

(Translation)

**Minutes of the 8th Meeting of
Traffic and Transport Committee,
the 7th Term Kwun Tong District Council**

Date: 20 March 2025 (Thursday)

Time: 2:30 p.m. – 4:33 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 Chun-ping, MH, JP
Mr NG Ting-fung	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
Mr MA Yat-chiu, MH	Mr TAM Siu-cheuk
Mr CHEUNG Yiu-pan	Mr KWAN Kin-wing
Mr CHEUNG Pui-kong	Mr PANG Chi-sang
Ms LEUNG Sze-wan	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
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 CHAN Yuen-hong	Officer-in-charge, District Traffic Team (Sau Mau Ping), Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department

Secretary

Mr WONG King-yui, Bobby	Executive Officer (District Council)1, Kwun Tong District Office
-------------------------	---

In Attendance by Invitation

Ms LIU Tung-ye, Virginia	Senior Transport Officer/Bus/New Territories East 2, Transport Department	Item II
Miss Cathy MAN	Transport Officer/Bus/New Territories East 2, Transport Department	
Mr LEUNG Wang-cheong	Head of Operations, Operations, Kowloon Motor Bus Company (1933) Limited	
Mr Andrew KWOK	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited	
Mr Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited	
Mr Eric LEE	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited	
Mr Albert YU	Operations Manager – Cityflyer & Airport Services, Citybus Limited	
Mr Alexander LO	Chief Planning Officer, Citybus Limited	

Mr Marcus CHAN

Planning Officer,
Citybus Limited

Mr Thomas CHAN

Assistant Corporate Communications Officer,
Citybus Limited

Opening Remarks

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 8th meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

I. Confirmation of Minutes of Last Meeting

2. Members had no further comments and the minutes of the 7th meeting were confirmed.

II. Bus Route Planning Programme 2025-2026 for Kwun Tong District (KTDC TTC Paper No. 5/2025)

3. The representative of the Transport Department (“TD”) presented the paper.
4. Members raised views and enquiries as follows:
 - 4.1 Members said they had repeatedly requested the provision of a stop for KMB route no. 42 (Shun Lee bound) at the Shun Lee Disciplined Services Quarters and expressed dissatisfaction with TD’s failure to include the proposal in the bus route planning programme.
 - 4.2 Members pointed out that KMB cancelled the service of route no. 27 departing from Lee Yip House, Shun Lee Estate, without prior notice, making it difficult for residents from Sze Shun to get on the bus, and requested TD to follow up.
 - 4.3 Members were pleased to see the launch of KMB route no. 613X and hoped that route no. 613A would be operated on a full-day basis.
 - 4.4 Members were concerned about the bus services in the Anderson area and suggested that

TD consider consolidating KMB route nos. 213A/213B/88/213D/214 or adjusting their frequencies to facilitate residents' travel. In addition, Members suggested introducing section fares for KMB route no. 213D within the Anderson area.

- 4.5 Members suggested that bus companies provide overnight bus services between Lam Tin (Pik Wan Road) and Hong Kong Island.
- 4.6 Members enquired about the bus companies' plans and timetable for introducing electric and hydrogen buses.
- 4.7 Members believed that the rationalisation of the services of KMB route nos. 93K and 95M would cause inconvenience to residents of Sau Mau Ping and hoped that TD would consider maintaining the original arrangements.
- 4.8 Members pointed out that the KMB route nos. 258/259/268/269 series, which travelled along Lung Cheung Road, would be rerouted to pass through the Central Kowloon Route. They enquired whether TD would cancel or add new bus stops as a result.
- 4.9 Members mentioned that KMB had adjusted the timetable for route no. 28B in February, affecting students commuting to school. Members hoped that the bus company would fully communicate with district personalities before making future timetable changes to avoid inconvenience.
- 4.10 Members stated that several housing projects would be completed on Ko Chiu Road and Pik Wan Road in Yau Tong, and suggested that TD make traffic planning as early as possible to cope with future population growth.
- 4.11 Members indicated that the completion of the New Acute Hospital ("NAH") in Kai Tak would significantly increase the transport demand in the area, and suggested that TD strengthen bus services by then.
- 4.12 Members hoped that TD would enhance the bus services between Tai Sheung Tok and Kwun Tong and lower the fares of the relevant routes or provide interchange concessions.
- 4.13 Members noted that buses stopping and departing along Kwun Tong Road were causing traffic congestion, and hoped that TD would properly plan the distribution of bus stops for different routes.

4.14 The Chairman was pleased to see that TD had launched a bus route between Kwu Tung North and Lam Tin (Ping Tin Street) and enquired whether interchange concessions would be provided for this route.

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

5.1 KMB route nos. 613A and 613X: TD stated that it would continue to monitor the passenger demand and service level of route no. 613A, and, if the launch of route no. 613X was confirmed, it would review with the bus company the feasibility of increasing the frequency of the services.

5.2 KMB route nos. 93K and 95M: TD stated that a new section fare (\$5.6) had been introduced for route no. 93K from Tsui Lam Estate to Kwun Tong (outside Millennium City), and the section fares for route no. 93K from Ngau Tau Kok Station or subsequent stops to Po Lam would be reduced (i.e. from the current \$8.2/\$7.1/\$5.8 to \$5.6), making them the same as the current fare for route no. 95M. Passengers at Sau Fai House could use alternative services and interchange arrangements, such as taking route no. 98A at Sau Fai House and then interchanging to route no. 14 on Kwun Tong Road to reach the Kowloon City area with fares comparable to that of route no. 93K. In addition, TD would continue to encourage bus companies to lower fares and offer various fare concessions as far as possible, taking into account their operating conditions and the socio-economic environment, in order to minimise the impact of the rationalisation plan on passengers.

5.3 Proposed consolidation of bus services for On Tai and On Tat: TD indicated that it would continue to monitor the completion and intake progress of the housing projects in the Anderson Road Quarry Development Area and would review and rationalise the public transport services in the area accordingly.

5.4 Provision of overnight bus services between Lam Tin (Pik Wan Road) and Hong Kong Island: TD stated that it would closely monitor the changes in the passenger demand for overnight bus services in the Lam Tin area and would discuss with bus companies the feasibility of providing new overnight bus services if necessary.

5.5 Bus routes using Central Kowloon Route: TD stated that although some stops would be cancelled due to the rerouting of relevant bus routes via the Central Kowloon Route, passengers could still use the new stops or take other alternative routes after the rerouting.

The department believed that the rerouting arrangements would have little impact on passengers.

5.6 KMB route no. 15A: TD pointed out that in addition to route no. 15A and the existing route no. 5R and green minibus (“GMB”) route nos. 90A and 90B, there would be more routes between various districts in Kowloon and NAH in the future (including the extension of KMB route no. X6C and arrangements for Citybus route nos. 20A and 22 to detour via NAH). The department would continue to monitor the traffic conditions in the area to enhance the overall ancillary transport facilities.

5.7 Bus routes connecting Lam Tin and Kwu Tung North Development Area: TD mentioned that it would discuss interchange concessions with bus companies in due course.

5.8 Transport arrangements in the Yau Tong area: TD said it would closely monitor the passenger demand in the area and consider providing additional routes or strengthening existing services when necessary.

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

6.1 KMB route nos. 93K and 95M: KMB stated that the rationalisation of the two routes could provide residents in the Sau Mau Ping Road and Hip Wo Street areas with all-day bus services to and from Mong Kok and Yau Ma Tei. The two routes would offer coordinated services at a frequency of every 15 minutes during morning peak hours, providing more frequent bus services for residents travelling to the Kwun Tong Road area.

6.2 KMB route no. 15A: KMB noted Members’ recommendation to increase service frequency and would discuss adjustments to the frequency with TD in due course, based on patronage after the route modification.

6.3 Provision of overnight bus services between Lam Tin and Hong Kong Island: KMB would review passenger demand and study the feasibility of the relevant suggestions with TD in due course.

6.4 Bus services for the Anderson Road Development Area: KMB would study the consolidation of bus routes in due course in the light of the development progress of the area and the patronage of various routes. In addition, KMB would also actively study the provision of bus services between the Anderson area and Kwun Tong.

- 6.5 KMB route no. 613A: KMB stated that it would closely monitor the patronage of the route and discuss with TD the possibility of extending service hours or increasing the service frequency.
- 6.6 KMB route no. 42: KMB indicated that the route modification would increase the journey time and affect passengers at other bus stops. After considering the above factors, KMB would review the feasibility of adding a stop at the Shun Lee Disciplined Services Quarters.
- 6.7 KMB route no. 27: KMB would review whether special departures could resume.
- 6.8 Electric buses: KMB stated that its fleet had about 80 zero-emission electric buses, which was the largest new energy fleet in Hong Kong, serving more than 40 routes. KMB would continue to introduce more electric buses, depending on operating conditions, to promote green transport.
7. The representative of Citybus responded to Members' views and enquiries as follows:
- 7.1 Bus services to and from NAH: To tie in with the upcoming completion of NAH, Citybus would modify the route for route no. 22 to pass by NAH in Kai Tak in both directions, facilitating residents in the Kowloon Bay area to access the hospital.
- 7.2 Electric and hydrogen buses: Since 2022, Citybus had introduced electric and hydrogen buses and pledged to fully transition to zero-emission buses by 2045. Citybus hoped to receive support from the Government and the community in the future to continue introducing more zero-emission buses.
8. The Chairman hoped that TD and bus companies would seriously consider Members' views and discuss adjustments to bus services after the completion of the Central Kowloon Route so that residents could travel more conveniently to and from the Yau Tsim Mong area.
9. Members raised follow-up views and enquiries as follows:
- 9.1 Members were dissatisfied with the responses from TD and the bus company regarding KMB route no. 42, and urged the bus company to face up to residents' aspirations.
- 9.2 Members suggested adding stops at Sze Shun and Sau Mau Ping for KMB route no. 290 (Hang Hau bound) during afternoon peak hours for residents' convenience.

- 9.3 Members pointed out that under KMB's Regional Short-haul Two-way Section Fare Scheme, residents who interchanged at the Tseung Kwan O Tunnel Bus-Bus Interchange (Kowloon bound) were unable to enjoy short-haul section fare concessions. They suggested that the bus company incorporate the Tseung Kwan O Tunnel Bus-Bus Interchange into the Regional Short-haul Two-way Section Fare Scheme to lighten the financial burden on residents and attract more passengers to take the relevant routes.
10. The representative of TD responded to Members' views and enquiries as follows:
- 10.1 Rerouting of bus routes for Central Kowloon Route: TD stated that after the commissioning of the Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel, it would closely monitor the operation of bus routes, changes in actual passenger demand, actual traffic conditions, the journey distance and time of relevant bus routes, as well as the views of district personalities. It would timely study with bus companies the feasibility of adjusting and adding relevant bus services.
- 10.2 Section fares: TD indicated that it would continue to request bus companies to lower fares as far as possible and offer various fare concessions, taking into account their operating conditions and the socio-economic environment, so as to reduce the public's transport expenses.
- 10.3 KMB route nos. 42 and 290: TD would discuss and study Members' suggestions with bus companies.
11. The representative of KMB responded to Members' views and enquiries as follows:
- 11.1 Central Kowloon Route: KMB noted Members' views and would discuss bus service adjustments with TD in line with the commissioning of the Central Kowloon Route.
- 11.2 KMB route nos. 42 and 290: KMB noted Members' views and would study the feasibility of the relevant recommendations with TD.
12. Members noted the paper.

III. Members and Area Committees' Views on Public Transport Services and Road Works Projects in Kwun Tong District
(KTDC TTC Paper No. 6/2025)

13. Members raised views and enquiries as follows:

13.1 Members hoped that special departures of GMB route no. 12 from Sau Mau Ping would be introduced during the morning peak hours, and suggested that TD provide bus services from Sau Mau Ping to Sai Kung via On Tat and On Tai.

13.2 Members suggested that KMB route no. 290 add stops at Sze Shun and Sau Mau Ping.

13.3 Members recommended swapping the locations of the minibus stop and the bus stop outside the Sau Mau Ping Community Hall to resolve the issue of minibuses obstructing buses from stopping.

13.4 The Chairman was concerned about the works on Hing Tin Street near Nord Anglia International School Hong Kong, and requested the Police Force (“HKPF”) to deploy more staff to regulate traffic there.

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

14.1 GMB route no. 12: TD understood that the route was very popular among Sau Mau Ping residents and would study Members' views with the operator.

14.2 KMB route no. 290: The route no. 290 series provided services between Tseung Kwan O and Tsuen Wan, passing through the uphill areas of Kwun Tong. TD understood that there was considerable public transport demand between Sau Mau Ping and Sze Shun areas and Tsuen Wan. Therefore, when route no. 290 was introduced, route no. 290A was also launched at the same time, with intermediate stops set up for the latter route in Sau Mau Ping and Sze Shun to serve residents in those areas. The department would continue to closely monitor the operation of the route no. 290 series and conduct appropriate reviews and make improvements when necessary.

14.3 Bus and minibus stops outside Sau Mau Ping Community Hall: TD indicated that Members could be invited for a site inspection to discuss solutions.

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

- 15.1 Members pointed out that the issue of lost trips on GMB route no. 24M had not improved to date, and requested TD to continue monitoring the service performance of the operator.
 - 15.2 Members stated that multiple bus routes stopped on Kwun Tong Road outside Exit B of Kowloon Bay MTR Station and hoped that TD would install clear signage there to facilitate passengers waiting for buses.
 - 15.3 Members indicated that many school buses stopped briefly at the Laguna City bus stop to pick up students. However, the Police recently took stringent enforcement action and prohibited school buses from stopping there, but the school buses had been unable to find other suitable pick-up and drop-off points. Members hoped that TD would follow up on the issue.
16. The representative of TD responded to Members' views and enquiries as follows:
 - 16.1 GMB route no. 24M: TD had been following up with the operator on the lost trip problem of the route and had discussed various improvement measures, including adjusting shift arrangements. The department noted Members' views and would continue to closely monitor the service level of the route.
 - 16.2 Bus stops outside Kowloon Bay MTR Station: TD would request the operator to follow up on Members' views and provide clear signage for passengers.
 - 16.3 Laguna City school bus issue: TD stated that after reviewing the situation, it had proposed enhancement measures, including re-marking the bus stop lines and removing some railings to facilitate school bus pick-up and drop-off. If residents' feedback was positive, the department would arrange to implement the relevant plan after completing the consultation.
 17. Members suggested that TD consider setting up bus or minibus stops at the junction of Clear Water Bay Road and On Sau Road, to facilitate residents of On Tat and On Tai in travelling to Sai Kung.
 18. TD noted Members' suggestions.
 19. Members noted the paper.

IV. Progress Report on Road Projects in Kwun Tong District
(KTDC TTC Paper No. 7/2025)

20. Members raised views and enquiries as follows:

20.1 Members requested TD to report on the progress of the road widening works at the right turn from Cha Kwo Ling Road to Ko Chiu Road. They were dissatisfied with the repeated delays in the project, which led to chaotic traffic conditions in the area.

20.2 Members considered that the proposal put forward by TD regarding the barrier-free bus pick-up and drop-off point at Exit B of Yau Tong MTR Station was undesirable, and hoped that the department would replan the pick-up and drop-off arrangements.

20.3 Members requested the Highways Department (“HyD”) to report on the progress of the works at the footbridge across Lee On Road connecting Lee Yip House of Shun Lee Estate and Shun Chi Court (structure no.: SL04).

20.4 Members learnt that TD planned to install a shelter at the “On Tai Estate, On Sau Road” bus stop, and enquired about the exact location of the bus stop.

20.5 Members mentioned that the odour problem of the portable toilet at the Hang Tai House bus stop was serious, and urged TD and the bus company to review the necessity of the facility.

20.6 Members were concerned about the progress of the works at the subway across Chun Wah Road near Lok Wah South Estate (structure no.: KS43), and hoped that the contractor could complete the project on schedule.

20.7 Members were concerned about the works at the footbridge across Chun Wah Road near Jordan Valley Playground (structure no.: KT05), and hoped that HyD would expedite the progress of the works and promptly reopen the relevant road section upon project completion to facilitate access for residents.

20.8 Members hoped that the relevant departments would handle the problem of water leakage at the roof of the footbridge at Exit A of Kowloon Bay MTR Station.

20.9 Members enquired why the Civil Engineering and Development Department (“CEDD”)

had not included the following two projects in the paper: (i) widening works on the section of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge (Lin Tak Road bound); and (ii) the redevelopment of the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area to provide motorcycle parking spaces or widen the traffic lanes.

21. The representative of TD responded to Members' views and enquiries as follows:
 - 21.1 Portable toilet: TD noted Members' views and would urge the bus company to keep the facility clean and hygienic. At the same time, the department would also review the need to retain the facility.
 - 21.2 Location of the "On Tai Estate, On Sau Road" bus stop: TD stated that the bus stop was located opposite the On Tai Estate Bus Terminus on On Sau Road. The stop itself already had a shelter, and the current shelter plan was to add another shelter primarily for the new routes at the stop. The department had requested the bus company to carry out the project as soon as possible in order to provide residents with a more comfortable waiting environment.
 - 21.3 Works at the right turn from Cha Kwo Ling Road to Ko Chiu Road: TD indicated that it had been following up on the progress with CEDD.
22. The representative of HyD responded to Members' views and enquiries as follows:
 - 22.1 Works at structure no. SL04: HyD stated that the project team and the contractor were reviewing the works schedule in detail. If the construction period could be shortened, the department would indicate this in the paper.

(Post-meeting note: Regarding the works at structure no. SL04, HyD called Members on 28 March 2025 to report that the contractor was currently carrying out the diversion of underground facilities and would then start the lift foundation works. The lift construction works was expected to be completed in the second quarter of 2026. If the project was making satisfactory progress and was on track to be completed ahead of schedule, the relevant information would be updated in due course.)
 - 22.2 KS43 project: HyD stated that the project team hoped to complete the project in the third quarter of this year and would report to Members if the project could be completed earlier.
 - 22.3 Road closure arrangements for the KT05 project: HyD indicated that the project team was

conducting detailed underground investigation works at the site, resulting in a longer road closure period. The department would notify residents in advance before the road closure and hoped that the project could be completed by the end of 2026.

- 22.4 Water leakage on the footbridge at Kowloon Bay MTR Station: HyD would ask the project team to monitor the leakage situation and arrange for the contractor to carry out repairs if necessary.

(Post-meeting note: The department completed the improvement works for water seepage at the ceiling and joints of the footbridge in early April, along with the relevant waterproof performance tests.)

23. The representative of CEDD responded to Members' views and enquiries as follows:

- 23.1 Works on Cha Kwo Ling Road near Ko Chiu Road: CEDD noted Members' views and would report to the relevant Members after the meeting.

(Post-meeting note: The responsible department of CEDD explained the project progress to the relevant Members separately in April.)

- 23.2 Widening works of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge: CEDD was in discussion with the relevant departments on land use issues and would report the project progress to Members in due course.

(Post-meeting note: Regarding the redevelopment of the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area to provide motorcycle parking spaces or widen the traffic lanes, HyD responded at the Full Council meeting of KTDC on 6 March 2025 that it would conduct relevant feasibility studies in collaboration with TD.)

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

- 24.1 Members requested CEDD to expeditiously complete the widening works of Cha Kwo Ling Road near Ko Chiu Road to address the traffic congestion issue in the area. Besides, Members also requested the relevant departments to detail the project progress in the paper to enhance transparency and facilitate their monitoring.

- 24.2 Members suggested including the works on Cha Kwo Ling Road near Ko Chiu Road and the widening works of Sau Mau Ping Road near the bus stop under the Po Tat Estate

footbridge in the paper for their follow-up.

24.3 Members were concerned about the road works on Lei Yue Mun Road outside Shun Lai House, Yau Lai Estate, saying that no workers were seen at the site.

24.4 Members were concerned about the pedestrian walkway system project from Pik Wan Road to Lei Yue Mun Road, and hoped that CEDD would report the project progress in detail in the paper.

24.5 Members enquired about the exact completion date of the New Clear Water Bay Road widening works.

25. The representative of CEDD responded to Members' views and enquiries as follows:

25.1 New Clear Water Bay Road widening works: CEDD stated that the project was originally expected to be completed in March, but was delayed due to rainy weather. If weather permitted, the department hoped that the project could be completed by the end of April.

25.2 Widening works of Sau Mau Ping Road near the bus stop under the Po Tat Estate footbridge: CEDD indicated that it was working with the relevant departments to enhance the project design and would report the project progress to Members in due course.

25.3 Pedestrian walkway system project from Pik Wan Road to Lei Yue Mun Road: CEDD would convey Members' views to the officers concerned.

26. The Chairman requested CEDD to follow up on the issue of damaged manhole covers between Lin Tak Road and Tseung Kwan O Road.

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

27.1 Members enquired whether the lift and pedestrian walkway system project at Kung Lok Road could be gazetted as scheduled in the third quarter of this year.

27.2 Members expressed dissatisfaction with the repeated delays in the widening works of New Clear Water Bay Road.

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

28.1 Lift and pedestrian walkway system at Kung Lok Road: HyD indicated that it would continue to take forward the project but would need to review the priority and urgency of various projects based on public resources and financial position. The department would formulate a works schedule after confirming the priority of the project.

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

29.1 Works at Shun Lai House, Yau Lai Estate: TD pointed out that the project was undertaken by a private developer. According to the schedule provided by the contractor, the main road works would be completed in early 2026. The department would continue to follow up on the project progress with the contractor.

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

30.1 The extension of Shun Lee Tsuen Road as part of the New Clear Water Bay Road widening project to increase the number of traffic lanes on New Clear Water Bay Road: CEDD hoped to complete the road works by the end of March and open the section for public use by the end of April. The department would also invite Members for a site inspection in mid-April.

(Post-meeting note: The above road section was opened on 25 April. As remaining road works still needed to be carried out on the downstream section of New Clear Water Bay Road, part of the slow lane of New Clear Water Bay Road had to be temporarily closed. The slow lane would be reopened after the completion of the downstream works.)

31. Members noted the paper.

V. 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. 8/2025)

32. Members raised views and enquiries as follows:

32.1 Members commended HyD's prompt repair of the road surface depression on the Kai Fuk Road Flyover. However, due to the busy traffic in the relevant road section, they enquired when the department would arrange for further road maintenance.

- 32.2 Members enquired about the operating mode of the traffic lights on On Sau Road near Maryknoll Secondary School (project no.: WR/23/00696).
- 32.3 Members relayed that pedestrians often jaywalked at On Yan Street near Hong Kong Taoist Association Wun Tsuen School (“Wun Tsuen School”), causing dangerous situations. They suggested that TD install a traffic island at that location.
- 32.4 Members enquired about the progress of the investigation works for the provision of motorcycle parking spaces near the Sau Mau Ping Disciplined Services Quarters on Hong Ning Road, and whether HyD had decided to proceed with the project.
- 32.5 Members pointed out that the road surface near Lok Wah South Estate on Chun Wah Road was uneven and enquired whether HyD had any long-term repair plans.
- 32.6 Members were concerned about the traffic congestion at the left turn from Hoi Yuen Road to Wai Yip Street, and enquired whether TD would add a left-turn lane.

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

- 33.1 Repair of the road surface of the Kai Fuk Road Flyover: HyD was in discussion with the Police’s traffic division on road closure arrangements to minimise the impact of the closure on traffic. The department hoped to complete the road repair works within April.

(Post-meeting note: HyD completed the repair of the potholes on the Kai Fuk Road Flyover eastbound near lamppost E8317 at the end of March. The damaged road surface of the Kai Fuk Road Flyover westbound was also repaired in early May.)

- 33.2 Motorcycle parking space project on Hong Ning Road: HyD stated that after the preliminary investigation works, a large number of underground public utilities had been found at the location. HyD was in discussion with the relevant departments on the relocation of these underground utilities, and would later formulate a specific works schedule with TD and report the relevant arrangements in the paper for the next meeting.

(Post-meeting note: The power company stated that the high-voltage cables at the concerned location could not be relocated. Furthermore, after the conversion of the site into motorcycle parking spaces, the depth from the ground to the cables would not be sufficient, raising safety concerns.)

33.3 Road surface conditions in the Chun Wah Road area: HyD would conduct an inspection with the maintenance team after the meeting and study both short- and long-term repair plans.

(Post-meeting note: To tie in with the project at the subway across Chun Wah Road near Lok Wah South Estate (KS43), HyD would carry out excavation works on the footpath in August this year, during which the relevant footpath surface would also be repaired.)

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

34.1 Road crossing issue of Wun Tsuen School: TD stated that there were cautionary crossings near the school. The department would maintain liaison with the school and propose improvement measures after reviewing the situation there.

34.2 Issue of the left-turn from Hoi Yuen Road to Wai Yip Street: TD stated that the ongoing road works included the provision of an additional dedicated left-turn lane from Hoi Yuen Road to Wai Yip Street. The department had been closely monitoring the traffic conditions at the junction of Hoi Yuen Road and Wai Yip Street in Kwun Tong and adjusting the traffic lights at the junction based on the actual traffic conditions. The works were expected to be completed between the middle and the end of this year.

35. Members noted the paper.

VI. Any Other Business

Issue of Section Fares for Buses

36. Members raised views and enquiries as follows:

36.1 Members suggested that section fares for buses should be implemented as soon as possible, believing that this measure would not only alleviate the financial burden on members of the public but also reduce the Government's expenditure on fare concessions. Therefore, Members urged TD to seriously consider the suggestion.

36.2 Members recommended that the tap-in/tap-out model used by MTR could be applied to buses, and that reference could be made to the implementation of section fares in other countries.

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

37.1 TD indicated that the Government had all along been encouraging public transport operators to introduce concession measures as far as possible, taking into account the operators' operating and financial conditions, passenger demand and the social environment, to help reduce the public's transport expenses. However, in accordance with the spirit of free enterprise, whether to provide fare concessions was a commercial decision of the operators. The department would convey Members' views to the operators.

37.2 TD added that several bus routes in Kwun Tong District had offered section fare concessions, and also heard the public's suggestion that bus companies further provide two-way section fares. The department indicated that it would convey the suggestion to the bus companies as well, but reiterated that the implementation of two-way section fares might attract short-haul passengers to choose long-haul routes, which could result in a mismatch between the supply and demand of some route services. Therefore, careful evaluation was required.

Supervision of Road Maintenance Works

38. Members raised views and enquiries as follows:

38.1 Members were concerned about road maintenance, pointing out that many road surfaces remained uneven after repairs, and that the materials used lacked durability, affecting road safety. They enquired how HyD would monitor the quality of works and requested the department to pay attention to the following two locations: (i) the section of Tseung Kwan O Road connecting to Lin Tak Road towards Sau Mau Ping; and (ii) the fast lane of the downhill section of the Kwun Tong Road Flyover near Ngau Tau Kok MTR Station.)

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

39.1 HyD stated that road maintenance required consideration of multiple factors, including the impact of road closures on traffic and construction noise. The maintenance team would generally fill road surface depressions and potholes with temporary materials before applying for longer road closure periods to carry out full resurfacing works. Due to busy traffic in some road sections, prolonged closures could have a serious impact on traffic. Therefore, the department needed to strike a balance between durability and

traffic impact.

39.2 As for materials, HyD pointed out that although concrete was more durable than asphalt, it generated greater traffic noise. The department added that the contractor would monitor and try out new materials from time to time, in the hope of shortening the road closure period and enhancing the durability of road surfaces.

Facilities at Yue Man Square Public Transport Interchange

40. Members raised views and enquiries as follows:

40.1 Members pointed out that cracks appeared on the wall at the waiting area of GMB route no. 34S, and expressed concern that the wall spalling might pose a danger to passengers. They hoped that TD would follow up and inspect all the walls.

40.2 Members stated that the wall-mounted fans at the minibus stop were full of dust and requested TD to arrange cleaning to maintain good ventilation.

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

41.1 TD stated that it had received a report from the management company regarding the wall spalling, and had requested the relevant departments to arrange repair and maintenance.

41.2 TD noted Members' views on the fans and would arrange for the contractor to clean them in due course.

42. The Chairman concluded the agenda item and reminded HyD to follow up on the hygiene issues at the top of the footbridge connecting Hing Tin Estate and Tak Tin Estate.

(Post-meeting note: Public roads, including public footbridges, were jointly managed and maintained by several government departments. The routine cleaning of public roads fell under the purview of the relevant environmental hygiene departments, including the removal of waste such as bird droppings that could cause environmental hygiene problems to maintain environmental cleanliness. HyD was responsible for the structural maintenance of public footbridges under its purview to keep them in good condition. To allocate public resources rationally and effectively, the department arranged for structural cleaning of relevant public footbridges twice a month and large-scale structural cleaning (including the top of footbridges) once every three months. As for the location in question, the department had deployed staff to carry out the relevant structural cleaning on 17 March and 9

April.)

VII. Date of Next Meeting

43. The meeting was scheduled to be held on 15 May 2025 (Thursday).

44. There being no other business, the meeting was adjourned at 4:33 p.m.

The minutes of the meeting were confirmed on 15 May 2025.

Kwun Tong District Council Secretariat

May 2025