

(Translation)

**Minutes of the 2nd Special Meeting of the
Traffic and Transport Committee (2020) of
Kwai Tsing District Council**

Date: 20 March 2020
Time: 2:30 p.m. – 6:00 p.m.
Venue: K&T DO Conference Room

<u>Attendee</u>	<u>Time of Arrival</u> <u>(p.m.)</u>	<u>Time of Departure</u> <u>(p.m.)</u>
Mr LAM Siu-fai (Chairman)	Start of Meeting	End of Meeting
Mr CHOI Nga-man (Vice-chairman)	Start of Meeting	End of Meeting
Mr CHAN Chi-wing	Start of Meeting	4:48
Mr CHEUNG Kwan-kiu, Steve	Start of Meeting	End of Meeting
Mr CHEUNG Man-lung	Start of Meeting	End of Meeting
Mr CHOW Wai-hung, Rayman	Start of Meeting	End of Meeting
Mr HON Chun-yin	Start of Meeting	End of Meeting
Mr HUI Kei-cheung	Start of Meeting	End of Meeting
Miss KWOK Fu-yung	Start of Meeting	5:18
Mr KWOK Tsz-kin	Start of Meeting	End of Meeting
Mr LAU Chi-kit	Start of Meeting	End of Meeting
Ms LAU Kwai-mui	Start of Meeting	End of Meeting
Miss LEUNG Ching-shan	Start of Meeting	End of Meeting
Mr LEUNG Kam-wai	Start of Meeting	End of Meeting
Ms LEUNG Kar-ming	Start of Meeting	End of Meeting
Mr LEUNG Kwok-wah	Start of Meeting	End of Meeting
Miss LO Yuen-ting	Start of Meeting	End of Meeting
Mr NG Kim-sing	Start of Meeting	End of Meeting
Mr SIN Chung-kai, SBS, JP	Start of Meeting	5:31
Mr SIN Ho-fai	Start of Meeting	End of Meeting
Mr TAM Ka-chun, Warren	Start of Meeting	End of Meeting
Mr TONG Ho-man	Start of Meeting	End of Meeting
Mr TSUI Hiu-kit	Start of Meeting	5:55
Mr WONG Bing-kuen	3:09	End of Meeting
Mr WONG Chun-tat	Start of Meeting	End of Meeting
Miss WONG Pit-man	Start of Meeting	End of Meeting
Mr WONG Tin-yan	Start of Meeting	End of Meeting

In Attendance

Mr TO Wing-yiu, Ellis	Senior Engineer/ Design 4, Water Supplies Department
Miss TSANG Wai-ching	Engineer/ Design 16, Water Supplies Department
Ms WONG Ling, Ivy	Senior Transport Officer/Bus/NTW, Transport Department
Mr TSUI Yik-tung, Michael	Transport Officer/Bus/NTW, Transport Department
Mr WONG Ka-chun, Danny	Senior Transport Officer /Kwai Tsing 1, Transport Department
Mr HO Ka-fai	Senior Transport Officer /Kwai Tsing 2, Transport Department
Mr MAK Douglas	Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Miss LEUNG Betsy	Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd
Mr LEUNG Wang-cheong	Assistant Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Ms WONG Peggy	Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd
Mr HO Dennis	Assistant Operations Manager, New World First Bus Services Limited
Mr NG Brian	Chief Planning Officer, Citybus Limited/ New World First Bus Services Limited
Mr LAW Rayson	Senior Officer (Planning and Development), Long Win Bus Company Limited
Miss YIM Yik-huen, Bonnie	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Miss CHEUNG Hoi-ni, Cheryl (Secretary)	Executive Officer (District Council) 1, Kwai Tsing District Office

Absent with Apologies

Mr LEUNG Wing-kuen	(Without prior notice)
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Opening Remarks

The Chairman welcomed Members and representatives of government departments and organisations to the 2nd special meeting of the Traffic and Transport Committee (TTC) (2020) of Kwai Tsing District Council (K&T DC).

Introduction of/Consultation Paper

Improvement to Salt Water Supply System in Tsuen Wan and Kwai Chung

(Proposed by the Water Supplies Department)

(TTC Paper No. 11/D/2020)

2. Mr TO Wing-yiu, Ellis, Senior Engineer/ Design 4, Water Supplies Department (WSD), introduced the paper.
3. Mr LEUNG Kam-wai put forth enquiries as follows:
 - (i) Some pipes in the map of the paper were shown in dotted lines and he asked what the dotted lines represented.
 - (ii) Pipes were mainly paved under pedestrian paths or traffic routes and he asked how much influence would be caused to the section of Kwai Chung Road in times of maintenance in the future.
4. Mr TO Wing-yiu, Ellis replied as follows:
 - (i) Dotted lines represented existing pipes.
 - (ii) Works were considered to be carried out on pedestrian paths to reduce congestion on traffic routes but there were different pipe facilities under pedestrian paths. Therefore pipes might need to be paved under roads.
5. Mr LAU Chi-kit put forth enquiries as follows:
 - (i) The Paper stated that the works would raise the pumping capacity to 140,000 cubic meters and he asked about the maximum capacity.

- (ii) The odour problem of Rambler Channel had been disturbing residents. He asked whether the system as a whole would be affected after raising the pumping capacity and whether the Department had any measures to reduce odour.

6. Mr TO Wing-yiu, Ellis replied as follows:

- (i) Pumping capacity depended on the capacity and number of pumps. Backup space was available in Tsuen Wan Sewage Pumping Station and simply increasing the number of pumps could increase pumping capacity.
- (ii) The Department had been regularly monitoring water quality to ensure seawater was suitable for flushing purpose. Chloride was also added to sterilize the seawater pumped.

7. Mr WONG Tin-yan opined that road surface of Lai King Hill Road was rather narrow and asked if the works would affect the main road's traffic.

8. Mr HUI Kei-cheung put forth opinions and enquiries as follows:

- (i) The works involved Castle Peak Road - Kwai Chung and hoped that the Department could provide some supplementary information explaining the influence of the works on traffic and surrounding environment.
- (ii) He hoped that the Department could provide the figures on the pumping capacity after installing additional pumps in Tsuen Wan after the meeting.
- (iii) He opined that the problem of water quality had been existing for long and continual addition of chloride would affect water safety. He hoped that the Department could explain how sterilization would make water quality meet the standard.

9. Mr TO Wing-yiu, Ellis replied as follows:

- (i) There were two lanes in Lai King Hill Road. Some parts of the road were wider and could be divided into three lanes so that two-lane traffic could be maintained when one lane was closed during works implementation.

For narrower parts, the Department could temporarily convert part of the pedestrian path into lane to maintain two-lane traffic and solve the problem of traffic flow.

- (ii) The Department had been monitoring the water quality and regularly extracting the pumped seawater for testing. For example, red tide had once caused odour in seawater so it was not suitable for flushing purpose. The Department stopped seawater supply and temporarily used fresh water for flushing to cope with residents' needs.

10. Mr NG Kim-sing opined that the works involved residence near Hing Shing Road and Kwai Fong MTR station. He asked about the arrangement of work sections and working details.

11. Mr TO Wing-yiu, Ellis replied as follows:

- (i) Information on water supply of pumps would be supplemented after the meeting.
- (ii) Regarding road arrangements, as the works were now under the planning stage, details and arrangements of construction would be discussed with the contractor to be engaged later. The order of construction would be prioritised according to actual circumstances. For instance, works on road sections near a school would be done during summer holiday to avoid affecting the traffic and the students.

12. The Chairman said that the Department would report to the Committee again after having the detailed design.

13. Mr HUI Kei-cheung put forth opinions as follows:

- (i) He hoped that different departments like the Transport Department (TD) could submit detailed traffic assessment data to the Committee and opined that the works would pose greater influence on traffic in Hing Shing Road and Kwai Chung Road. He hoped that the Department could supplement relevant information.

- (ii) He could not obtain the information on water quality and number of pumps from the Paper. He hoped that the Department could provide details to the Committee before confirming the works.

14. Mr TAM Ka-chun, Warren opined that the water quality of pumping station varies with seasonal changes. Odour would spread to area around On Ho District. He hoped that the Department could provide water quality monitoring report and asked if the water quality was suitable for flushing all year round.

15. Mr CHOI Nga-man quoted from a Legislative Council paper that the second phase of redevelopment of Kwai Chung Hospital could be completed by the second quarter of 2023 and the third phase would be completed by 2024. He asked the Department whether the whole system improvement works could be expedited and which road section could have the works started first. He hoped that the works could be completed before the hospital redevelopment was completed.

16. Mr TO Wing-yiu, Ellis replied as follows:

- (i) The Department would continue to review the progress of the whole improvement works and hoped that the works could commence smoothly at the end of 2020. They would also speed up the work progress to cope with the redevelopment of Kwai Chung Hospital.
- (ii) Water quality report could be provided to members after the meeting.

(Post-meeting note: The Secretariat sent the supplementary information to members through Traffic and Transport Circulation Paper no. 3/2020 on 4 May 2020)

17. Mr WONG Tin-yan put forth opinions as follows:

- (i) Illegal parking of Lai King Hill Road was serious and lanes were frequently blocked currently. The police needed to enhance enforcement during works to reduce the impact of illegal parking on road traffic.
- (ii) Many elderly lived around Cho Yiu and Lai King. If the pedestrian path needed to be narrowed or re-routed to cope with the works, the Department needed to reserve sufficient width for wheelchair access.

18. Members unanimously endorsed the captioned plan.

Bus Route Programme 2020-2021 of Kwai Tsing District

(Proposed by the Transport Department)

(TTC Paper No. 2, 2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h, 2i , 2j, 2k, 2l, 2m, 2n, 2o, 2p and 2q/D/2020)

19. Ms WONG Ling Ivy, Senior Transport Officer/Bus/NTW of TD, introduced the paper.

20. The Chairman announced that to ensure the efficient, Members who had submitted papers would be invited to speak according to the district order. Those who had not submitted papers could raise questions after the first round of enquiry.

21. Mr HUI Kei-cheung put forth opinions as follows:

- (i) He welcomed bus route no. A32 travelling via Tai Wo Hau but he opined that the bus company exploited resources from other bus routes, hence affected other bus services.
- (ii) Among the routes to the Hong Kong Island, only route 930 travelled via Tai Wo Hau yet its special routes did not travel via Tai Wo Hau and Kwai Chung Estate. He hoped that TD could consider having bus route no. 930 special services travelling via Tai Wo Hau and Kwai Chung Estate which could also be extended to Hong Kong Island East to satisfy the needs of residents of Tai Wo Hau and Kwai Chung West.

22. Mr LEUNG Kam-wai put forth opinions as follows:

- (i) He welcomed the addition of bus route no. 38P special departures in the evening. He hoped that bus route no. 38P could provide a whole-day service.
- (ii) He suggested the re-routing of bus routes which travelled between Kwai Chung Estate and Kwai Chung West to areas of Yau Ma Tei, Tsim Sha Tsui and Mongkok, such as bus routes no. 33A, 37 and 237A. Residents relied

on bus route no. 33A for interchanging to go to Kowloon East or To Kwa Wan. However, bus route no. 33A was only available at a 20-minute interval. He also suggested that bus route no. 33A should skip some congested road sections such as Sai Yee Street and Reclamation Street.

- (iii) Major changes on airport bus routes caused inconvenience to residents of Kwai Chung Estate residents and he objected against reducing buses of route no. A32 to every 30 minutes.
- (iv) Buses of routes no. A32 and NA32 were decreased in weekday evenings. He requested TD and bus companies to provide estimates and statistical figures on patronage for members' assessment.
- (v) Bus route no. 930 was sometimes run by single-deck buses during non-peak hours. He asked TD whether it had been monitoring and following up with bus companies.

23. Mr WONG Bing-kuen put forth opinions as follows:

- (i) He suggested adding a direct bus service to Kowloon City District. Currently it could be accessed by interchanging to bus route no. 33A but due to the lost trip situation and long travelling time, it took passengers much time on interchanging.
- (ii) He suggested using single-deck buses for travelling between Wonderland Villas and Kwai Fong. He once conducted on-site testing with TD and opined that it was technically feasible. He pointed out that the lane at the Peak was narrower than that of Netherland Villas but double-deck buses could still travel.

24. Miss LEUNG Ching-shan put forth opinions as follows:

- (i) She suggested bus route no. 37 travelling via Pak Ho Street, Sham Shui Po before following Nam Cheong Street to reach Lai Chi Kok Road, so as to avoid congestion. She strongly urged to have bus route no. 37 travelling via High Prosperity Terrace for its return trip. Many residents reflected that there was no bus service. If bus route no. 37 could not be arranged to travel

via High Prosperity Terrace within a short period of time, she hoped that TD could provide short-haul fare or discount on interchanging.

- (ii) She hoped that TD and KMB could consider the daily burden of the grassroots and provide fare concession or discount.
- (iii) She suggested providing more frequent trips travelling to and from Kwai Shing Circuit, including bus routes no. 37, 34 and 37M.
- (iv) She hoped for the addition of whole-day bus services to Tsim Sha Tsui and Hong Kong Island.

25. The Chairman asked Long Win Bus Company Limited (LWB) about the use of two buses that would be reduced from bus route no. E32.

26. Ms WONG Peggy, Assistant Manager (Planning & Development) of KMB gave a consolidated response as follows:

- (i) She thanked Members for their suggestions on the programme.
- (ii) The suggestion on launching the new bus service for the Wonderland Villas would continue to be reviewed. She pointed out that the current main problem lied on lack of suitable site for setting up a bus terminus, facilities for drivers to take a rest and a safe space for bus to turn around.

27. WONG Ling, Ivy gave a consolidated response as follows:

- (i) She noted Members' suggestions on regrouping bus routes no. 33A, 237A and 37 with a view to improving the bus service from Kwai Chung Southwest to Kowloon. The Department would review with bus companies regarding the change in passengers' needs and itineraries of related bus routes. Service standards would be reviewed. Any new suggestion would be submitted to Members.
- (ii) The Department would review the situation of lost trip and diverted routes of bus route no. 33A with the bus company.

- (iii) As for the view raised by Member on launching a bus service which travelled via High Prosperity Terrace, the Department would look for suitable arrangements with bus companies.
- (iv) The Department noted Member's suggestion on re-routing but route no. 37 to travel via Lai Chi Kok Road. They would consider the suggestion with bus companies.
- (v) She noted Member's views on rationalisation of airport bus services of routes no. A32 and NA32. The Department had already reviewed the change in passenger demand with bus companies when considering the proposed plan. Resources allocation would be done appropriately to cope with the changes of bus routes no. A32 and A30. For example, LWB needed to provide four more buses for day service for the proposed rationalisation of Kwai Ching airport bus services. The Department would closely look into the changes in passenger demands and discuss the service adjustments with bus companies in a timely manner.
- (vi) As for the view on launching new bus service for the Wonderland Villas, the Department needed to consider whether the related road sections were suitable for bus service and the related safety issues. The Department would review the case with related departments and bus companies.
- (vii) Regarding the views on the bus service travelling via Tai Wo Hau and whole-day service of route no. 38P, the Department would make suitable arrangements based on the change in local passenger demand.

28. Mr LAW Rayson, Senior Officer (Planning and Development) of LWB gave a consolidated response as follows:

- (i) He noted the comments on bus routes no. A30 and A32. The bus company had once reviewed the airport bus service of Kwai Chung District as a whole to provide suggestions on service quality based on customer distribution, and to formulate service quality and timetable based on passenger demand.
- (ii) LWB considered passengers demand and would put more resources on the

regrouping of airport buses. However, LWB needed to take the cost efficiency into consideration and decided the use of resources based on passenger demands. LWB would continue to work with TD and hoped to provide more services to residents.

- (iii) Regarding the patronage of route no. A32, the occupancy rate of the busiest hour was 63%. After regrouping routes no. A30 and A32, buses would be provided at a 20-minute interval, and the occupancy rate would become lower. The bus company needed to strike a balance between passenger demand and the overall use of resources, in order to review the suggested service standards of the routes.
- (iv) Bus route no. NA32 would be diverted via Tai Wo Hau and Tsing Yi Central but it would not travel via area near Kwai Fong and Kwai Hing. Patronage was expected to be similar to that of route no. A32. Even after a service adjustment, the bus company could still cope with the passenger demand.
- (v) Regarding the use of resources of route no. E32, when the patronage matched with the guidelines on service adjustment, LWB would consider adjusting service standard of route no. E32 to balance the passenger demand for routes no. A30 and A32.
- (vi) The bus company had discussed and communicated with TD and considered that passenger needs could be satisfied before launching the programme. Relevant figures were listed in the paper.
- (vii) There was no whole-day airport bus services in areas like Kwai Chung North East, Tai Wo Hau and Tsing Yi Central. The bus company hoped that more residents could benefit from the programme.

29. Mr NG Brian, Chief Planning Officer, Citybus Limited (Citybus)/ New World First Bus Services Limited (NWFB) gave a consolidated response as follows:

- (i) The bus company noted the suggestion on extending route no. 930 to Hong Kong Island East and would closely monitor passenger needs of that route. It would also review the traffic needs of residents living near Tai Wo Hau

and Kwai Chung Estate and would also actively look into it with TD.

- (ii) Regarding the use of single-deck buses for route no. 930, as the epidemic caused a significant drop in patronage of Citybus and NWFB, individual trips of some routes were run by single-deck buses. As for route no. 930, in view of passenger needs, the bus company had once deployed single-deck buses to run individual trips in the hope of avoiding a waste of resources, saving costs and maintaining current schedule. Bus deployment of that route had basically returned to normal at the moment.

30. Mr LEUNG Kam-wai opined that route no. 930 single-deck buses could still be seen on the day of meeting and the paper did not mention the estimated number of passengers as stated by LWB.

31. Ms LAU Kwai-mui put forth opinions and enquiries as follows:

- (i) She welcomed bus services between the airport and Kwai Chung North East. In the past, it was hard for residents to take a bus to the airport and New Territories East. She asked about the location of the bus terminus of route no. 43S and hoped that the number of trips could be increased.
- (ii) She urged for whole-day service of routes no. 936 and 40P.

32. Mr LEUNG Kwok-wah put forth opinions as follows:

- (i) He urged for whole-day service of bus route no. 40P. TD said that passengers could interchange for bus route no. 31M through bus routes no. 290 and 290A but for the return trip of bus route no. 31M, passengers could not get on the bus after 6:30 p.m. at Kwai Chung Plaza. It was hard to interchange buses so he urged for a whole-day service of bus route no. 40P.
- (ii) It was difficult for passengers to board on the return trips of but routes no. 35A and a 35A. Next bus was only available 25 minutes after the departure of the previous route no. 35X bus. He opined that there was a problem of bus deployment and suggested adding more evening trips for bus route no. 35A.

- (iii) He welcomed more services of route no. 43S but it was hard for residents of Tung Chi Street, Lei Muk Road, Tai Pak Tin Street and Shek Pai Street to board on the bus. He hoped that TD could review the launch of route no. 47B to divert passengers going to and from Sha Tin and Shek Lei.
- (iv) He urged for bus services between the airport and Kwai Chung North East but did not agree to use resources from other routes. He hoped that after confirming the launch of the bus service, TD could review whether there was a need to enhance services of routes no. A30 and A32.

33. Miss KWOK Fu-yung put forth opinions and enquiries as follows:

- (i) There was a large demand for residents of Kwai Chung North East to travel to Kowloon East. She hoped that the bus company could enhance the relevant bus support.
- (ii) She urged for the whole-day service of bus route no. 40P.
- (iii) She asked about the resource allocation of bus route no. 42C. The Paper showed that routes no. 42C, X42C and X42P jointly used a total of 35 buses. She welcomed more services for residents but she did not hope that new route would reduce the number of the highly popular route no. 42C's trips. She hoped that TD and the bus company could ensure the existing service quality and add more resources to provide new services.
- (iv) Bus route no. 43S had been urged for many years. She hoped that TD could guarantee conducting an assessment as soon as possible after launching the route for three months. She hoped for a regular service and pointed out that there was a great demand for residents to travel between Kwai Chung North East and New Territories East via Shing Mun Tunnel.
- (v) She asked about the service timetable of the bus service between Kwai Chung North East and Tsuen Wan. There was a consultation in 2014 about the bus service from Wo Yee Hop Road to Tsuen Wan and a re-routing of route no. 31 was suggested, so as to obviously distinguish between routes no. 31 and 235 for a better use of resources. However, there was no

updated Paper to consult Members and TD just noted Members' opinions. There was a growth of population in Kwai Chung North East and bus services were of great needs. She hoped that TD could provide a clear timetable.

34. Ms WONG Peggy gave a consolidated response as follows:

- (i) She noted the view on the whole-day service of bus route no. 40P and would continue to look into its feasibility with TD. However, the problem of insufficient space for bus terminus needed to be solved before enhancing the service of route no. 40P. The current space of Shek Wai Kok Bus Terminus was limited. The problem needed to be solved first before extending the service hours.
- (ii) The Bus Terminal of route no. 43S was located outside Shek Yam Market. There was no remaining space in bus terminuses around Kwai Chung North East. Therefore, it was proposed to locate the terminus at Shek Yam Market.
- (iii) Resources of bus route no. 42C would be appropriately allocated depending on the passenger distribution after enhancing the service of bus route no. X42C. It was currently proposed to add the buses of route no. X42C during non-peak hours. Resources of that time period was rather abundant, so the original service standard of bus route no. 42C would not be much affected.
- (iv) She understood residents' demand for route no. 43S to reach Sha Tin Centre. Bus route no. 43S catered passengers' needs to Science Park and Shek Mun at the moment. As route no. 43S travelled via Shing Mun Tunnel, passengers could make use of the bus interchange station to travel to Sha Tin, Ma On Shan and the North District. The launch of return services would depend on the patronage after launching the service, in order to consider the next phase of route development.

35. Ms WONG Ling, Ivy gave a consolidated response as follows:

- (i) The Department noted the continual rise of Kwai Ching residents' needs to

travel to Kowloon East. Therefore, this year's Bus Route Programme proposed to add one more route no. 40P trip during the morning and afternoon's peak hours respectively, and to upgrade bus route no. X42C to a whole-day service. The Department would continue to review bus service arrangements with bus companies to cope with the change in passenger needs.

- (ii) Regarding the suggestion of upgrading bus route no. 40P to a whole-day service, the Department needed to consider whether the current terminus could handle the whole-day service. The related suggestion also involved cross-district bus service arrangements. The Department would continue to review the service arrangements of bus route no. 40P with the bus company. Any new suggestions would be submitted to Members.
- (iii) The Department noted a change in passenger needs of bus route no. 936 and would continue to pay close attention to the patronage of the route. If the patronage continued to rise, the Department would review the current service arrangements with the bus company.
- (iv) The Department would follow up the problem of inadequate service of individual routes during peak hours with the bus company, such as bus routes no. 35A and 31M. Regarding bus route 35A, the Department noted the high patronage and would review the service arrangement with the bus company.
- (v) She understood residents' views on enhancing bus services travelling between Wo Yee Hop Road and Tsuen Wan. The past proposal plan on routes no. 31 and 235 could not be put into practice. The Department would continue to review the existing itineraries and passenger needs with the bus company and hence the service arrangement.
- (vi) She thanked Members for their support on route no. 43S and noted their views on route no. 47B. In view of the new development in Science Park and Shek Mun, the Department suggested launching new service for residents of Kwai Chung North East. If the relevant suggestions were put into practice, the Department would pay close attention to the change in passenger needs, and review service arrangements with the bus company in

a timely manner.

- (vii) Regarding the rationalisation of airport buses, she thanked Members' support on the proposal on bus route no. A30. The Department would consider the use of resources and the overall change in the patronage, and they would also consider other Members' views with LWB as a whole.

36. Mr LAW Rayson gave a consolidated response as follows:

- (i) He noted the suggestion on the extension of bus service between the airport and Kwai Chung North East, and would follow up with TD.
- (ii) After confirming the launch of bus routes no. A30 and A32, the bus company would review whether the service needed to be enhanced based on the actual number of passengers within a short period of time, so as to cope with the change in the passenger pattern.

37. Mr CHEUNG Kwan-kiu, Steve put forth opinions and enquiries as follows:

- (i) He welcomed that there were a number of new suggestions in the Bus Programme but those suggestions were unrelated to the area near Lai King. He hoped that TD could explain why the whole Bus Programme mentioned little about the traffic of Lai King Hill.
- (ii) Regarding the airport buses, residents of Lai King Hill could only access the airport through the interchange. The demand was great but there was no bus service.
- (iii) The current patronage of bus route no. 32H was low but it was due to the unattractive route. Many students took route no. 32H from Lai King to their school up on Kwai Chung Hill but the first bus departed later than 9:30 a.m. so they could only take the bus after school. He asked TD whether the first bus could depart earlier and suggested amalgamation or coordination of bus routes with an equally low patronage such as route no. 38A.
- (iv) Regarding bus services of the Wonderland Villas and Highland Park, he

advised that the Department could consider using single-deck short buses by making reference to the type of buses used by route no. 14S travelling to Tseung Kwan O Cemetery.

- (v) Buses of routes no. 30, 45 and 46 departed every 20-30 minutes. Residents had a great travelling demand but there was no improvement in bus services. Many residents needed to go to Hong Kong Island for work but there was no breakthrough in bus routes and no buses to Hong Kong Island East. He hoped that TD and bus companies could increase the number of bus trips in Lai King.

38. Mr Sin Chung-kai put forth opinions as follows:

- (i) He opined that it was technically feasible for short buses of 10.6 meters in length could travel via the Wonderland Villas. The terminus could be located in the one near the container terminal in Kwai Fuk Road. That location was currently not very busy. Buses could run on a circular route travelling to and from the Wonderland Villas and turning left to Cho Yiu Chuen. He hoped that TD and the bus company could run an on-site test.
- (ii) He hoped that bus route no. 936 could travel via Castle Peak Road.
- (iii) Return trips of bus route no. 30 ran every 30 minutes. He suggested increasing the frequency to every 20 minutes.
- (iv) Traffic services of Lai King Hill and Wah King Hill had been monopolized by minibus services. Competition needed to be introduced. He hoped that TD could launch uphill and downhill bus services during peak hours.

39. Ms WONG Peggy gave a consolidated response as follows:

- (i) She noted the suggestions on amalgamating bus route no. 32H and other routes.
- (ii) She noted the suggestion on route no. 936 and would consider the arrangements on the return routes and trips.

40. Ms WONG Ling, Ivy gave a consolidated response as follows:
- (i) The Department and bus companies would consider the suggestions on launching new airport bus service from area around Lai King and Kau Wah Keng and improving bus route no. 32H.
 - (ii) She noted Members' suggestion on launching new bus services which could serve the Wonderland Villas and Highland Park, such as a new bus service travelling from the Wonderland Villas to nearby MTR station during peak hours. The Department would follow up on the traffic situation and its feasibility with the bus company. Meanwhile, the Department would follow up with the minibus service contractor on its service.
 - (iii) The Department would review the arrangements of itinerary and trips for bus route no. 936.
 - (iv) The Department would follow up on the current service standards and patronage of routes no. 30, 45 and 46, so as to review whether there was a need for service adjustment.
 - (v) She noted Member's suggestion on launching the cross-harbour bus service.
41. Mr LAW Rayson replied that the suggestion on adding the bus service to area near Lai King was noted. The bus company would pay close attention to the population growth and the development of Lai King, and would look into the feasibility of such suggestion with TD when appropriate.
42. Mr CHAN Chi-wing opined that it was glad to see route no. 44M accessing Tsing Yi Station during peak hours. The statistics showed that about 70% of residents interviewed opined that bus route no. 44M should travel via Tsing Yi Station, while 60% of the interviewees opined that the terminus of route no. 44M should be changed to Tsing Yi Station and 90% of the interviewees objected to the change in route no. 249M.
43. Mr TSUI Hiu-kit put forth opinions and enquiries as follows:
- (i) KMB buses did not run according to the timetable proposed by TD at the

moment. There were always a lot of passengers waiting for buses. He opined that KMB and TD should provide an explanation and improve the situation as soon as possible.

- (ii) The Bus Programme of last year proposed the addition of return trips of routes no. 948 and 242X and increasing the frequency of route no. X42C trips. However, they had not been implemented. He asked when TD would confirm the programme.
- (iii) He could not know the actual influence on existing passengers and travelling time after the change in bus route no. 249M from the paper. He pointed out that there were many passengers waiting at the bus stop of Hong Fu House. He could hardly support the change in route no. 249M at the current stage.
- (iv) He knew that other districts objected to the conversion of route no. 41 into a whole-day express service and asked TD whether route no. 241X could be extended to a whole-day service or its frequency of trips could increase.
- (v) The patronage of bus route no. 249X was high in the morning. It was hard for residents to board at the bus stop of Cheung Ching Estate. He suggested adding special buses to Tai Wai.
- (vi) The lost trip situation of bus route no. 42A was serious and many residents hoped to add a bus stop at Kwong Cheung Street.
- (vii) He opined that KMB should not decrease the number of trips and should propose to TD and inform District Council Members. The estimated time of arrival provided by KMB's mobile app was not accurate and KMB should provide an explanation.

44. Ms LEUNG Kar-ming put forth opinions and enquiries as follows:

- (i) Many residents objected to the change in bus route no. 249M. Location of bus stop would become farther and caused inconvenience to the elderly after the change. Passengers going to and from Maritime Square would be concentrated which made the bus more crowded. Meanwhile, some

persons with disabilities said that the change in the route would affect their traffic to Tsing Yi Southwest Sports Centre and swimming pool, therefore they objected to the change in route no. 249M.

- (ii) The Bus Route Programme of last year proposed the addition of return trips of routes no. 948, X42C and 242X but they were not yet confirmed. The programme of last year was said to be confirmed at the 3rd quarter of 2019 and was not related to the epidemic. She asked TD for the reason of not implementing the plans.
- (iii) After the epidemic started, the lost-trip situation of bus routes no. 42A and 234M was serious. A lot of passengers waited for bus route no. 234M which departed every 30 minutes. She hoped that TD and KMB could improve the situation as soon as possible.

45. Miss LO Yuen-ting put forth opinions and enquiries as follows:

- (i) She hoped that route no. A30 could travel via Tsing Yi Road West so that residents of Cheung Hang Estate, Cheung Wan Estate and Mount Haven could board a bus to go to the airport or the Hong Kong-Zhuhai-Macau Bridge. She also opined that buses of other routes should not be taken but new buses should be added for providing the new service.
- (ii) She agreed with the proposed plan of bus route no. X42C but doubted whether the problem of crowded bus could be improved as the bus company only redeployed buses without actually increasing the number of buses. She asked the bus company why it did not increase the number of buses.
- (iii) Recently bus companies significantly reduced the number of trips and she asked whether TD had allowed them to do so. She hoped that TD could pay attention to the situation and said that the problem of lost trip was the most serious in route no. 42A. Residents needed to wait for 30 minutes. She considered that TD's monitoring was insufficient and TD needed to execute real actions. She advised TD to conduct an on-site inspection.
- (iv) She hoped that TD could consider more on the traffic support for residents

uphill. There was currently only one bus service to Tsuen Wan and Kwai Fong. She said that the problems of high patronage and frequently full-loaded buses were mentioned every year but the programme did not provide any solution. She hoped that TD could pay more attention.

46. Miss LEUNG Betsy, Manager (Public Affairs) of KMB gave a consolidated response as follows:

- (i) Trips were adjusted during the epidemic. Due to the class and work suspension and work-from-home arrangements of civil servants, the patronage of February dropped by 40% and so the decrease in the number of trips brought by the epidemic was more obvious in February. However, because of the work resumption of civil servants and companies in early March, KMB had increased the number of trips during peak hours at night and provided special buses.
- (ii) Staff was arranged to station in major stops to monitor the change in the passenger flow during peak hours in the morning and the evening at the moment. Trips would be adjusted flexibly when necessary to divert passengers. KMB would continue to pay attention to the change in patronage and increase the number of trips accordingly.
- (iii) If Members knew about the long waiting time at a certain timeslot, they could inform KMB. KMB would pay special attention to it. A decrease in trips was a special and temporary arrangement. Trips would resume normal when the patronage rose gradually.

47. Ms WONG Peggy gave a consolidated response as follows:

- (i) Regarding the implementation of last year's Bus Route Programme, in view of the impact of the current epidemic, passengers' travelling time and pattern would be different from usual. The bus company would continue to closely monitor the situation. When the situation became stable, the bus company would arrange to implement the service suggestions.
- (ii) KMB hoped to tidy up the routes through the diversion of bus route no. 249M. Under some passengers' suggestion on shortening the itinerary,

there was no change in resources for operation. KMB held an open attitude towards Members' views and would follow up with TD after making reference to the views of different parties.

- (iii) She noted Member's suggestion on bus route no. 44M.
- (iv) If other districts supported the suggestion on the special route no. 249X buses, KMB would re-consider the future route development after launching the service.

48. Ms WONG Ling Ivy gave a consolidated response as follows:

- (i) The Department would consider altogether the suggestions on changing the location of the terminus of bus route no. 44M to Tsing Yi Station and the extension of such arrangement to a whole-day service.
- (ii) The Department received suggestions from residents last year on reviewing the operation of route no. 249M. In view of the local development of Tsing Yi South, this year's programme proposed that route no. 249M no longer travelled via the overlapping sections of Ching Hong Road and Chung Mei Road, and extended the route to area near Tsing Yi Heung Sze Wui Road (near Tsing Yi Road) to enhance the operational efficiency. The Department noted Members' views and would consider them with bus companies.
- (iii) Regarding Member's suggestion on extending bus route no. 241X to a whole-day service, the programme had already made such proposal.
- (iv) Regarding the lost trip situation of some individual bus routes, the Department would closely follow up on the service standard of those routes and requested bus companies to provide services in accordance with the approved service details.
- (v) The Department would follow up with bus companies on the part of Bus Route Programme which was not yet put into practice so as to cope with passengers' travelling needs.

- (vi) The Bus Route Programme involved the rationalisation of airport bus services of the whole Kwai Tsing District. Bus companies might need to allocate resources of various routes because of the change in service area. Overall, the Department had already asked LWB to increase resources for service enhancement. LWB had allocated four more buses during the day and one more bus in the evening to provide services.
- (vii) She noted Member's suggestion on launching a new bus service between Tsuen Wan, Cheung Wang Estate and Cheung Hang Estate.

49. Mr LAW Rayson replied that the suggestion of having but route no. A30 travelling via Tsing Yi Road West was noted. The impact of the change in the route on passengers boarding in Kwai Chung North East, Kwai Fong and Kwai Hing needed to be looked into carefully. Currently, passengers boarding in Tsing Yi Road West could take bus routes no. E32 and E42 to the airport.

50. Mr SIN Ho-fai put forth opinions and enquiries as follows:

- (i) The lost trip problem was serious. KMB changed its route without providing a clear timetable. Residents did not know when the next bus would come and he hoped that KMB could give a reply.
- (ii) The patronage of bus route no. 41A was high. Buses were very crowded and he considered that there was a need to increase the trip frequency.
- (iii) He welcomed the suggestion on bus route no. 948E but requested a whole-day service and service provision by one single bus company. There was a problem on a bus service operated by multiple companies at the time. He hoped that TD could accept Members' suggestions.
- (iv) Bus companies and TD claimed that they had reviewed the local population and itineraries. He hoped that TD could provide information on bus route no. A32 and asked if TD estimated that passengers would use bus route no. A32 less frequently. He opined that there were significant differences between bus routes no. A32 and E32, and objected to deploying buses from route no. E32.

- (v) TD had not yet confirmed to reduce the frequency of bus route no. A32 to 30 minutes. He considered that the route should run at a 20-minute interval first and further decrease to 30 minutes upon confirmation.
- (vi) He hoped that TD could elaborate on the figures of bus route no. 249X. The route ran at a 30-minute interval at the moment. The frequency was too low.
- (vii) He proposed that bus route no. 68E travelling via Tin Shui Wai and pointed out that residents had a great demand for the route.

51. Mr TAM Ka-chun, Warren put forth opinions and enquiries as follows:

- (i) He welcomed bus route no. 948E but requested for a whole-day service. He also said that joint operation of bus companies brought about serious lost trip problem. He asked why TD chose the said operation mode and whether the agreement stated that route no. 948 must be jointly run by multiple companies.
- (ii) He suggested that bus route no. 44M should relocate its terminus to Tsing Yi Station and provide a whole-day service between Kwai Chung Estate and Tsing Yi Station. He hoped that TD could provide figures on the travelling time, and compare the current travelling time with the proposed route of Members and the impact on traffic flow. He considered that the actual figures were necessary for deciding a route.
- (iii) He objected to the redeployment of buses of route no. E32. He said that many residents needed to go to the airport for work. Reducing the number of buses and lengthening the waiting time would affect current passengers. He opined that routes no. A30 and A32 should increase the number of buses. If passengers needed to take route no. A32 instead of route no. E32, fare expenses would increase.
- (iv) Overnight bus routes no, N41X , N242 and N241 had been urging for many years but TD only noted the suggestion. He asked whether TD would re-examine routes no. N41X and N241 for improvement.

52. Miss WONG Pit-man put forth opinions as follows:
- (i) She was glad that the Bus Route Programme considered the needs of residents living in Tsing Yi Central.
 - (ii) She supported bus route no. 44M reaching Maritime Square but at the time it was only confined to peak hours. She hoped that the future patronage could reflect the need of a whole-day service of route no. 44M.
 - (iii) She suggested bus route no. A32 travelling via Tsing Yi Central, so that residents did not need to carry their luggage to Maritime Square for a bus.
 - (iv) She welcomed bus route no. 948E travelling to Hong Kong Island East but she still urged for a whole-day service of route no. 948. Moreover, many residents complained that the joint operation of the bus service led to the lost trip situation. TD and bus companies should make improvement and reflection.
 - (v) Routes no. 68E and 279X travelled from Tsing Yi to Northwest New Territories via Tai Lam Tunnel but the routes overlapped after passing Tai Lam Tunnel. She suggested that TD should look into re-routing route no. 68E to travel via Tsing Yi Road, Ching Hong Road, Tsing Yi Heung Sze Wui Road and Tsing King Road to serve more residents.
 - (vi) She hoped that TD could consider providing services of bus routes no. N241 and N41X.
53. Mr LAU Chi-kit put forth enquiries and opinions as follows:
- (i) Bus routes no. 42C, X42C and X42P shared 35 buses and he asked TD how the buses were deployed.
 - (ii) Residents agreed to have route no. 44M extending to Maritime Square but the bus frequency must be increased. They would object to the suggestion if the bus frequency did not increase to the target service standard. Many elder people living in Phase 1, Cheung On Estate took a return trip from Kwai Fong. Therefore, he requested that the route going to Cheung On Bus

Terminus first before going to Maritime Square. He also requested keeping the special route from Cheung On Bus Terminus to Kwai Hing.

- (iii) After the amalgamation of routes no. 41 and 241X, only route no. 44 travelled to and from Tsing Yi Central and Tsing Yi North. He asked TD whether route no. 44 could cope with passengers boarding in Cheung Sha Wan, Sham Shui Po and Mei Foo. At the time, buses of route no. 44 were always full-loaded and route no. 41 served the function of diverting passengers.
- (iv) He could not accept reducing the bus frequency of route no. E32, forcing residents to take route no. A32 which was more expensive.
- (v) He hoped that TD could try its best to improve the lost trip problem of route no. 948 brought by the joint operation and requested for a whole-day service. He also proposed to TD to increase the frequency of return trips of routes no. 948X and 948P. It took 30 minutes to travel from Cheung Ching Estate to Cheung On Bus Terminus.

54. Miss LEUNG Betsy replied that the view on the design of the bus route map was noted. Previous design would be adapted again in the coming months. She suggested passengers using the mobile apps function to obtain the estimated time of arrival and KMB was working to enhance the accuracy of the function at the moment.

55. Ms WONG Peggy gave a consolidated response as follows:

- (i) She noted the suggestion of changing the terminus to Maritime Square and providing a whole-day service of route no. 44M. If route no. 44M travelled to Cheung On Bus Terminus, the capacity of the terminus and the impact on travelling time needed to be considered.
- (ii) She noted the view on avoiding bus routes no. 68E and 279X to have overlapping routes and would review the related services.
- (iii) The itinerary of route no. N41X was rather direct and could not replace the service area of route no. N241. Regarding lowering the patronage of those routes, she would continue to review the case and make considerations.

- (iv) There was a higher patronage of route no. 41A towards Tsing Yi after 9 p.m., trips would be increased accordingly if resources were available and the bus arrangement would be made in accordance with the situation.
- (v) The patronage of route no. 249X in the morning peak hour in early March was about 70%. She understood that the patronage of the individual trip of route no. 249X was higher and would pay attention to it.
- (vi) She noted the suggestion on the diversion of route no. 68E and travelling via Tin Shui Wai.
- (vii) She noted the impact of the change in route no. 44M on residents and would review the impact on bus resources, picking up and setting down of passengers if buses were set to go to Cheung On Bus Terminus and relocate the terminus to Maritime Square.

56. Ms WONG Ling, Ivy gave a consolidated response as follows:

- (i) Route no. 948 was currently co-run by NWFB and KMB. Regarding whether to enhance the service standard, the Department needed to review various factors such as the future development, population growth and change in passenger needs before deciding whether to adjust service. The same applied to routes run by multiple or single company. As regards Member's suggestion on upgrading route no. 948 to a whole-day service, the Department and the bus company would pay close attention to the change in passenger needs and timely consider a gradual improvement. As for service standard of route no. 948E, the Department would pay close attention to the change in passenger needs travelling to Hong Kong Island East after launching the service. The department would then consider whether there was a need for service adjustment.
- (ii) Regarding the travelling route of bus route no. 44M, the Department had considered the operational efficiency of the route and residents' needs of travelling between Fung Shue Wo Road and Tsing Yi Station. It was proposed to implement the plan at the current stage and then to review the relevant service needs and resources arrangements. According to the

proposal plan, the overall travelling time of route no. 44M would increase by about 2-3 minutes. Regarding the itinerary plan suggested by Members, the Department would review the travelling time and terminus arrangement with the bus company, and would provide the supplementary information to Members after the meeting.

- (iii) Regarding the service adjustment of route no. E32, the estimated launch time would be one quarter later than that of routes no. A30 and A32. The Department would closely monitor the operation of the routes no. A30 and A32 after the launch. When confirming the suggestion, the Department would evaluate whether the patronage of route no. E32 matched with the standard for a service adjustment, such as making reference to the related investigation results. The department also welcomed Members to provide the related data.
- (iv) Regarding the overnight bus services, the Department understood Members' request of reviewing the travelling routes and service hours of routes no. N241 and N41X. They would follow up the issues with the bus company.
- (v) Regarding the service adjustment of routes no. 68A and 68E, the Department would follow up the suggestion with the bus company.
- (vi) The Department understood that passengers would take other routes, such as routes no. 44 and 42A, after the amalgamation of routes no. 41X and 241, and reminded the bus company to review the service standards accordingly.

57. Mr LAW Rayson replied that the suggestions on the frequency of routes no. A32 and E32 were noted. During the discussion with TD, factors like route network, frequency and bus usage had already been reviewed. There was a net increase in overall resources. Overall number of trips would be more than the current number. Arrangements on route no. E32 depended on the situation of routes no. A32 and A30 after the implementation of new measures and the change in the travel pattern of passengers. Route no. E32 trips and buses would be adjusted based on the existing guidelines and the actual patronage.

58. Mr HON Chun-yin put forth opinions and enquiries as follows:

- (i) There were a number of new developments around Tsing Yi South. Many bus routes were already fully loaded when reaching the bus stop of Ching Tao House. It was hard for residents to board a bus and such problem had lasted for a long time. The situation was worse in the morning. He hoped that TD could have a comprehensive plan to improve such problem as soon as possible.
- (ii) He welcomed a whole-day service of route no. X42C.
- (iii) He received residents' complaints on the adjustment of route no. 249M. The new suggestion caused a huge impact on them. Minibus services in Tsing Yi like routes no. 88D and 88F were poor in quality. Bus route no. 249M could compensate the inadequacy of minibus services. He suggested route no. 249M running on a circular route and hoped that TD and bus companies could look into the suggestion.
- (iv) Population around Tsing Yi South grew rapidly and he requested an increase in the frequency of route no. 249X to cope with the needs.
- (v) He suggested route no. N241 adding a bus stop at Kwai Chung Plaza which would greatly help the residents.
- (vi) He asked why the suggestions on routes no. 242X and 948 of last year were not yet put into practice.

59. Mr KWOK Tsz-kin put forth opinions and enquiries as follows:

- (i) He welcomed that TD added bus stops in areas around Rambler Crest and Ching Tao House. The route design needed a further discussion and hoped that TD could provide figures on the patronage and arrange trial trip in the future.
- (ii) Service hours of route no. 948 had not yet been extended and residents complained that they could not board a bus at the bus stop of Ching Tao House during the morning peak hours. The situation had not been improved.

- (iii) Cheung Wang Estate and Cheung Hang Estate had a large population. He hoped to add the special route no. 42M service to and from Tsuen Wan without travelling via Cheung On Estate.
- (iv) The patronage of route no. 42A was high. Residents reflected that it was hard to board a bus at the bus stop of Ching Tao House. He hoped that KMB and TD could face up to residents' travel needs.
- (v) He asked whether bus companies and TD would provide figures on the patronage of controversial bus services, such as route no. 249M, and whether they would invite Members for an on-site test.

60. Mr CHEUNG Man-lung put forth opinions as follows:

- (i) He welcomed bus route no. 948E but the survey found that the working time of residents going to Hong Kong Island East was different from TD's expectation. The current departure time was 7:30 a.m. but a lot of residents started working at 10 a.m. A bus departing at 8 a.m. would be more helpful. Therefore, he hoped that TD and bus company could make suitable adjustments based on the actual patronage and demand after launching the service.
- (ii) Regarding the amalgamation of routes no. 41 and 241X, TD currently made reference to the itinerary of route no. 41A, i.e. from West Kowloon Corridor to the busy area of Mong Kok but the traffic was very congested in Mong Kok which hindered route no. 41A's trip. He proposed following the itinerary of route no. 41X to make the trips more stable.
- (iii) He hoped that TD and MTR Corporation Limited could provide more figures on route no. 241X, including the passenger count from Tsing Yi Station to Olympic Station. He opined that such figures had a great referential value. As apart from the residential units and offices, many students studied in the higher education institution in Hoi Wang Road, the route adjustment might affect them. The impact should be further discussed.

- (iv) The statistics showed that about 60-70 passengers waited for route no. 44M at Cheung On Bus Terminus. Buses usually stopped for 1-2 minutes. Relocating the terminus to roadside might cause traffic congestion. He hoped that bus companies and TD could pay close attention.

61. Mr WONG Chun-tat put forth opinions and enquiries as follows:

- (i) He suggested adding a terminus at Tsing Yi Station and providing a whole-day service for route no. 44M, and hoped that TD could provide concrete figures on the travelling time and the patronage.
- (ii) He suggested adding the direct bus service between Tsing Yi and Tseung Kwan O but TD said that the interchange discount was already provided. He hoped that TD provided figures on the patronage of buses heading to Tseung Kwan O with the interchange discount and on the patronage of routes no. 290 and 290A buses which departed from Tsuen Wan. He also asked whether launching a direct bus service between Tsing Yi and Tseung Kwan O could make a profit. He would like to persuade residents with the actual figures and pointed out that residents took a bus for point-to-point service. Interchanging buses would hinder them from taking the service.
- (iii) New housing developments continued to be completed in Tsing Yi and the population would rise accordingly. He asked TD whether route no. 249M would be re-planned or new route would be launched.
- (iv) He hoped that TD could provide a written reply on the patronage figures on routes no. 290 and 290A for comparison and reference.

62. Ms WONG Peggy gave a consolidated response as follows:

- (i) The suggestion of adding a bus stop for route no. N241 at Kwai Chung Plaza involved a change in route. She would study if it was feasible.
- (ii) She noted Member's suggestion on making route no. 241X to travel via Hoi Wang Road and would look into the passengers needs for such change in route.

- (iii) She would conduct an internal test regarding Members' views. It would be more appropriate to invite Members when there were concrete suggestions.
- (iv) She understood the number of passengers boarding and getting off route no. 44M at Cheung On Bus Terminus was very high. She would consider the location of terminus and the travelling time in details.

63. Ms WONG Ling, Ivy gave a consolidated response as follows:

- (i) She noted Member's view on routes no. 249M and 44M. As the relocation of terminus of route no. 44M would cause a greater impact on the existing passengers, the Department needed to look into the impact on the travelling time with the bus company carefully.
- (ii) She noted Member's view on the high patronage of route no. 42A and would look into the possibility of increasing the service at certain time periods to divert passengers with the bus company.
- (iii) She would look into the feasibility of increasing the bus frequency of route no. 249X and the itinerary arrangement of route no. 42M.
- (iv) As for the service hours of route no. 948E, she would make reference to Members' views and other services to Hong Kong Island East. She would also look into those views with the bus companies.
- (v) She noted Member's view on revising itineraries of routes no. 41 and 241X. The current proposal was following the itinerary of route no. 41. The itineraries after Argyle Street and return trips remained unchanged. She believed that the arrangement would cause less influence on passengers boarding in Ho Man Tin and Oi Man Estate.
- (vi) She noted Member's view on launching Tseung Kwan O routes. According to the information provided by bus companies, current patronage to Tseung Kwan O was relatively low. The Department would continue to pay attention to passenger needs with bus companies and consider the whole community planning and transport network.

(vii) The Department would review the bus service arrangement for the area around Tsing Yi South with bus companies.

64. Mr CHOW Wai-hung, Rayman put forth opinions as follows:

(i) He opined that KMB and TD did not listen to Members' views and just noted the suggestions.

(ii) He had been proposing the interchange programme of route no. 37 for many years but TD had never considered and gave suggestions. He urged TD to submit a concrete re-routing and interchange programme in the next meeting for Members' discussion.

65. Mr NG Kim-sing put forth opinions as follows:

(i) Many residents worked at the airport and they would like to have a regular overnight airport bus service.

(ii) He objected to the change in route no. 37 and hoped TD would listen to Members' comments.

66. Mr TONG Ho-man put forth opinions as follows:

(i) Many residents took bus route no. 37 to the area near Golden Computer Arcade and Precious Blood Hospital. A change in the bus route would bring inconvenience to them.

(ii) He hoped to add a bus service from Kwai Fong to Chai Wan.

(iii) There was no bus service to the area around Hung Hom and Tsim Sha Tsui at the time. He hoped that bus companies could consider providing such services.

67. Ms WONG Peggy replied that Members' views were noted and she would discuss and consider them with TD.

68. Ms WONG Ling, Ivy thanked Members for their views and new suggestions and

replied that they would consider the views with bus companies.

69. Mr LAW Rayson replied that the suggestion on the overnight airport bus service was noted. The bus company would pay attention to the needs of passengers at nighttime and consider the feasibility of the suggestion.

70. Mr NG Brian replied that the suggestion on launching a bus service from Tai Wo Hau and Kwai Fong to Hong Kong Island East was noted. The bus company would pay close attention to the passenger needs and timely review and investigate with TD.

71. The Chairman asked TD about the date of commencing routes no. A30 and A32 and the estimated starting date of decreasing route no. E32's trips.

72. Ms WONG Ling, Ivy replied that it was estimated that the proposal on routes no. A30 and A32 would be implemented in the fourth quarter of 2020. Regarding the suggestion of service adjustment of route no. E32 in the first quarter of 2021, the patronage change of route no. E32 would be reviewed after the launch of routes no. A30 and A32.

73. The Chairman received the following extempore motion:

Extempore motion: "The Traffic & Transport Committee of Kwai Tsing District Council objected to decreasing the frequency of bus routes no. A32 and NA32, and requested to maintain the existing frequency."

(Proposed by Mr LEUNG Kam-wai; seconded by Mr HUI Kei-cheung and Mr WONG Bing-kuen)

74. The Chairman announced to decide whether to accept the extempore motion by voting. The Committee unanimously accepted the extempore motion.

75. The Chairman announced to decide whether to endorse the extempore motion by voting. The Committee unanimously endorsed the extempore motion.

76. The Chairman received the following extempore motion:

Extempore motion: "Ever since the outbreak of coronavirus, franchised bus companies had significantly decreased the bus frequency. Some of them were not

approved by TD. After several rounds of reflection of public views and complaints, services of the routes with serious lost trip situation had not been improved. Passenger needs were ignored. Even when residents went back to workplace gradually and the patronage rises again, there was no service improvement.

Decreasing the bus frequency by franchised bus companies brought a chain reaction. Not only the number of waiting passengers increased, buses also became more crowded during the peak hours which increased the risk of spreading diseases. Moreover, bus companies already had an advantage in operation with franchise in hand, as well as the social responsibility of the bus service in nature, decreasing the bus frequency and significantly cutting down bus services using the excuse of profit loss would unavoidably create a public image of "cherry-picking". Meanwhile, other driving industries like school buses and coaches could not operate. Therefore, we boldly made the following suggestion:

We request TD to fully utilise idle coaches in providing temporary bus service, so as to compensate the inadequacy of franchised bus services. It does not only provide job opportunities for drivers during the epidemic, but also help the public smoothly travel and no longer suffer from the long waiting time."

(Proposed by Mr KWOK Tsz-kin, Mr CHEUNG Man-lung, Mr CHOI Nga-man and Mr WONG Tin-yan; seconded by Mr HON Chun-yin and Mr SIN Ho-fai)

77. The Chairman announced to decide whether to accept the extempore motion by voting. The Committee unanimously accepted the extempore motion.

78. The Chairman announced to decide whether to endorse the extempore motion by voting. Among the Members who casted votes, 21 voted for the extempore motion, 0 of them voted against the extempore motion and 1 of them casted abstention vote and. The Committee endorsed the extempore motion.

Any Other Business

79. Mr Warren TAM Ka-chun said that he would raise the issue of recent decrease in the bus frequency by bus companies in the next meeting. TD's representatives of other districts admitted that some of the reduced trips were not yet approved by TD which represented a violation against the operational requirement on franchised buses as stipulated by law. He hoped that the Committee could discuss the case and requested TD

to reply in the next meeting on whether it had been informed of the cases of the decrease in bus frequency and the punishment on bus companies.

80. Ms LEUNG Betsy replied that KMB had increased number of trips during peak hours and bus frequency would gradually return to normal depending on passenger needs. Currently, there was still class suspension and some residents were still working from home. The patronage had not yet resumed. The bus company was closely monitoring the patronage change and would make adjustment accordingly.

81. Mr SIN Ho-fai requested TD to provide the bus service details of the routes which had and had not resumed services in the next meeting.

82. Mr LEUNG Kam-wai pointed out that the Transport and Housing Bureau requested that the patronage shall not over 70%. However, the patronage of bus routes serving Kwai Tsing District was over 70% during peak hours. He hoped that bus companies could submit a paper to explain the service details of increasing bus trips as requested by THB.

83. The Chairman suggested that Members could raise an agenda item for further discussion in the next meeting.

Date of Next Meeting

84. The next meeting was scheduled to be held on 28 April 2020.

Kwai Tsing District Council Secretariat
May 2020