

**Summary of Discussion of the 3<sup>rd</sup> Meeting of the  
Traffic & Transport Committee (2014) of  
Kwai Tsing District Council**

Date : 12 June 2014  
Time : 2:45 pm – 5:30 pm  
Venue : K&TDC Conference Room

<b><u>Attendee</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Departure</u></b>
Ms POON Siu-ping, Nancy, MH (Chairman)	Start of meeting	End of meeting
Mr HO Siu-ping (Vice-chairman)	Start of meeting	End of meeting
Mr CHAN Siu-man, Simon	Start of meeting	End of meeting
Mr CHOW Wai-hung, Rayman	Start of meeting	3:20pm
Mr CHOW Yick-hay, BBS, JP	Start of meeting	3:49pm
Mr HUI Kei-cheung	2:49pm	4:05pm
Ms LAM Chui-ling, Nancy, MH	Start of meeting	End of meeting
Mr LAM Lap-chi	Start of meeting	4:57pm
Mr LAM Siu-fai	Start of meeting	4:15pm
Ms LAU Mei-lo	Start of meeting	End of meeting
Mr LAW King-shing, MH	Start of meeting	End of meeting
Mr LEE Chi-keung, Alan, MH	Start of meeting	4:01pm
Mr LEUNG Chi-shing	Start of meeting	End of meeting
Mr LEUNG Kam-wai	Start of meeting	4:45pm
Mr LEUNG Kwok-wah	Start of meeting	End of meeting
Mr LEUNG Tsz-wing, Dennis	Start of meeting	End of meeting
Mr LEUNG Wai-man, MH	Start of meeting	End of meeting
Ms LO Wai-lan	2:46pm	End of meeting
The Hon. MAK Mei-kuen, Alice, JP	2:46pm	3:42pm
Mr NG Kim-sing	Start of meeting	End of meeting
Mr POON Chi-shing	Start of meeting	End of meeting
Ms TAM Wai-chun, MH	Start of meeting	4:02pm
Miss TSANG Tze-kwan, Marina	4:00pm	End of meeting
Mr TSUI Hiu-kit	Start of meeting	End of meeting
Mr TSUI Sang-hung, Sammy	Start of meeting	End of meeting
Mr WONG Bing-kuen	Start of meeting	4:02pm
Mr WONG Yiu-chung, MH	Start of meeting	4:44pm
Mr WONG Yun-tat	Start of meeting	End of meeting
Mr CHAN Tik-yiu	2:59pm	End of meeting
Mr CHU Chik-ping	Start of meeting	End of meeting
Mr CHUM Yau-chung	Start of meeting	4:54pm

Ms LEUNG Ching-Shan	Start of meeting	End of meeting
Mr LEUNG Chung-shum	Start of meeting	4:38pm
Mr NG Ka-chiu	Start of meeting	End of meeting
Mr WONG Chiu-wah	Start of meeting	End of meeting

In Attendance:

Mr WU Tin-yau, Gordon	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Mr WONG Chi-kwong	Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Mr LI Chun-wah	Engineer (Kwai Chung), Transport Department
Ms CHEUNG King-sze, Cici	Engineer (Tsing Yi), Transport Department
Mr LEUNG Cho-ming	District Engineer, (Kwai Tsing), Highways Department
Mr CHOI Chi-pang, Bernie	Engineer / 22, Civil Engineering and Development Department
Miss LAI Suet-yan, Janice	Senior Transport Officer (Kwai Tsing), Transport Department
Miss PO Pui-man, Karen	Senior Transport Officer, Bus, HK 1 Transport Department
Mr Andrew KWAN	Senior Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Mr Dennis LEE	Manager, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd
Ms Peggy WONG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd
Mr Utan WONG	Senior Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd
Mr Ken WONG	Senior Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd
Mr Brian CHEUNG	Manager, Community Affairs (Sham Shui Po, Kwai Tsing and Tsuen Wan), The Kowloon Motor Bus Co. (1933) Ltd
Miss HUNG Tsz-bun, Annie (Secretary)	Executive Officer (District Council) 1, Kwai Tsing District Office

Absent with Apologies

Ms CHEUNG Wai-ching, Clarice	(with prior notice)
Miss CHU Lai-ling	(with prior notice)
Mr TANG Shui-wah	(with prior notice)
Mr WAN Siu-kin, Andrew	(with prior notice)
Mr LAU Wing-fai	(with prior notice)
Mr TSE Hoi-kin	(with prior notice)
Mr LAI King-wai	(without prior notice)
Ms LAM Ka-ka	(without prior notice)
Mr LEUNG Wing-kuen	(without prior notice)

**Confirmation of minutes of the 2<sup>nd</sup> special meeting of the Traffic and Transport Committee (2014) held on 28 March 2014**

The minutes were confirmed unanimously without amendments.

**Confirmation of minutes of the 2<sup>nd</sup> meeting of the Traffic and Transport Committee (2014) held on 17 April 2014**

2. The minutes were confirmed unanimously without amendments.
3. A Member enquired about the follow-up of lengthening pedestrian green time of the traffic lights at Tai Wo Hau Road near Crown of Thorns Church. The Chairman said that representative of the Transport Department (TD) had relayed Members' opinions to the traffic light control unit, and would inform Members once result was known. The Chairman urged TD to expedite the follow up.

**Introduction of/Consultation Papers**

**Bus Route Development Programme 2014-15 of Kwai Tsing District (Revised Proposals)**

(Proposed by the Transport Department)  
(TTC Paper No. 17/2014)

4. A Member made a declaration with main points as follows:
  - (i) With regard to Annex 3 of TTC paper no. 4/2014, he opposed to the diversion of KMB Route No. 31, and requested KMB and TD to preserve the original route before a solution could secure people's support.
  - (ii) He opposed to the fare of \$9.4 of a new KMB Route No. 35X but not the bus route itself, and he welcomed KMB's lowering the fare to \$8.4.
  - (iii) He opposed to the abolition of Route No. 35S.
  - (iv) He requested KMB to divert Route No. 35A and to separate the bus stop of Route No.35A from those of Routes No. 31B and 36 in Tsim Sha Tsui.
5. Another Member also made a declaration with main points as follows:
  - (i) It was a waste of resources for Bus Route No. 35S to serve only residents of On Yam Estate.
  - (ii) Residents welcomed the new KMB Route No. 35X and its lowering of fare.

- (iii) Residents hoped KMB could enhance the service of Route No. 35A and launch the service of Bus Route No. 35X as soon as possible.
6. Another Member made a declaration with main points as follows:
- (i) He welcomed converting Route No. 35S to Route No. 35X express service.
  - (ii) TD should re-submit diversion plan for Route No. 31 (operate via Wo Yi Hop Road to Tsuen Wan)
7. Members' opinions and enquiries were as follows:
- (i) A number of Members accepted diverting Route No. 44 to operate via Tsing Yi Ferry Terminus and keeping the bus terminus in Tsing Yi Estate. As the journey time would increase, TD and KMB should enhance its frequency/service.
  - (ii) A Member suggested that Route Nos. 44 and 44P should provide services with separate routes during the morning peak hours with one departing from Tsing Yi Ferry Terminus and the other bypassing it and heading directly to Cheung On terminus.
  - (iii) Rationalization of Route Nos. 41A, 44 and 44P should be expedited.
  - (iv) KMB should convert Route No. 41A to express service as soon as possible, maintain a low fare, and increase frequency as well.
  - (v) For Route Nos. 35X and 36X, the lowering of fares was welcomed. A Member enquired if the fares would be affected by the price hike on 6 July. KMB should also increase their frequencies and consider if there was still room for fares lowering.
  - (vi) A Member enquired whether the two single-decked electric buses for Route No. 42A would replace the original double-decked bus service.
  - (vii) Route No. 43M should operate with double-decked buses during peak hours.
  - (viii) Route No. 249X should provide whole day service and the frequency should be increased to a 20-minute headway.
  - (ix) There was no improvement plan on Route Nos. 34 and 37 despite residents of West Kwai Chung requested TD and KMB to increase the frequencies. TD should pay attention to lost trips of Route Nos. 34 and 37. A Member opposed to diverting Route No. 37 to operate via Kwai Chung Estate.
  - (x) TD and KMB should give a preliminary reply regarding the rationalization of Route Nos. 41, 42 and 264M.

- (xi) For Route No. 31, TD should put forth improvement plan. While the plan was pending consultation, KMB should provide Route No. 31P special bus service during morning peak hours. If the route was to be diverted, remedy plan should be in place.
- (xii) Route No. 41 should be reserved to serve Southwest Tsing Yi.
- (xiii) Bus terminus of Route No. 42 should be moved to Cheung Hong Estate.
- (xiv) Route No. 46 should be diverted to operate via Nathan Road as soon as possible.
- (xv) Route Nos. 31B, 42M, 43A and 248M had serious lost trips problems, and KMB should enhance the services.
- (xvi) KMB should consider lowering the fare if a new Route No. X42C was to be launched.
- (xvii) A Member enquired how KMB would deal with the service need between 5:30-6:30am, when Routes Nos. N241 and 42A having the same route do not provide service.
- (xviii) KMB should extend the morning services of Route Nos. 948 and 948X, enhance return trip service, and provide services on weekends and holidays as well.
- (xix) The frequency of Route No. 33A should not be changed to a 30-minute headway. KMB should enhance its service and consider consolidating its service with Route No. 38A.
- (xx) The number of buses operating Route No. 40X should not be decreased by two.
- (xxi) KMB should enhance the service of Route Nos. 31M and 40P.
- (xxii) KMB should provide section fare for Route No. 279X.
- (xxiii) KMB should announce the fare for Route Nos. 35A and 36X after price hike as soon as possible.
- (xxiv) KMB should increase the number of staff during peak hours to facilitate passengers to board the buses.
- (xxv) KMB should study diverting return trip passengers of Route No. 35A with those of Route Nos. 31B and 36B.
- (xxvi) KMB should arrange special bus service for Route No. 35A to depart from Tai Loong Street during morning peak hours.
- (xxvii) KMB should consider rationalization of Route No. 31 to operate via Shek Lei

Street, Wai Kek Street and Shek Pai Street to Tsuen Wan, and to rectify resources mismatch between Route Nos. 235 and 31.

(xxviii) KMB should adjust the frequency of Route No. 68E upon abolition of Route No. 264M.

(xxix) The tunnel fee of the Eagle's Nest Tunnel should be lowered to \$5.

8. Representative of TD replied as follows:

- (i) TD noted Members' opinions on Route Nos. 31, 41 and 42 and would discuss with the bus companies. For Route Nos. 41 and 42, TD would consult the Committee tentatively in the 4<sup>th</sup> quarter after compilation of various opinions.
- (ii) TD adjusted the fare of Route No. 35X and might increase frequency depending on its popularity.
- (iii) TD proposed to cut two buses of Route No. 40X as it no longer operated via A Kung Kok Street. Members would be consulted once the proposal was worked out.
- (iv) The two single-decked electric buses of Route No. 42A were extra resources.
- (v) The provision of Route No. X42C would be suspended as the abolition of Route No. 242X was suspended.
- (vi) TD would monitor the demand for Route No. 43M, and if passenger demand increased, double-decked bus would be arranged.
- (vii) After the merge of Route Nos. 44 and 44P, the frequency was increased to 8-10 minute headway and two special departures were arranged to depart from Cheung On during weekday morning peak hours.
- (viii) If Members reached consensus on and support the changes to Route No. 44, Route No. 41A express service would be confirmed as soon as possible.
- (ix) TD noted Members' opinions on Route No. 45 and would be followed up with together with the changes to Route No. 46.
- (x) Route No. 36X would provide service during peak hours first, and if passenger feedback was favourable, the frequency would be increased.
- (xi) TD would send letters to Members tentatively in July to inform Members on routes which would be pending consultation, suspended, implemented as were, and implemented as revised.
- (xii) Enhancement of Route No. 249X would depend on rationalization of bus routes in Shatin.

- (xiii) If the morning service time of Route No. 948 was extended, it might not be able to serve most of the passengers who needed to be at work before 9:30am. KMB had extended the service time in the evening. Members' request would be re-considered when more resources were available.
- (xiv) TD would discuss with the bus company on enhancing the service of Route No. 40P.
- (xv) TD believed that the bus companies would provide more information on public transport interchange to passengers.

9. Representatives of KMB replied as follows:

- (i) After the combination of Route Nos. 44 and 44P, the frequency would be increased, and KMB would assess passenger demand and adjust the service accordingly.
- (ii) With regard to the lost trip incident of Route No. 37, KMB would check if there were any special incidents happened on the road that day and revert to Member later.
- (iii) With regard to Route Nos. 42M and 43A, KMB would pool resources, and adjust the frequencies and schedules to satisfy the demand for services during peak hours.
- (iv) Route No. 264M was proposed to consolidate with Route No. 68E due to low passenger demand, and Tsing Yi residents could take Route No. 68E or 279X and change to other routes at Tai Lam Tunnel for other destinations.
- (v) KMB note Members' opinions on Route No. N241 and would consult Member when the proposal was revised.
- (vi) The fares of Route Nos. 35X and 36X would be adjusted in accordance to the percentage of the price hike and would announce later.
- (vii) The bus-bus interchange at Shing Mun Tunnel was undergone widening works, and KMB would report to Members on the updates.

10. The Chairman read a provisional motion (1) as follows:

“Transport Department was requested to implement the diversion of Route No. 31 bus to operate via Wo Yi Hop Road to Tsuen Wan as soon as possible and maintain the current journey time of 14-20 minutes.”

11. The provisional motion (1) was accepted and the Chairman put the provisional motion to vote. There were 10 votes in favour, 5 votes against and 8 abstentions. The provisional motion (1) was endorsed.

12. The Chairman read a provisional motion (2) as follows:

“Traffic and Transport Committee of Kwai Tsing District Council requested the Transport Department to preserve the original route of Route No. 31 bus and enhance the service time of the bus.”

13. The Chairman put provisional motion (2) to vote for acceptance. There were 7 votes in favour, 10 votes against and 6 abstentions. The provisional motion (2) was not accepted.

### **Discussion Items**

#### **Services of KMB Route Nos. 42A and 43C after re-routing**

(Proposed by Mr LEUNG Wai-man, Mr TSUI Hiu-kit and Mr POON Chi-shing)  
(TTC Paper No. 18/2014)

14. Members' opinions were as follows:

- (i) Service time of Route No. 43C should be extended to, say 8:00pm. KMB should maintain the bus service at weekends.
- (ii) The frequency of Route No. 42A should be increased. A Member opined that a 10-minute headway was appropriate. As the demand for service had increased, KMB should enhance the service of Route No. 42A.
- (iii) KMB should provide free return trip interchange concession from Route No. 43C to Route No. 42A at Tsing Yi.
- (iv) KMB should enhance the promotion on interchange concession from Route No. 42A to Route No. 41A, and provide more interchange concessions.
- (v) KMB should add 3-4 buses for operating the return trip of Route No. 42A after 7:00pm and provide return trip service on holidays.

15. Representative of TD replied as follows:

- (i) Survey revealed that the occupancy rate of Route No. 43C was 60% in the morning and 80% in the evening, while that of Route No. 42A was nearly 90%



in both time slots.

- (ii) KMB had adjusted the frequencies of both routes in May this year.
- (iii) After 7:00pm, there were fewer passengers heading to Kowloon and more return to Tsing Yi, the frequencies were therefore a 15-minute headway and 6-8 minute headway respectively.
- (iv) TD and KMB would monitor occupancy of Route Nos. 43C and 42A after 7:00pm to see if there was room for enhancement.
- (v) TD and KMB would monitor commute patterns of the passengers closely.

**Strongly requesting ceasing the use of single-decked buses for Route No. 34**

(Proposed by Ms LAU Mei-lo)

(TTC Paper No. 19/2014)

16. Members' opinions were as follows:

- (i) residents could hardly get on the Route No. 34 bus since KMB used two single-decked buses operating the route. The design of single-decked bus cabin was not safe for the elderly. KMB should change to use double-decked buses.
- (ii) KMB should enhance service and frequency of Route No. 34.
- (iii) KMB should provide data on frequency and patronage of Route No. 34.

17. Representative of TD replied as follows:

- (i) There were six double-decked buses and two single-decked buses operating Route No. 34, and the frequency was a 15-20-minute headway.
- (ii) The occupancy rate was 55% during the peak hour on average and less than 50% during non-peak hours, and the deployment of buses was adequate in meeting the demand.
- (iii) TD would discuss with KMB on enhancing service during peak hours.

18. Representative of KMB added that KMB arranged two single-decked buses for Route No. 34, and actual operation would depend on resources and maintenance/inspection of buses. KMB had already arranged special departures during peak hours and would avoid deploying single-decked bus during peak hours.

19. The Chairman urged TD and KMB to enhance service of Route No. 34.

**Improving and resolving the problem of inadequate transport services for Kwai Luen Estate**

(Proposed by Mr NG Kim-sing)

(TTC Paper No. 20, 20a/2014)

20. A Member requested TD to provide information on minibuses operating via Kwai Luen Road and Hing Shing Road, including their service hours, frequencies and number of buses serving the routes. He asked if TD had information on lost and delayed trip, skipping stops, etc., of minibuses and buses operating via Kwai Luen Road and Hing Shing Road.

21. Representative of TD replied as follows:

- (i) The table at the Annex of the reply had listed information on all buses and minibuses operating via Kwai Luen Road and Hing Shing Road. Information on lost trips of buses was included in quarterly lost trip report, and TD had no information on lost trips of minibuses.
- (ii) The total capacity of the seven buses operating via Kwai Luen Road and Hing Shing Road was 100,000 passengers per day.

22. A Member requested written information on the above matters. He pointed out that flat in-take of Kwai Luen Estate (phase II) would commence in September and demand that transportation service should be increased.

23. Representative of TD replied that there was no written information available. TD had reminded minibus operators and bus companies about the coming changes in population. The seven bus routes still had capacity to meet new demand.

24. Members further enquired as follows:

- (i) whether TD had a timetable for enhancing transportation service for Kwai Luen Estate.
- (ii) whether TD asked transportation service operators to carry out survey around Kwai Luen Road for preliminary anticipation of residents' travel destinations. It should take the initiative to conduct survey and provide supplementary information after the meeting.

25. A Member opined that TD and KMB should follow up transportation service after flat in-take of Kwai Luen Estate.

26. Representative of TD replied that TD had no timetable for enhancing transportation service of Kwai Luen Estate, but would follow up with bus companies and minibuses operators after flat in-take of Kwai Luen Estate.

### **Work Reports**

#### **Road Safety Working Group**

(TTC Paper No. 21/2014)

27. Members noted and endorsed the above Paper.

#### **Public Transport Services Working Group**

(TTC Paper No. 22/2014)

28. Members noted and endorsed the above Paper.

#### **Concern Over Hillside Escalator Links and Elevator Systems Working Group**

(TTC Paper No. 23/2014)

29. Member noted and endorsed the above Paper.

### **Report Items**

#### **Kwai Tsing District Traffic Accident Report**

(TTC Paper No. 24/2014) (Tabled at the meeting)

30. Member noted the above Paper.

#### **Projects and timetables of major traffic improvement works completed in the past two months, in progress or to be commenced in six months by the Highways Department**

(TTC Paper No. 25/2014)

31. Member noted the above Paper.

#### **Lost Trip Report of Buses in the 1st Quarter of 2014**

(TTC Paper No. 26/2014)

32. Member noted the above Paper.

33. A Member pointed out that there were lost trips in 90% of the routes, and asked how would TD and bus companies monitor and tackle the situation.

34. Representative of TD said there were a number of factors for lost trips, and some was controllable and some were not. TD would closely monitor the situation and discuss with the bus companies for improvement.

35. A Member suggested bus companies to enhance the dissemination of news on unexpected incidents causing lost trips and to review the manpower and improve the remuneration of drivers.

### **Any Other Business**

36. A Member enquired about illegal parking on Shing Fong Street. Representative of the Police replied that the Police noted the issue and had conducted a number of traffic control operations and prosecutions. The Chairman asked if prosecution could be enhanced. Representative of the Police replied that prosecution could not eradicate the problem. It required car owners to abide by the laws. Representative of TD said the illegal parking area of the street was designated as a prohibited zone half year ago. The Chairman urged the Police and TD to minimize the impact of the prohibited zone on the shops nearby.

### **Date of Next Meeting**

37. Tentatively scheduled at 2:30pm on 2 September 2014.

Kwai Tsing District Council Secretariat  
September 2014