

(Translation)

**Minutes of the 9th Meeting of  
Traffic and Transport Committee,  
the 7th Term Kwun Tong District Council**

**Date:** 15 May 2025 (Thursday)

**Time:** 2:30 p.m. – 4:35 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 FU Pik-chun, MH	Mr CHEUNG Wing-shing, Peter (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 YU Shing-lam, Terence	Operation Officer, Kwun Tong District, Hong Kong Police Force
Mr CHU Chi-wai, Boris	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 HEUNG Sai-yau, Calvin	Executive Officer (District Council)4, Kwun Tong District Office
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**In Attendance by Invitation**

Mr YUEN Tat-yung, Zorro	Senior Project Manager, Energizing Kowloon East Office Development Bureau	<b>Item II</b>
Mr YUI Ming-tak, Matthew	Senior Works Consolidation Manager, Energizing Kowloon East Office Development Bureau	
Mr LO Chi-cheung, Stephen	Chief Engineer/East 5, Civil Engineering and Development Department	
Ms IU Wai-yin, Wendy	Senior Engineer/8 (East), Civil Engineering and Development Department	
Ms Jessica FUNG	Technical Director, WSP (Asia) Limited	

**Absent**

Mr TAM Sze-chung (Co-opted Member)	
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## **Opening Remarks**

The Chairman welcomed all Members of the Traffic and Transport Committee (“TTC”) and government representatives to the 9th meeting of TTC under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman said that the Secretariat had received a notice of absence from Mr TAM Sze-chung before the meeting. TTC consented to the above application for absence due to its 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 8th meeting were confirmed.

### **II. Kowloon East Pedestrian Environment Improvement Review – Feasibility Study (KTDC TTC Paper No. 9/2025)**

4. The representatives of the Development Bureau (“DEVB”) and the Civil Engineering and Development Department (“CEDD”) presented the paper.

5. Members raised views and enquiries as follows:

5.1 Members supported the four pedestrian alignments connecting to the residential areas at the hinterland and pointed out that the Transport Department (“TD”) had previously commissioned a consultant to conduct a study on the Kung Lok alignment. They suggested that DEVB refer to the relevant documents.

5.2 Members supported the provision of a signal-controlled pedestrian crossing on Tsui Ping Road and suggested combining it with the crossing on Kai Lim Road to facilitate residents’ access.

5.3 Members enquired about the details of the pedestrian wayfinding systems, including whether the systems were equipped with a mobile application.

5.4 Members considered that the current study lacked medium- to long-term research. They enquired whether DEVB would conduct studies on the suggestions from district

personalities; if not, the reasons for that. Additionally, Members enquired whether CEDD would consider providing landscaping along the pedestrian alignments, such as walkway covers with greening, and whether the alignments would be equipped with adequate barrier-free facilities.

5.5 Members supported the Amoy alignment and hoped that the proposal could be implemented as soon as possible.

5.6 Members hoped that DEVB would consider reserving space in Tsui Ping to connect to the existing footbridge network.

5.7 Members pointed out that there were multiple traffic light junctions along Ngau Tau Kok Road, and that the addition of a pedestrian crossing might affect vehicular traffic. Additionally, Members suggested constructing a footbridge near Garden Estate to connect the lifts on Kung Lok Road with Ngau Tau Kok Station.

5.8 Members supported the proposal to improve the back alley environment in Kwun Tong, believing that it would help divert the pedestrian flow during peak hours from the Entrepot Centre to the MTR station.

5.9 Members requested DEVB to consider providing a covered walkway from the construction sites in the King Yip Street area to Kwun Tong Station.

6. The representative of DEVB responded to Members' views and enquiries as follows:

6.1 Regarding the provision of a covered walkway in the King Yip Street area, DEVB stated that it would request the relevant stakeholders to consider the proposal in the future.

6.2 Regarding the pedestrian crossing on Ngau Tau Kok Road, DEVB explained that the proposal involved converting an existing traffic light junction into a pedestrian crossing and no additional traffic light junctions would be added.

6.3 Regarding the construction of a footbridge at Garden Estate, DEVB noted Members' suggestion and stated that the related costs needed to be considered.

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

7.1 Regarding the long-term plan to connect Kung Lok Road with Hong Lee Road, CEDD

stated that the proposal was to utilise the electric pedestrian hillside link next to Garden Estate to connect to Kung Lok Road, and then further connect to Hong Lee Road.

- 7.2 Regarding the pedestrian crossings on Tsui Ping Road and Kai Lim Road, CEDD pointed out that the location was not a crossroad, and establishing a diagonal crossing might impact traffic flow on this busy road section.
- 7.3 Regarding the pedestrian wayfinding system on Hiu Ming Street, CEDD explained that the system did not involve a mobile application. The department would install additional signage in the vicinity of Hiu Ming Street to guide pedestrians through Tsui Ping Estate towards Tsui Ping Road and Kwun Tong Station.
- 7.4 CEDD stated that after the relocation of the Wang Kee Street Refuse Collection Point, beautification works could be carried out in the area to enhance pedestrian comfort.
- 7.5 Regarding barrier-free facilities, CEDD explained that the provision of barrier-free access would be considered in all long-term proposals in the study. However, some short-term proposals involved the use of existing pedestrian facilities, and it would therefore depend on whether these facilities were already equipped with barrier-free facilities.

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

- 8.1 Members hoped that CEDD would review the location of the pedestrian crossing on Tsui Ping Road.
- 8.2 Members suggested that a footbridge could be constructed to connect Tsui Ping (North) Estate and Tsui Ping (South) Estate when the Hong Kong Public Records Building or the Kwun Tong Community Centre was redeveloped in the future.
- 8.3 The Chairman enquired about the progress and timeline of the medium- to long-term projects.

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

- 9.1 Regarding the pedestrian crossings on Tsui Ping Road and Kai Lim Road, CEDD stated that relocating the pedestrian crossing southward might result in insufficient waiting space for pedestrians. However, CEDD would further consider the feasibility of Members' suggestions.

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

10.1 Regarding the medium- to long-term projects, DEVB stated that it would conduct further technical studies on the proposed long-term plans at an appropriate time, taking into account environmental factors and the progress of related developments, before they were finalised and taken forward.

11. 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. 10/2025)**

12. Members raised views and enquiries as follows:

12.1 Members were pleased to see that TD had accepted the suggestion to prohibit learner driver activities on Choi Hing Road during specific time periods. However, they hoped that TD would further expand the scope and hours of the prohibition.

12.2 Members expressed concern about the widening works on New Clear Water Bay Road, noting that residents of Lee On Road currently had to take a detour to reach Choi Hung Station, which was very inconvenient.

12.3 Members enquired about the exact completion date of the Lin Tak Road Flyover works.

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

13.1 Regarding the suggestion to prohibit learner driver activities on Choi Hing Road, TD noted Members' views and stated that it would review and adjust the prohibited time periods in due course based on the development of the area.

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

14.1 Regarding the footpath on New Clear Water Bay Road, CEDD explained that a footpath was being constructed along the newly built slip road of Shun Lee Tsuen Road to connect to a section of New Clear Water Bay Road near Choi Wan Estate. The department stated

that residents of the Shun Lee Disciplined Services Quarters could access the new footpath via United Christian College, walk along Lee On Road to New Clear Water Bay Road, or use the staircase at Shun Lee Tsuen Playground to reach Choi Hung.

(Post-meeting note: CEDD had opened the newly constructed footpath along the slip road of Shun Lee Tsuen Road for public use on 30 June 2025.)

14.2 Regarding the Lin Tak Road Flyover, CEDD explained that a large number of underground pipelines were discovered during construction. The department was actively reviewing the construction plan with the aim of completing the works as soon as possible.

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

15.1 Members expressed concern about the optimisation works at the signal-controlled pedestrian crossing on Kai Tin Road, enquiring whether the relevant departments could widen the road without relocating the pedestrian waiting area. Members also pointed out that the road surface at the location was uneven and had hidden slopes, and suggested that the relevant departments level the road surface.

15.2 Members pointed out that many elderly residents needed to go to the United Christian Hospital (“UCH”) for blood tests in the morning and hoped that TD would consider increasing the morning frequency of KMB route no. 14H.

15.3 Members hoped that CEDD would arrange for Members to conduct a site inspection at New Clear Water Bay Road.

15.4 Members pointed out that residents would start to move into the housing projects in the Anderson Road Quarry development area this year. However, the ancillary transport facilities in the area were inadequate, and they urged CEDD to complete the Lin Tak Road Flyover works as soon as possible.

15.5 Members noted that KMB route no. 290A had experienced delays during the morning peak hours, affecting residents of Po Tat Estate in commuting to work.

15.6 Members enquired whether TD would encourage minibus operators to switch to electric minibuses.

16. The representative of CEDD responded to Members' views and enquiries as follows:
- 16.1 CEDD stated that it would later invite Members to conduct a site inspection at New Clear Water Bay Road.
- (Post-meeting note: On 29 May 2025, CEDD, together with the Leisure and Cultural Services Department ("LCSD") and the Architectural Services Department, had conducted a site visit with Ms FU Pik-chun to explain the route from the Shun Lee Disciplined Services Quarters to the newly constructed footpath on Shun Lee Tsuen Road via Shun Lee Tsuen Playground, as well as the situation at the location.)
- 16.2 Regarding the Lin Tak Road Flyover, CEDD stated that it was discussing and resolving the issues encountered during construction with the relevant departments and the contractor, with a view to completing the works as soon as possible.
17. The representative of TD responded to Members' views and enquiries as follows:
- 17.1 Regarding the delayed trips on KMB route no. 290A, TD stated that it would liaise with the bus company to understand its operations and remind the company to operate services according to the timetable, or to arrange special departures from intermediate stops when necessary.
- 17.2 Regarding the switch to electric minibuses, TD indicated that the Government had been introducing various measures to encourage minibus operators to switch to environmentally friendly fuels or vehicle technologies. TD would actively provide support if operators were interested.
- 17.3 Regarding the service frequency of KMB route no. 14H, TD stated that the results of a recent on-site survey showed that the current service of the route could generally meet passenger demand. The department would request the bus company to study the feasibility of service adjustments to better meet passengers' needs.
- 17.4 Regarding the optimisation works for the signal-controlled pedestrian crossing on Kai Tin Road, TD stated that it had widened the crossing as far as practicable to approximately nine metres in 2020. The purpose of adjusting the crossing was to better align with the pedestrian crossing route and facilitate pedestrians' access to and from the MTR station. Therefore, TD believed that widening the road southward would have limited effectiveness.

18. Members noted the paper.

**IV. Progress Report on Road Projects in Kwun Tong District  
(KTDC TTC Paper No. 11/2025)**

19. Members raised views and enquiries as follows:

19.1 Members expressed concern about the lift installation works for the elevated walkway along Lee On Road over New Clear Water Bay Road (structure no.: K49). They noted that as the adjacent widening works on New Clear Water Bay Road required full closure of the eastbound fast lane for the removal of underground asbestos pipes and completion of the remaining works, the completion date of the lift installation works would have to be deferred to the fourth quarter of 2027. Members urged the relevant departments to expedite the progress and restore the bus stop at Lee Hang House to its original location to minimise inconvenience to residents.

19.2 Members suggested connecting the footbridge between On Tai Estate and Shun On Estate (structure no.: KF142) to Shun Lee Commercial Centre to facilitate residents' access. They hoped that the Highways Department ("HyD") would include the suggestion in the study scope of the "Universal Accessibility" Programme.

(Post-meeting note: The suggestion involved connecting the footbridge (structure no.: KF142) to Shun Lee Commercial Centre, rather than adding a lift to an existing footbridge. Therefore, it did not fall within the scope of the "Universal Accessibility" Programme and could not be advanced under the programme.)

19.3 Members urged TD to promptly repair the four malfunctioning display panels at the bus stop on Lei Yue Mun Road near Yau Chui Court.

19.4 Members enquired why CEDD had not included in the paper the works to widen the section of Sau Mau Ping Road near the bus stop under the footbridge at Po Tat Estate (towards Lin Tak Road) ("Sau Mau Ping Road project").

19.5 Members expressed concern about the works at the footbridge across Chun Wah Road near Jordan Valley Playground (structure no.: KT05) and enquired whether certain sections of the road could be reopened based on the progress of the works to facilitate

residents' access.

19.6 Members suggested extending the cover at the bus stop on Chun Wah Road near Lok Nga Court.

19.7 Members raised concerns about the progress of (i) the works at the subway across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court (structure no.: KT01) and (ii) the works at the subway across Pik Wan Road connecting Kwong Ching House of Kwong Tin Estate and Hong Nga Court (structure no.: KWT03). They enquired whether the relevant departments had assessed the impact of the works on residents and whether mitigation measures had been formulated.

19.8 Members were pleased to note that the works for redeveloping the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area had been included in the paper, and requested the relevant departments to report on the works progress to Members in due course.

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

20.1 Regarding the lift installation works for structure no. K49, HyD stated that it would request the project team to provide a detailed explanation of the impact of the adjacent New Clear Water Bay Road widening works on the project and the measures to minimise project delays.

20.2 Regarding the proposal to redevelop the Sau Mau Ping Road/Hiu Kwong Street Sitting-out Area for the provision of motorcycle parking spaces, HyD mentioned that TD was consulting the Planning Department ("PlanD") and LCSD, and that TD would supplement further on the matter later.

20.3 Regarding the road closure arrangements for the works at structure no. KT05, HyD stated that it would follow up on Members' views with the project team.

20.4 Regarding the works at structure nos. KT01 and KWT03, HyD explained that it was still discussing enclosure arrangements with property owners, with a view to minimising the impact of the works on residents.

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

21.1 Regarding the suggestion to redevelop the Sau Mau Ping Road/Hiu Kwong Street Sitting-

out Area to add motorcycle parking spaces, TD stated that it was processing the feedback from PlanD and LCSD and would report on the latest progress to Members in due course.

21.2 Regarding bus stop facilities, TD welcomed Members' suggestions and stated that it would relay their views to the bus companies.

21.3 TD stated that it would request the bus company to follow up on the progress in repairing the display panels at the bus stop near Yau Chui Court.

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

22.1 CEDD explained that as widening works were still in progress at the location and the two-lane traffic arrangement had to be maintained, the bus stop could not be restored to its original location at the moment.

22.2 Regarding the Sau Mau Ping Road project, CEDD stated that it was assessing the technical feasibility of the works and discussing land use matters with the relevant departments. The department would report on the works progress to Members in due course.

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

23.1 Members hoped that CEDD would commence as soon as possible the works to construct a new carriageway to connect the ex-Cha Kwo Ling Kaolin Mine Site development area and Cha Kwo Ling Road.

23.2 Members requested that the Sau Mau Ping Road project be included in the paper.

23.3 Members pointed out that the works to redevelop the Hiu Kwong Street/Sau Mau Ping Road Sitting-out Area to add motorcycle parking spaces should include carriageway widening.

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

24.1 Regarding the carriageway works connecting the ex-Cha Kwo Ling Kaolin Mine Site development area and Cha Kwo Ling Road, CEDD stated that the detailed design and tendering exercise were in progress and that Members' views would be conveyed to the relevant personnel.

(Post-meeting note: CEDD had replied to Members on 27 May, stating that the site formation and infrastructure works contract had commenced in March 2025 and the works were expected to be completed by 2029.)

25. The representative of TD responded to Members' views and enquiries as follows:
- 25.1 Regarding the proposal to widen the carriageway near the Hiu Kwong Street/Sau Mau Ping Road Sitting-out Area, TD stated that it would review and formulate a traffic plan in due course.
26. The Chairman suggested that the representative of CEDD conduct another site inspection at Sau Mau Ping Road with Members.
27. 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. 12/2025)

28. Members raised views and enquiries as follows:
- 28.1 Members commended TD for completing the works to add on-street motorcycle parking spaces on Fuk To Street (project no.: WR/24/00270). However, they hoped that the department would follow up on the issue of taxi queues obstructing the access of motorcycles.
- 28.2 Members enquired whether the works to add on-street motorcycle parking spaces on Lei Yue Mun Road near Ko Chiu Road (project no.: WR/24/02080) had officially commenced.
- 28.3 Members hoped that the following works would be included in the paper: (i) adding motorcycle parking spaces on On Chui Street near Sin Tat House; (ii) adding 39 motorcycle parking spaces on Shun Ching Street; and (iii) installing "No Learner Drivers" traffic signs on Choi Hing Road.
- 28.4 Members expressed concern about the works on On Sau Road near Hong Kong Taoist

Association Wun Tsuen School (project no.: WR/24/02210). They enquired whether the works included the pedestrian crossing near On Tai Market and hoped that TD would expedite the works progress.

28.5 Members enquired about the construction location for the works to add on-street motorcycle parking spaces at On Tai Estate near Chi Tai House (project no.: WR/24/00208). They reminded TD to pay attention to the project design so as to avoid traffic congestion.

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

29.1 Regarding the installation of "No Learner Drivers" traffic signs on Choi Hing Road, TD stated that the works were expected to be completed in the fourth quarter of this year and would be included in the paper in due course.

29.2 Regarding the pedestrian crossing near On Tai Market, TD would include the works in the paper in due course.

29.3 Regarding the motorcycle parking space works on Shun Ching Street, TD would include the works in the paper.

29.4 Regarding the works on Fuk To Street, TD would conduct a site inspection to understand the situation.

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

30.1 Regarding the addition of on-street motorcycle parking spaces on Lei Yue Mun Road near Ko Chiu Road, HyD stated that the investigation works had commenced in May. The department expected to assess the feasibility of the project and formulate a timeline after obtaining the investigation results in July.

(Post-meeting note: The investigation works were completed in June, and the results indicated that there was a high density of underground pipeline facilities at the location. TD would work with HyD to review the feasibility of constructing motorcycle parking spaces.)

31. Members noted the paper.

## **VI. Any Other Business**

### **Traffic Congestion on Hip Wo Street towards UCH**

32. Members raised views and enquiries as follows:

32.1 Members pointed out that the works at UCH had caused frequent traffic congestion at the junction where vehicles turned right from Hip Wo Street onto Sau Nga Road. They suggested that TD analyse the data and utilise technology to resolve the traffic issues at the location.

32.2 Members believed that TD should rationalise the traffic signal arrangements on the roads near UCH to cope with the increased pedestrian and traffic flow following the hospital's expansion.

33. The representative of TD stated that the department would continue to adjust the traffic signals based on actual traffic demand and would respond to Members' specific suggestions in due course.

34. The Chairman stated that Members were very concerned about the traffic situation in Kwun Tong District. He hoped that TD, together with the Hong Kong Police Force, would monitor the effectiveness of the smart traffic management system in the Kwun Tong Business Area and evaluate the feasibility of extending the system to other areas.

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

35. The next meeting was scheduled to be held on 17 July 2025 (Thursday).

36. There being no other business, the meeting was adjourned at 4:35 p.m.

The minutes of the meeting were confirmed on 17 July 2025.

**Kwun Tong District Council Secretariat**  
**July 2025**