at the footbridge across Chun Wah Road near Jordan Valley Playground (structure no.: KT05). They suggested that HyD provide the owners' corporations of nearby housing estates with details of the road closure for the project in advance.
- 9.12 Members suggested extending the cover of the bus stop on Chun Wah Road (towards Kowloon Bay) near Lok Wah North Estate.

9.13 Members enquired about the progress of the investigation works for the project across Pik Wan Road connecting Kwong Ching House of Kwong Tin Estate and Hong Nga Court (structure no.: KWT03).

9.14 Members noticed that promotional materials at bus stops were often loose or damaged. They suggested that bus companies deploy more staff to check the condition of these materials and consider other means to secure them more firmly.

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

10.1 Regarding the works at structure no. KT01, HyD stated that the contractor was preparing advance documents and the department had not yet received any notification that the works could not be completed as planned. The department planned to invite Members for a site inspection, during which the contractor would be asked to report to Members on the progress of the project and the difficulties encountered.

(Post-meeting note: HyD conducted a site inspection with Members on 24 January 2025.)

10.2 As for the works at structure no. SL04, HyD explained that the delay was partly due to the discovery of three underground pipelines during trench excavation that were not identified during the investigation works. The department was in discussion with various departments on pipeline relocation arrangements. The department would invite Members for a site inspection to explain to them the difficulties encountered in the project and the relevant solutions.

(Post-meeting note: HyD's SL04 project team and Members conducted a site inspection on the afternoon of 27 February 2025. The department reported to Members that the contractor was currently undertaking advance preparation works for the relocation of fresh water mains and would continue with the diversion of other underground facilities. Subsequently, the foundation works for lifts would commence. The lift construction works were expected to be completed in the second quarter of 2026.)

10.3 Regarding the works at KS43, HyD stated that supplementary information on temporary traffic arrangements would be provided after the meeting.

(Post-meeting note: HyD had provided Members with the supplementary information on temporary traffic arrangements.)

- 10.4 Concerning the works at KT05, HyD stated that it would request the project team, after the meeting, to provide details of the road closure to the management offices of nearby housing estates in advance.

(Post-meeting note: In mid-February 2025, HyD provided the nearby housing estates with the road closure details in advance.)

- 10.5 With regard to the works at KWT03, HyD explained that the anticipated commencement date in the paper was the date on which the contract was signed with the contractor.

(Post-meeting note: HyD conducted a site inspection with Members on 24 January 2025.)

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

- 11.1 Regarding the traffic situation on Cha Kwo Ling Road near Sze Shan Street, TD observed that pedestrian crossing conditions had improved. Earlier, HyD had been arranged to adjust road markings to further rationalise the traffic flow at that junction. Besides, CEDD was arranging road improvement works at the junction of Cha Kwo Ling Road/Ko Chiu Road. The department would continue to closely monitor the traffic situation there and adjust traffic signals as needed.

- 11.2 As for the proposed new driving test routes, TD stated that the purpose of the proposal was to divert some of the existing test routes to alleviate traffic pressure on the main roads in the district. The department was consulting district personalities on this proposal.

- 11.3 Concerning the suggestions to extend the bus stop cover and to secure promotional materials more firmly by other means, TD would ask the bus companies to consider these suggestions.

12. In response to the issue of the uneven road surface at the bend from Tseung Kwan O Road to Sau Mau Ping Road, the representative of CEDD indicated that regular inspections of the road would be conducted and emergency repairs had been carried out in the early hours of 8 January 2025.

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

- 13.1 Members hoped that the relevant departments would reconsider retrofitting lifts at the junction of On Kin Road and On Sau Road to facilitate access by residents.
- 13.2 Members enquired about the details of the project across Tsui Ping Road connecting Tsui Cheung House and Tsui Tsz House of Tsui Ping North Estate (structure no.: TPN03).
- 13.3 Members pointed out that traffic from Sau Mau Ping Road to Hiu Kwong Street and from Sau Mau Ping Road to Lin Tak Road was very congested. Earlier, they had proposed to CEDD to widen the roads to divert traffic flow, but the department had not yet responded. Members mentioned that the existing project narrowed the traffic lanes, which could easily lead to traffic accidents, and asked when the project could be completed. Additionally, Members enquired whether the relevant department would widen Sau Mau Ping Road to add a lane for vehicles heading towards Hiu Kwong Street.
- 13.4 Members considered that the new lift at Tat Hei House in Po Tat Estate could facilitate residents' access to Sau Mau Ping South Estate, but hoped that the relevant department would improve the pedestrian crossing arrangements there.
- 13.5 Members hoped that CEDD would promptly provide a timeline for the widening works on Cha Kwo Ling Road near the junction with Ko Chiu Road, so as to add a traffic lane on Ko Chiu Road eastbound to improve traffic conditions.
- 13.6 Members hoped that TD would carefully consider the proposed new driving test routes. Given that there were many heavy vehicles travelling on the relevant road sections, Members believed that the new routes would have an impact on traffic.
- 13.7 Members followed up on the proposed provision of seats at the bus stop near the Po Tat Estate footbridge on Sau Mau Ping Road. They hoped that TD would coordinate with the Food and Environmental Hygiene Department to refrain from removing the seats placed by residents before installing new ones.
- 13.8 Members enquired about the progress of the lift system project connecting Kai Tin Road and Lei Yue Mun Road, pointing out that the project commenced in 2021 but was still at the investigation study stage. They requested HyD to provide more detailed information so that they could explain to residents.

14. The representative of TD responded to Members' views and enquiries as follows:
- 14.1 Regarding the lifts at the junction of On Kin Road and On Sau Road, TD would respond after understanding the original design concept for the Anderson Road Development Area.
  - 14.2 As for the proposed provision of seats at the bus stop near the Po Tat Estate footbridge on Sau Mau Ping Road, TD would convey the suggestion to the bus company.
  - 14.3 Concerning the widening works on Cha Kwo Ling Road towards Ko Chiu Road, TD would enquire with CEDD about the project timeline.
  - 14.4 With regard to the proposed new driving test routes, TD noted Members' views and would review the proposal.
  - 14.5 Regarding pedestrian crossing issues near the lift at Tat Hei House in Po Tat Estate, TD noted Members' views and would study feasible improvement options.

(Post-meeting note: The newly built pedestrian connectivity facilities, escalator systems EL1 and EL2, connecting Po Tat Estate to Sau Mau Ping South Estate were put into operation last year. TD would review the pedestrian direction signs as a whole in due course.)

15. The representative of CEDD responded to Members' views and enquiries as follows:
- 15.1 Concerning the proposed widening works on the section of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge (towards Lin Tak Road), CEDD stated that it had commissioned a consultant to conduct detailed design for the project and would later consult Members again.
  - 15.2 As for the road widening works from Sau Mau Ping Road to Hiu Kwong Street, temporary traffic arrangements were currently in place to facilitate the waterworks of the Water Supplies Department. CEDD expected the project to be completed by mid-year.
  - 15.3 Regarding the widening of Sau Mau Ping Road to add a lane for vehicles heading towards Hiu Kwong Street, CEDD would respond later.

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

16.1 Regarding the works at structure no. TPN03, HyD would explain the construction details to Members after the meeting.

(Post-meeting note: HyD explained the construction details to Members after the meeting.)

16.2 Concerning the works at structure no. SL04, HyD expressed great concern about the project delay and would report the progress of the works to Members in detail.

(Post-meeting note: HyD's SL04 project team and Members conducted a site inspection on the afternoon of 27 February 2025. The department reported to Members that the contractor was currently undertaking advance preparation works for the relocation of fresh water mains and would continue with the diversion of other underground facilities. Subsequently, the foundation works for lifts would commence. The lift construction works were expected to be completed in the second quarter of 2026.)

16.3 Regarding the lift system project connecting Kai Tin Road and Lei Yue Mun Road, HyD stated that the project was at the preliminary design and investigation study stage. As for detailed design and construction, the project team needed to apply for government funding first. The department would report to Members again if more information became available.

(Post-meeting note: According to ground investigation data and related laboratory test results, the preliminary design proposal of the project required extensive excavation for the construction of a subway and vertical lift shaft. Given the challenges of rock faults, high water levels and rock layers prone to collapse, substantial temporary rock stabilisation works, such as installing tunnel rock dowels, shotcreting, and reinforcing tunnel concrete lining, would be necessary during excavation to stabilise the rock faces adjacent to the tunnel.

The project design was more complex than originally envisaged, and the construction site was near residential areas and subject to environmental and spatial constraints, plus the need to build a subway within a rock layer. In view of these uncertainties, HyD would further review the project's implementation arrangements.)

16.4 Regarding the bus stops with blank columns for display panels in Appendix 5, HyD indicated that these bus stops had not been included in the subsidy scheme for installing display panels.

17. The Chairman remarked that multiple projects were currently underway in the district and hoped that all departments concerned would endeavour to follow up and record all Members' comments.

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

18.1 Members indicated that the proposal to widen Sau Mau Ping Road referred to the bus stop opposite Sau Mau Ping South Estate towards Lam Tin. They hoped that CEDD could join them in conducting a site inspection.

19. The Chairman concluded the agenda item and requested all departments concerned to report the progress of the works to Members responsible for the relevant areas, so as to facilitate Members' follow-up.

20. 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. 3/2025)**

21. Members raised views and enquiries as follows:

21.1 Members relayed that there were insufficient parking spaces for coaches in the district, pointing out the disproportionate ratio between goods vehicle spaces and coach spaces. They hoped that TD would increase the number of coach parking spaces or allow coaches to use goods vehicle spaces.

21.2 Members had earlier suggested providing parking spaces on the vacant site on Lee On Road near Lee Foo House, Shun Lee Estate. They enquired whether the relevant department would consider the suggestion and include the project in the meeting paper.

- 21.3 Members pointed out that the progress of the works to install a “School” warning traffic sign on Hing Tin Street (project no.: WR/24/01555) was at 10%. They enquired what the 10% represented in terms of works processes and whether the project could be expedited.
- 21.4 Members enquired about the reasons for the delay in HyD’s works to convert the existing uncontrolled cautionary crossing into a signal-controlled crossing on On Sau Road near Maryknoll Secondary School (project no.: WR/23/00696).
- 21.5 Members noticed that heavy vehicles in the Anderson Road Development Area would be parked on On Sau Road at night and asked whether TD would restrict or prohibit heavy vehicles from parking near residential areas.
- 21.6 Members supported the walkway widening works on Kai Tin Road near Lam Tin (West) Estate Community Centre (project no.: WR/24/02095) but were concerned that the widened walkway would affect the bus and minibus stops.

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

- 22.1 Regarding project no. WR/24/01555, HyD stated that the 10% works progress referred to its submission of an order for the production of traffic signs to the Correctional Services Department (“CSD”). Whether the project could be completed ahead of schedule depended on the production speed of CSD.

(Post-meeting note: The installation of the traffic signs would be completed within March.)

- 22.2 Concerning project no. WR/23/00696, HyD indicated that the relevant civil engineering works had been completed in early December last year, and the final lighting test was tentatively scheduled for 21 January. If the test went smoothly, the department would mark the zebra crossing, and the pedestrian crossing was expected to be opened for public use in the afternoon of the same day.

(Post-meeting note: project no. WR/23/00696, which converted the existing uncontrolled cautionary crossing into a signal-controlled crossing on On Sau Road near Maryknoll Secondary School, was completed and opened for public use on 21 January.)

23. The representative of TD responded to Members' views and enquiries as follows:
- 23.1 Regarding the issue of further increasing coach parking spaces, TD indicated that it would review whether there was suitable space in the areas around On Tat and On Tai, and would consider the proposed shared parking spaces.
  - 23.2 Concerning the issue of night parking, TD stated that there had been restrictions on the types of vehicles that could be parked at night. The department hoped that the Hong Kong Police Force ("HKPF") could assist in patrols and suggested that CEDD remind contractors not to park vehicles indiscriminately.
  - 23.3 As for project no. WR/24/02095, TD would observe the operation of the bus stop on Kai Tin Road near Lam Tin (West) Estate Community Centre after the completion of the project and adjust the location of the bus stop if necessary.
24. Members raised follow-up views and enquiries as follows:
- 24.1 Members pointed out that the progress of the two line-marking projects on Yuet Wah Street (project nos.: WR/24/01149 and WR/24/01264) remained at 10% and asked whether the projects could be completed as scheduled in February this year.
  - 24.2 Members enquired about the progress of marking a zebra crossing outside the lift tower on Hiu Ming Street and pointed out that the project was not listed in the paper.
  - 24.3 Members pointed out that the section of Hiu Kwong Street outside the Hiu Kwong Nursing Centre was a slope where vehicles tended to travel at relatively high speeds. Parking large vehicles by the roadside would block pedestrians' sightlines, posing a danger to them. They enquired how the relevant department would resolve this issue.
- (Post-meeting note: TD had already requested the relevant works department to add double yellow lines beside the pedestrian crossing under the temporary traffic arrangement to prevent illegal parking from blocking the sightlines of pedestrians and drivers, thereby enhancing road safety. The double yellow lines were completed in early February this year.)
25. The representative of HyD responded to Members' views and enquiries as follows:

- 25.1 Regarding the two line-marking projects on Yuet Wah Street, HyD was in discussion with TD on temporary traffic arrangements. The projects were expected to be carried out in mid-February this year.

(Post-meeting note: The two projects on Yuet Wah Street (project nos.: WR/24/01149 and WR/24/01264) were completed in February this year.)

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

- 26.1 Concerning the proposed marking of a zebra crossing on Hiu Ming Street, TD was coordinating the works schedule with HyD and would include the project in the paper.

(Post-meeting note: The footpaths on both sides of the proposed zebra crossing location on Hiu Ming Street were currently occupied by the site hoardings for a CEDD project (contract no.: NE/2016/05) and the Housing Department ("HD")'s public housing development. TD and HyD would continue to coordinate with CEDD and HD to finalise the works schedule.)

27. Members noted the paper.

**V. Report on Inspection of Second Phase Enhancement Measures for Free Accessible-Car Service at Lam Tin Station  
(KTDC TTC Paper No. 4/2025)**

28. Members requested the Mass Transit Railway Corporation ("MTRC") to install barrier-free facilities (such as lifts) at Exit D1 of Lam Tin Station. They pointed out that the current connection via shuttle bus to Exit B1 of Yau Tong Station did not provide maximum convenience for those in need. Members added that multiple projects would be completed in Cha Kwo Ling in the future, which was expected to increase the population by over 20 000 in the area. As such, there was a need to provide barrier-free facilities at Exit D1 to facilitate residents' travel. Members considered it necessary for various government departments to work together to resolve the relevant issues.

29. The Chairman considered that Members should continue to strive for the provision of the relevant facilities through various means, so that residents could benefit.

30. Members noted the paper.

## **VI. Any Other Business**

### **Illegal Motor Racing and Parking Issues in Kowloon Bay**

31. Members raised views and enquiries as follows:
  - 31.1 Members pointed out that illegal motor racing activities on Wai Yip Street had caused noise problems, and hoped that the relevant departments would consider installing speed enforcement cameras to serve as a deterrence and provide strong evidence for law enforcement departments.
  - 31.2 Members mentioned that the illegal parking problem around Lam Hing Street and Wang Kwun Road was serious, and hoped that the relevant departments would strengthen enforcement action and take effective measures to resolve the issue.
  - 31.3 Members requested HKPF to provide prosecution figures for the above two locations.
32. The representative of HKPF responded to Members' views and enquiries as follows:
  - 32.1 The Police would relay Members' suggestions on the illegal motor racing problem to the relevant unit.
  - 32.2 The Police stated that it had always been concerned about the illegal parking problem and would maintain communication with stakeholders in the district to ensure smooth traffic flow and road safety.
33. The representative of TD responded to Members' views and enquiries as follows:
  - 33.1 TD was planning to install steel posts on Lam Hing Street to prevent vehicles from parking, and was currently conducting district consultation in this regard.
34. Members raised follow-up views and enquiries as follows:
  - 34.1 Members requested HKPF to provide prosecution figures for the above locations.
  - 34.2 Members suggested that HKPF should strengthen the use of laser guns for speed detection before installing speed enforcement cameras and provide Members with records of the actions taken.

35. HKPF stated that it would provide the Secretariat with relevant information after the meeting.

#### Designation of Choi Hing Road As a Learner Driver Prohibited Zone

36. Members pointed out that allowing learner vehicles to travel on Choi Hing Road would pose a danger to students from nearby schools. Therefore, they suggested designating the road section as a learner driver prohibited zone.

37. TD noted Members' views.

#### Walkway Connecting Grand Central to Kwun Tong MTR Station

38. Members indicated that the Grand Central Owners' Committee hoped for a covered walkway connecting the estate to Exit A of Kwun Tong MTR station. They pointed out that the Urban Renewal Authority ("URA") had promised to build such a walkway during the sale of flats, but no progress had been made even three years after intake.

39. The Chairman hoped that URA would understand the residents' need for the walkway and provide such a facility in the Kwun Tong Town Centre redevelopment project.

#### Issues of Electric Bicycles and Electric Wheelchairs in Kwun Tong District

40. Members pointed out that residents had relayed frequent instances of couriers riding electric bicycles onto pavements and alleys in the district, and enquired whether HKPF had taken any action in this regard.

41. The Chairman hoped that HKPF would provide relevant enforcement information.

42. The representative of HKPF stated that the Kwun Tong and Sau Mau Ping Police Districts had recorded 17 cases related to electric bicycles between September and December last year, and had arrested eight people in an operation against electric bicycles yesterday.

43. Members enquired whether there was a speed limit for electric wheelchairs.

44. The representative of HKPF stated that there was no speed limit for electric wheelchairs.

#### Industrial Accident on Lin Tak Road, Lam Tin

45. Members were highly concerned about an industrial accident that happened on 14 January on Lin Tak Road, Lam Tin, and raised the following views:

45.1 Members considered it necessary to thoroughly investigate the cause of the accident to prevent recurrence.

45.2 Members stressed the need to give top priority to project safety and ensure all processes met safety standards before the works could resume.

45.3 Members considered that the current stage was a high-risk period and urged the relevant departments and contractors to arrange 24-hour monitoring of the works to prevent accidents from happening again.

45.4 Members hoped that CEDD would stringently follow up and handle the incident and submit an accident report for Members' reference after completing the investigation.

46. The Chairman requested CEDD to seriously follow up on the incident and pay attention to the safety issues of all works projects.

#### Illegal Parking Problem During Lunar New Year

47. Members indicated that with the approach of the Lunar New Year, they believed the illegal parking situation would become even more severe and urged HKPF to closely monitor the illegal parking situation on the streets.

#### **VII. Date of Next Meeting**

48. The meeting was scheduled to be held on 20 March 2025 (Thursday).

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

The minutes of the meeting were confirmed on 20 March 2025.

**Kwun Tong District Council Secretariat**  
**March 2025**