

(Translation)

**Minutes of the 3rd Meeting of the
Traffic and Transport Committee (2021) of
Kwai Tsing District Council**

Date: 17 June 2021

Time: 10:00 a.m. – 4:23 p.m.

Venue: K&T DO Conference Room

<u>Attendee</u>	<u>Time of Arrival</u>	<u>Time of Departure</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 CHEUNG Man-lung	10:04 a.m.	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	10:09 a.m.	End of Meeting
Miss KWOK Fu-yung	10:37 a.m.	1:00 p.m.
Mr KWOK Tsz-kin	11:14 a.m.	End of Meeting
Mr LAU Chi-kit	Start of Meeting	End of Meeting
Ms LAU Kwai-mui	Start of Meeting	1:00 p.m.
Miss LEUNG Ching-shan	10:37 a.m.	End of Meeting
Mr LEUNG Kam-wai	Start of Meeting	End of Meeting
Ms LEUNG Kar-ming	10:05 a.m.	1:00 p.m.
Mr LEUNG Kwok-wah	Start of Meeting	1:00 p.m.
Mr LEUNG Wing-kuen	10:31 a.m.	1:00 p.m.
Miss LO Yuen-ting	Start of Meeting	1:00 p.m.
Mr NG Kim-sing	10:16 a.m.	End of Meeting
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	10:23 a.m.	1:00 p.m.
Mr TSUI Hiu-kit	Start of Meeting	1:00 p.m.
Mr WONG Bing-kuen	10:29 a.m.	1:00 p.m.
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 TSE Mang-hin	Senior Engineer/ New Territories 3, Highways Department
Mr CHAN Wai-hung	Engineer/ New Territories 3-2, Highways Department
Mr YIU Chiu-chung	Senior Engineer 2/ Universal Accessibility, Highways Department
Mr CHANG Yan-fung, David	Engineer 6/ Universal Accessibility, Highways

Ms. LUK Wing-chi, Sabrina	Department Public Relations Officer/ Universal Accessibility, Highways Department
Mr NG Kin-hon	Engineer/ Pedestrian Hillside Link 4-2, Highways Department
Ms NG Wai-ki	District Engineer/ Kwai Chung and Tsing Yi (West), Highways 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 LI Hok-lai, Matthew	Engineer/ District Facilities, Transport Department
Ms KWAN Tak-ye, Florence	Engineer/ Tsing Yi, Transport Department
Mr LO Chun-hin	Engineer/ Kwai Chung, Transport Department
Mr CHEUK Chak-wai, Peter	Engineer/ New Vehicle Technologies 1, Transport Department
Mr WONG Ping-tong	Chief Motor Vehicle Examiner/ Transport Department
Mr KWAN Yu-hang, Jason	Engineer/ 24 (West), Civil Engineering and Development Department
Mr TSANG Yiu-tim	Traffic General Manager (Kwai Tsing District), Hong Kong Police Force
Mr SHING Wai-ho	Operation Officer (Kwai Tsing District), Hong Kong Police Force
Mr LEUNG Wan-cheong	Manager (Bus Service), The Kowloon Motor Bus Company (1933) Limited
Ms WONG Peggy	Assistant Manager (Planning & Development), The Kowloon Motor Bus Company (1933) Limited
Ms CHUNG Pui-yi, Penny	Public Affairs Assistant Manager/ New World First Bus Services Limited, Citybus Limited
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited
Mr CHAN Ho-kong	Director, Mannings (Asia) Consultants Limited
Mr LAM Chun-kwok, Sam	Resident Engineer, Mannings (Asia) Consultants Limited
Miss YIM Yik-huen, Bonnie	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Miss SIU Wai-man, Eunice (Secretary)	Executive Officer (District Council) 1, Kwai Tsing District Office

Absent with Apologies

Mr CHAN Chi-wing	With prior notice
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Opening Remarks

The Chairman welcomed Members, representatives of government departments and organisations to the 3rd meeting of the Traffic and Transport Committee (“TTC”) (2021) of Kwai Tsing District Council (“K&T DC”).

2. Members endorsed the leave application of Mr CHAN Chi-wing unanimously.

Confirmation of Minutes of the 1st Special Meeting (2021) held on 25 March 2021

Confirmation of Minutes of the 2nd Meeting (2021) held on 15 April 2021

3. Mr CHOW Wai-hung, Rayman moved a motion to confirm the minutes. The motion was seconded by Mr LEUNG Kwok-wah. Members endorsed the above two minutes unanimously.

Introduction/ Consultation Paper

Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road, Kwai Chung - Preliminary Design Consultation

(Proposed by the Highways Department)

(TTC Paper No. 34/D/2021)

4. Mr TSE Mang-hin, Senior Engineer/ New Territories 3, Highways Department (“HyD”) and Mr CHAN Ho-kong, Director, Mannings (Asia) Consultants Limited introduced the paper.
5. Mr LAU Chi-kit put forth opinions and enquiries as follows:
 - (i) He agreed to the proposal mentioned above. He pointed out that the staircase from Lai King Hill Road to the Sports Centre was very lengthy.
 - (ii) He asked if the transparent partition was only installed on the side of the bridge facing Yuet Lai Court. What measures the Department would take to protect the privacy of the side facing the Sports Centre.
 - (iii) He pointed out that the planned lift tower was connected to the Lai King Hill Road flyover, and asked whether it would be connected to the ground.
 - (iv) As part of the lot currently involved private land rights, he asked HyD

what procedures it had adopted to allow government works to be built on that part of the lot.

6. Mr LEUNG Kam-wai put forth enquiries as follows:

- (i) He enquired about the project timetable and when the Department expected to commence the lift and pedestrian walkway system.
- (ii) Regarding the design of the lift, he asked how many people could be accommodated in the two lifts and the speed of the lifts. In addition, he asked whether the lift tower would be equipped with stairs so when the lift system failed, people could use the stairs instead.

7. Mr WONG Tin-yan put forth opinions and enquiries as follows:

- (i) He pointed out that public opinions in the district hoped to complete the lift system as soon as possible.
- (ii) He asked about the construction period and project timetable.

8. Mr CHOI Nga-man put forth opinions and enquiries as follows:

- (i) He pointed out that the footpath connecting the lift tower to the ground was relatively narrow, and asked if the footpath would be broadened.
- (ii) He pointed out that there were fences near the curb, and it was believed that the fence would be demolished during the construction period. He asked if the workers would rebuild the fences when the construction process was completed. He was worried that if there was no fence, residents would cross the road illegally, and that location was close to the entrance of a parking lot, which was quite dangerous.

9. Mr TSE Mang-hin responded as follows:

- (i) For the project timetable, if the captioned project was supported by the Committee, it would be gazetted by the end of the year at the earliest. HyD would gazette under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). For any objections raised by the public to the project, the Department should solve the related problems, according to the law, and the time period for the construction work would possibly be

extended.

- (ii) The captioned plan was preliminarily designed at that stage. If the plan was supported by the Committee, the consultation company needed time to work on the detailed design. The whole advance work required approximately 1 to 2 years to complete.
- (iii) When the plan was approved by the Legislative Council, the Department would commence the construction as soon as possible. If the construction progressed smoothly, it should be able to finish in 3 to 4 years.

10. Mr CHAN Ho-kong responded as follows:

- (i) As for the design of the bridge, the level of the pedestrians on the footbridge was close to that of the platform floor of Yuet Lai Court nearby. Although pedestrians should not be able to look directly inside the flats normally, we would consider placing non-transparent light shields at areas which might arise privacy issues to ensure privacy in the detailed design. As the Sports Centre was surrounded by trees, pedestrians should not be able to look directly inside the Stadium normally. However, we would consider placing non-transparent light shields at areas which may arise privacy issues to ensure the privacy of the public in the detailed design.
- (ii) The lift tower had a total of 3 entrances and exits for connecting the bridge area to Lai Cho Road, the existing pedestrian footbridge (Structure No. NF113) and the pedestrian walkway at the Lai King Hill Road. Publics could access the lift from the 3 areas mentioned above.
- (iii) As regards land resumption, the project would carry out land resumption procedures in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370).
- (iv) According to the preliminary pedestrian flow estimation, it was proposed to install two lifts each capable of accommodating about 21 people. The consulting company would conduct an in-depth survey at the detailed design stage.
- (v) Yuet Lai Court offered a 24-hour stairway connecting Lai King Hill Road

with Lai Cho Road at the time. For that reason, the subject plan would not incorporate an additional stairway. According to the preliminary pedestrian flow estimation, it was proposed to install two lifts, which were believed could handle the flow of people during the works systems installation, and in the event of a breakdown or repair there would still be one lift available to the public. In addition, the lift tower constructed would incorporate a refuge platform for emergencies.

- (vi) During the construction of the elevator tower, it would be necessary to cut into the slopes on Lai King Hill Road and Lai Cho Road, at which time the contractor would implement temporary traffic control measures and install temporary signage at appropriate locations in order to guide motorists. At the detailed design stage, the consultation company would also consider erecting anti-collision barriers at the corresponding locations.

11. Mr LAU Chi-kit asked HyD about the scope of land resumption under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). He was concerned that HyD should only resume the land relating to the location of the bridge. If the works led to the nearby slopes having to be repaired, the estate would have to bear expensive repair costs.

12. Mr LEUNG Kam-wai put forth enquiries as follows:

- (i) He asked about the construction period.
- (ii) He hoped HyD could forward the briefing on the subject proposal after the meeting for Members' reference.

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

- (i) He supported the subject proposal.
- (ii) He reminded HyD to add some terms when inviting tenders. If contractors had financial difficulties or had obstacles in handling their financial difficulties, the government could reject contractors to continue conducting the works project. He hoped the government to strengthen the inspection of works project to avoid the recurrence of the situation of Hillside System between Kwai Shing Circuit and Hing Shing Road.

14. Mr TSE Mang-hin responded as follows:

- (i) Most of the construction period of Hillside System was 3 years, the construction period of the subject works project was expected to be 3-4 years.
- (ii) The briefing on the subject proposal would be forwarded to Members for reference after the meeting.
- (iii) HyD would consider Members' opinions regarding tender invitation when inviting tenders.

15. Mr CHAN Ho-kong responded that regarding the issues of land resumption and slopes, according to the preliminary design, the estimated area for land resumption would be around 400 to 500 square meters currently. In the detailed design, the consultant company would calculate the scope of the slope affected by the works project in terms of Mechanics. The relevant area would be endorsed by the relevant department to avoid complication of maintenance responsibility of the slope after the completion of subject proposal.

16. Members endorsed the subject proposal unanimously.

(Post-meeting note: The Secretariat had forwarded the briefing on the subject proposal to the Committee for reference on 21 June 2021.)

“Universal Accessibility Programme” - Lift Retrofitting Proposal for the Footbridge across Lai King Hill Road near Yin Lai Court (Structure No. NF113)

(Proposed by the Highways Department)

(TTC Paper No. 35/D/2021)

(Note of Secretariat: HyD had cancelled the submission of Paper No. 35/D/2021.)

Discussion Items

Matters Relating to the Lift on Lai King Hill Road (Structure No. NF113) under the Universal Accessibility Programme

(Proposed by Mr WONG Tin-yan and Mr CHOI Nga-man)

(TTC Paper No. 36 & 36a/D/2021)

17. Mr WONG Tin-yan introduced the paper.

18. Mr YIU Chiu-chung, Senior Engineer 2/ Universal Accessibility, HyD and Mr CHANG Yan-fung, David, Engineer 6/ Universal Accessibility, HyD introduced the response paper.

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

- (i) In response to a couple of options suggested by HyD, he viewed that all the options were not able to dispel the worries or objections of residents. If the lift was reluctantly constructed, it might bring adverse effects to the surrounding communities.
- (ii) He pointed out the current facilities for pedestrian crossings were able to replace the option of constructing a lift.
- (iii) He suggested adopting plan D and gave up the plan of constructing a lift.

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

- (i) He pointed out that the residents used mainly the footbridge (Structure No. NF113) to go to Yuet Lai Court and the Sports Centre and some residents living in Cho Yiu Chuen would also use that bridge. Traffic lights were constructed at approximately 100m in front of the footbridge (Structure No. NF113), right opposite to the A1 exit of Lai King MTR Station. Three escalators were constructed near to the A1 exit inside the MTR station, which suggested that there was a huge people flow at the A1 exit of Lai King MTR Station. He viewed that the use of the footbridge (Structure No. NF113) by the residents would be reduced after the lift on Lai King Hill Road to Lai Cho Road was constructed.
- (ii) He pointed out that Members had listed a couple of issues based on the captioned lift construction plan in the past TTC Meetings, and yet all the proposed solutions by HyD could not solve those problems. Besides, the estimated cost of the lift of the footbridge (Structure No. NF113) in 2016 was over 44 million. If the lift was to be constructed currently, the cost estimated might be even higher.
- (iii) He pointed out that when the lift on Lai King Hill Road to Lai Cho Road was constructed, it met most of the residents' need. He doubted the need of constructing the lift at the footbridge (Structure No. NF113).

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

- (i) He pointed out that the current plan of HyD would narrow down the pavement of Lai King Hill Road, leading to inconvenience to residents.
- (ii) He regarded that it was a waste of resources and nuisance to the public if the lift at the footbridge (Structure No. NF113) was to be built.
- (iii) He regarded that if there was a plan to have a lift between Lai King Hill Road and Lai Cho Road, there would not be any need to have the lift at the footbridge (Structure No. NF113).
- (iv) He expressed opposition to build a lift at the footbridge (Structure No. NF113).

22. Mr CHOI Nga-man put forth opinions as follows:

- (i) He regarded that the plans proposed by the consultation company were unable to resolve problems encountered by the residents. For example, plan A and plan B required the demolition of the existing ramps, bringing negative impacts to the status quo. There would be comparatively great difficulties for plan C, as the position of the lift was quite narrow while there were pipelines underground.
- (ii) He regarded the lift and pedestrian walkway system between Lai King Hill Road and Lai Cho Road were more important.
- (iii) He pointed out that residents regarded the lift at the footbridge (Structure No. NF113) might not have a high actual rate of usage. In order to avoid wasting resources, it was recommended to put aside the construction of that lift.

23. Mr YIU Chiu-chung responded as follows:

- (i) Since the footbridge (Structure No. NF113) was near Yin Lai Court, and the lift tower was higher than the footbridge, lift construction plans A, B and C could not resolve the issue of the lift blocking the view of residents of Yin Lai Court, while there would be an inevitable impact on pedestrian flow and vehicle traffic during the construction period.

- (ii) Since the District Council (“DC”) demanded HyD to research on the abovementioned works project in 2017 in order to build a lift at the footbridge (Structure No. NF113), the Department hoped the DC to decide on whether there was still a need to build a lift at the footbridge (Structure No. NF113).

24. The Chairman stated that an extempore motion had been received as follows:

Extempore Motion: Kwai Tsing District Council Requested HyD to Withdraw Suggestion to the Retrofitting of Lift across Lai King Hill Road near Footbridge of Yin Lai Court (Structure No. NF113) Under the Universal Accessibility Programme.

(Proposed by Mr WONG Tin-yan and seconded by Mr LEUNG Kam-wai)

25. Mr WONG Tin-yan introduced the relevant extempore motion.

26. The Chairman announced that a vote would be taken on the acceptance of the extempore motion, and the Committee unanimously accepted the extempore motion.

27. The Chairman announced to vote for whether to endorse the extempore motion. The voting result was as follows:

For: 17 votes

Against: 0 vote

Abstain: 5 votes

28. The Committee endorsed the extempore motion.

(Post-meeting note: The Secretariat had circulated the reply from HyD through TTC Circulation Paper No. 54/2021 on 30 June 2021.)

The Progress of Lift Retrofitting under the Special Scheme of the Universal Accessibility Programme

(Proposed by Mr HUI Kei-cheung)

(TTC Paper No. 37, 37a/D/2021)

29. Mr HUI Kei-cheung introduced the paper and put forth enquiries with regards to

Structure No. TWH01 as follows:

- (i) He pointed out that the programme was endorsed in April by Estate Advisory Committee. Since Tai Wo Hau Estate was an estate with co-management, the Housing Department (“HD”) had not replied in late April since the Department was worried about the future cleaning and management problem of the works programme. He enquired how would HyD handle that.
- (ii) Regarding the Deed of Mutual Covenant (“DMC”), he enquired if HyD could contract for the future cleaning of the works programme. Since HyD had indicated that the Department would arrange cleaning company to handle the higher positions of the lift tower, while the basic facilities would be handled by the cleaning contractor from HD. He believed such way would lead to duplication of work procedure and waste of resources.

30. Mr LEUNG Kwok-wah put forth enquiries with regards to Structure No. SL16 as follows:

- (i) He pointed out that the Estate Management Advisory Committee of Shek Lei (1) Estate had endorsed the programme and residents hoped the construction proposal to be implemented as soon as possible.
- (ii) Regarding the DMC, since there were different stakeholders, he worried that it would hinder the lift construction proposal.
- (iii) He enquired HyD which department was responsible for the cleaning and management of the lifts on the roadside.

31. Mr YIU Chiu-chung gave responses as follows:

- (i) He reiterated that since HyD was permitted to further construct lifts in housing estates under the “Special Scheme” of the “Universal Accessibility Programme”, all lifts should be considered as a part of the housing estate. While he understood that daily cleaning of the lifts could be a burden to the estate, but the “Special Scheme” was co-implemented by all 18 districts, and hence needed to be handled in accordance with the policy all together. A special handling plan was therefore unable to be offered to the Kwai Tsing District. HyD

proposed that the daily cleaning would be the responsibility of the housing estate, while the maintenance of the lifts or the cleaning of the higher positions of the lift towers would be the responsibility of the Department. Duties of cleaning and management of the lifts by which parties were to be listed on the easement contract drafted together with the DMC manager of the estate in detail afterwards.

- (ii) If the DMC manager of the estate supported the project, HyD would study the ways for improvement when designing with details.
- (iii) HyD also hoped for a reply from the DMC manager of the estate, in order to implement the construction plan as soon as possible.

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

- (i) As Tai Wo Hau Estate was co-managed in nature, and Gaw Capital Partners was responsible for 6% of the management of its shopping centre, the Company had raised concerns over the cost of cleaning work and insurance in the future.
- (ii) He enquired whether HyD had offered a due date for HD to respond, and if the Department would resolve the doubts of different stakeholders through mediation.

33. Mr YIU Chiu-chung responded as follows:

- (i) Although HyD had stated the deadline for a response on the letter, the Department was still waiting for a positive reply from the DMC manager of the estate. After HyD received a reply, it would start the next phase of work.
- (ii) Some housing estates in other districts had agreed to take up the responsibility of daily cleaning after negotiation.

34. Mr HUI Kei-cheung enquired whether HyD would report the proposal progress to the Committee in every half year, since residents hoped the plan to be implemented as early as possible.

35. Mr YIU Chiu-chung replied that the Department could report the proposal progress to the Committee on a regular basis.

36. Mr LEUNG Kwok-wah put forth enquiries as follows:

- (i) The actual deadline of the consultation.
- (ii) Timetable of the next stage.
- (iii) How to convince property owners of the private shopping centres to take up the responsibility of daily cleaning work.

37. Mr YIU Chiu-chung responded that HyD would consider the progress of the whole proposal and demand the DMC manager of the estate to give a final reply at a suitable time.

38. Mr HUI Kei-cheung pointed out that the reason why the progress proposal was slowed down might be due to the concerns of property owners of the shopping centres. He hoped Kwai Tsing District Office (K&TDO), HD and HyD could negotiate.

39. Miss YIM Yik-huen, Bonnie, Assistant District Office (Kwai Tsing) of K&TDO responded that she believed that HyD had requested a response from HD as soon as possible. Since the lift retrofitting works took time, she believed that HyD would try to show some progress in the briefing of the next meeting.

Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests the Highways Department to Conduct Permanent Restoration to Resurface Tai Ha Street in Tai Wo Hau and the Pavement and Roadway on Tai Wo Hau Road Linking to Tai Ha Street

(Proposed by Mr WONG Bing-kuen and Mr HUI Kei-cheung)

(TTC Paper No. 38, 38a/D/2021)

40. Mr HUI Kei-cheung introduced the paper and supplemented as follows:

- (i) The reply from HyD indicated that the Department was planning the resurface works of Tai Ha Street pavement, and expected the works to be commenced in the 4th quarter of year 2021. He asked about the details of the works and the relevant working plans.
- (ii) He pointed out that a section of railings outside Texaco Road had enclosed by a red-white-blue canvas. The canvas was covered by dust, and the dust would be blown up by strong wind and when raining,

causing negative impacts to pedestrians and public hygiene.

41. Mr WONG Bing-kuen introduced the paper and supplemented as follows:

- (i) Regarding the planning of HyD, he questioned if the pavements on both sides of the whole Tai Ha Street would be resurfaced.
- (ii) He asked if eco-blocks would be used to resurface the roads. He had observed two situations when resurfacing the roads, first, paved eco-blocks directly; and second, applied glues on the eco-blocks to stick them to the ground.
- (iii) When the grading of road situation on Tai Ha Street would be conducted.
- (iv) He stated that HyD had only conducted minor repairs, and the paved asphalt was damaged within a week.

42. Mr LEUNG Kam-wai put forth opinions and enquiries as follows:

- (i) He supported the subject motion. Many people including elderly would pass by the location, and if the road was uneven, it would create danger and cause the issue of the accumulation of stagnant water.
- (ii) He enquired when the resurfacing works of Tai Ha Street would conduct and which section would be resurfaced.
- (iii) He pointed out that there were also damages on the surface of the roadway, causing water splashes when the vehicles passed by.
- (iv) There was illegal parking at the street corner of Tai Ha Street turning into Tai Wo Hau Road. He asked if HyD would install plastic collapsible bollards to avoid vehicles from parking illegally at the junctions.

43. Mr NG Kim-sing stated that damages had appeared on the road surface of many locations. He asked why there were damages appeared on the road surface so often, and whether HyD had new techniques in solving the relevant problem.

44. Mr LEUNG Wing-kuen put forth opinions as follows:

- (i) He opined that the reason for road surface damage might be because of

the burst of underground pipes at the location frequently. After finished handling the pipes and the road surface was resurfaced temporarily, resulting in different materials of the road surface. He hoped to enhance the supervision of the road resurfacing works in the future.

- (ii) He supported the subject motion and hoped to conduct a more thorough maintenance.

45. Ms NG Wai-ki, District Engineer/ Kwai Chung and Tsing Yi (West), HyD responded as follows:

- (i) The preliminary scope of resurfacing of Tai Ha Street pavement was from the juncture of Tai Wo Hau Road and Tai Ha Street, fruits stalls and vegetables stalls to a section of pavement of the school.
- (ii) The works were scheduled to commence in the 4th quarter of 2021.
- (iii) Eco-blocks were usually used to resurface the road, and she would inquire the relevant staff of HyD regarding whether eco-blocks and glues would be used on the resurfacing scope of Tai Ha Street.
- (iv) Grading of the road situation would be completed by mid-July. If the marks were sufficient, HyD would arrange permanent restoration of the road.
- (v) Regarding to the locations with the accumulation of stagnant water besides pavements and roadways, the situation would be improved if permanent restore was completed.

46. Mr LO Chun-hin, Engineer/ Kwai Chung, TD responded that plastic collapsible bollards were mostly used to separate two traffic lanes, or installed on the floor at the locations with hatched markings. If hatched markings were drawn on the floor, vehicles were not allowed to enter. Double yellow lines were marked at the entrance of Tai Ha Street, indicating a prohibited zone. If there were vehicles parked in the prohibited zone, it would be categorised as illegal parking and the police force would carry out enforcement.

47. The Chairman put forth opinions and enquiries as follows:

- (i) He asked if there were work plans of the project, could it be submitted to

the Secretariat to forward to Members.

- (ii) He opined that since the current buses had a greater horsepower, the asphalt might be damaged when the buses drove on the road surfaces.
- (iii) He gave examples that the roads beside Wo Yi Hop Road and Lei Muk Road Park needed resurfacing frequently, or since there were many trucks drove by, the road surfaces would be damaged after resurfacing of the road for a period of time. He enquired HyD what would be the ways to solve the problem.
- (iv) He questioned HyD when asphalt patching works would be conducted at the location. If there were no asphalt patching works conducted in the past, he asked if the works could be speeded up.

48. Ms NG Wai-ki responded as follows:

- (i) She indicated that she could submit the location map of pavement resurfacing to the Secretariat after the meeting.
- (ii) Regarding the information of the asphalt patching works on the roads conducted in the past, she would enquire the Maintenance Section of HyD.

49. Mr WONG Bing-kuen put forth opinions and enquiries as follows:

- (i) He opined that resurfacing works were also needed for all the pedestrian crossing facilities and the sides of the roadways from Tai Ha Street to Tai Wo Hau Road.
- (ii) He asked HyD what materials would be used to resurface the roads, and after the grading which would be completed in July, when would the resurfacing works to be commenced.

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

- (i) He hoped HyD to submit construction drawings as soon as possible.
- (ii) He hoped HyD to make an appointment with the relevant DC Members to inspect Tai Ha Street after the meeting and understand the locations

needed for road resurfacing.

51. Mr WONG Bing-kuen hoped to make an appointment with the relevant DC Members to inspect Tai Ha Street after the meeting and understand the locations needed for road resurfacing.

52. The Committee endorsed the motion unanimously.

(Post-meeting note: The Secretariat had circulated the reply from HyD through TTC Circulation Paper No. 52/2021 on 29 June 2021.)

Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests the Government to Have Consultation with the Affected Residents in Tai Wo Hau Area on the Improvement Works at Tsuen Tsing Interchange and to Implement Noise Mitigation Measures

(Motion moved by Mr HUI Kei-cheung and seconded by Mr WONG Bing-kuen)

(TTC Paper No. 39, 39a, 39b/D/2021)

53. Mr HUI Kei-cheung introduced the paper and supplemented as follows:

- (i) When large-scale construction works and road works were conducted in the past, HyD would conduct an environmental assessment towards residential buildings between 300 to 500 meters in the vicinity of the works. Regarding the Improvement Works at Tsuen Tsing Interchange, the affected residents in Tai Wo Hau were residents of Sheung Man Court, Fu Tak House and Fu Yin House. However, HyD and Environmental Protection Department (“EPD”) stated that the residents would not be affected by the works at the moment.
- (ii) He believed that environmental assessment had to be conducted for the subject works. He stated the example that noise barriers were installed on the bridge after the environmental assessment conducted by the Housing Authority (“HA”) for the construction of Sheung Man Court on Texaco Road in 2017.

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

- (i) HyD stated that the Department would conduct various evaluations regarding the Improvement Works at Tsuen Tsing Interchange, including: Environmental Impact Assessment, Feasible Mitigating Measures, Traffic

Impact Assessment, Land Impact Assessment and Drainage Impact Assessment.

- (ii) EPD replied that HyD was conducting environmental review regarding the works, and since the environmental review was in progress and under examine, EDP had no further information to provide. But in TTC Paper No. 2/D/2021, HyD had indicated that the works consultant had conducted the environmental review of the proposed works, and the result had shown that the relevant works would not cause negative impacts on the environment. He therefore hoped HyD to submit the relevant environmental assessment report.
- (iii) He did not agree with the response of HyD that the works did not bring extra traffic noise to the residents of Tai Wo Hau facing Texaco Road, because in TTC Paper No. 2/D/2021, HyD stated that the works was aimed to support the traffic demand and expected increase in traffic flow brought by the new development projects in the district, and the traffic flow would be diverted to the expansion of Vehicular Bridge at Texaco Road.

55. The Chairman put forth opinions as follows:

- (i) He pointed out that as mentioned in TTC Paper No. 2/D/2021, the work consultant rather than EPD had conducted the environmental review for the proposed project.
- (ii) HyD could submit the relevant environmental assessment report to the Committee if the Department had it.

56. Miss LEUNG Ching-shan opined that the traffic flow of Texaco Road would also affect the residents of High Prosperity Terrace, and hoped those residents could be included when conducting environmental assessment and consultations.

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

- (i) To his understanding, when consultation company conducted work studies, an environmental assessment would be submitted to HyD, which would be eventually handed in to EPD by HyD.
- (ii) It was mentioned in the environmental assessment in 1999 that over

3,000 households of Tai Wo Hau residents would be affected.

- (iii) He requested HyD to submit the relevant environmental assessment reports to the Committee.

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

- (i) He hoped that HyD would conduct an environmental assessment targeted towards the residential area 300 to 500 meters near the Improvement Works at Tsuen Tsing Interchange. If the environmental assessment had already been conducted, the report could be submitted to the Committee.
- (ii) He pointed out that works applied for Legislative Council funding should have an environmental assessment report.

59. Mr WONG Bing-kuen pointed out that the Government had policies to improve the noise level over 70 decibels throughout Hong Kong. Texaco Road Bridge in Tai Wo Hau had been listed in the traffic control schemes. He hoped that the Government would implement noise mitigation measures regarding the Improvement Works at Tsuen Tsing Interchange, including installing noise-reducing materials, setting up barriers, providing subsidies to residences to install fixed glazing or air conditioners.

60. Ms LEUNG Kar-ming put forth opinions as follows:

- (i) She pointed out that traffic congestion at Tsuen Tsing Interchange was serious.
- (ii) She believed that nearby residents should be consulted before commencing the works. She hoped that the government departments could instruct the case, but not to slow down the work progress.
- (iii) She agreed that in case the works affected the living environment for residents, compensation measures should be conducted, such as building noise barriers to lower the noise.

61. Ms NG Wai Ki replied that the environmental assessment of the works was vetted by the EPD and she could not provide the related reports at the current stage. She would check with her colleagues at HyD if they could submit the environmental assessment to the Committee for reference when the vetting was complete.

62. The Committee endorsed the motion unanimously.

(Post-meeting note: The Secretariat had circulated the replies from HyD and EPD through TTC Circulation Paper No. 53/2021 on 29 June 2021.)

Requests for Immediate Completion of the Lift Tower Construction between Kwai Shing Circuit and Hing Shing Road in Kwai Chung

(Proposed by Mr NG Kim-sing and Mr TONG Ho-man)

(TTC Paper No. 40, 40a/D/2021)

63. Mr NG Kim-sing introduced the paper and pointed out that some residents believed that the contractor should be accountable for the delay in the construction.

64. Mr LAM Chun-kwok, Sam, Resident Engineer of Mannings (Asia) Consultants Limited responded as follows:

- (i) The project progress was at its final stage. The installation of the lift had completed in June. The Electrical and Mechanical Services Department (“EMSD”) had also vetted and issued a use permit for the lift.
- (ii) The remaining works for the elevated footbridge were the installation of glass fences and the connection of drainage pipes.
- (iii) The remaining works on Hing Shing Road were the connection of underground drainage pipes.
- (iv) The current target to open the lift for public use was still in late June, but it depended on the weather as well.

65. Mr CHOW Wai-hung, Rayman put forth opinions and enquiries as follows:

- (i) He went to inspect the location of the lift construction earlier, and excavation works were still in progress on the site. He asked whether formation works on pavements and roads would be completed by late June and the lift was ready to be opened for public use.
- (ii) To his knowledge, the contractor for building the lift system near Kwong Fai Circuit and the subject works was the same. He asked why the lift system near Kwong Fai Circuit was able to be completed on schedule,

but the subject project was seriously delayed.

- (iii) He believed that HyD should learn from their experience and include terms when they invited tenders that the works should be retracted and assigned to other suitable contractors for handling where the works delayed.

66. Mr TONG Ho-man pointed out that opposite the lift tower, the only passage which connected to Kwai Fong Market was stairs and wheelchair users who wanted to take the lift had to make a detour. He asked if the stairs could be converted into a ramp so that it would be easier for wheelchair users to use the lift.

67. Mr TAM Ka-chun, Warren enquired the period of the works specified in the contract and whether there would be penalties on the contractor from HyD. As HyD's response stated that it was specified in the works contract in case work progress of the contractor was unsatisfactory, the contractor must pay the liquidated damages to the Government as specified in the contract terms.

68. Miss LEUNG Ching-shan asked what were the penalties the Government had for the contractor in case the works was still incomplete by the end of June and how would the issue of extended work period be handled.

69. Mr LEUNG Kam-wai put forth enquiries as follows:

- (i) He said that the lift tower construction remained incomplete. In reference to the earlier proposed expected target date for opening the lift for public use by the consultation company, which was late June, he asked HyD their actual estimated time when the lift would be open for use.
- (ii) Whether HyD had penalties for the contractor.

70. Mr NG Kin-hon, Engineer/ Pedestrian Hillside Link 4-2, HyD, responded as follows:

- (i) Regarding the construction period of the hillside project, he said that the nature and problems encountered of each works were different, therefore the two lift tower works should not be compared directly.
- (ii) HyD hoped that the contractor could finish the works related to opening

the lift tower by late June. Meanwhile, the connection works for drainage pipes near Hing Shing Road would still be in progress, thus one-lane-two-way traffic would continue for some period of time on Hing Shing Road after June. They would speed up the drainage works on the pavements so that pedestrians would be able to access the lift tower by the nearby zebra crossing.

- (iii) In response to the suggestion to build a ramp near Kiangsu-Chekiang College (Kwai Chung), he said that its location had exceeded the area of the subject project. Yet, he was notified TD had instructed HyD (New Territories West District) to add new pedestrian facilities and dropped kerbs on Hing Shing Road after the completion of the lift tower construction which would facilitate citizens to access the lift tower by crossing Hing Shing Road from the location near Ko Fong Street.
- (iv) Completion date of the project would be set when a contract was signed between HyD and the contractor. The completion date of the works was originally set to be the first quarter of 2020, only in case of conditions unpredictable by the contractor would the completion date be extended in accordance with the terms of contract. The contractor had previously applied for permission to extend the completion date due to reasons such as bad weather, obstruction by underground pipes, and the inability to supply building materials to Hong Kong due to the pandemic, etc. If the delay was a result of the contractor's fault, according to the current mechanism, the contractor would have to pay the liquidated damages according to the specifications on the contract terms to the Government.
- (v) The utmost priority of HyD and the consultation company was to continue their assistance to the contractor in coordinating and solving the problems on the works and its procedures so that the contractor would be able to complete the related works for opening the lift tower by late June and open it for public use.

71. Mr CHOI Nga-man said that HyD had replied last June that the works was expected to be completed by the end of last year through TTC Paper No. 26a/D/2020 and had said in February through TTC Paper No. 18a/D/2021 that the works should be completed by March that year. He enquired the actual current status of the works and whether it had an exact time of completion.

72. Mr LAM Chun-kwok replied that HyD and consultation company were urging

the contractor closely to set the aim at opening the lift for public use in late June. The lift had undergone testing, and EMSD had also issued a lift use permit. At that time the outstanding works were mainly connection works on drainage pipes and it would unlikely affect the target of opening the lift for public use by late June.

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

- (i) HyD said that the lift could be open for public use in late June, but from the photos he had taken, the pavement surface which connected the lift to Hing Shing Road was yet to be formed. He was concerned that there might be safety risks if the lift was opened to the public with the pavement surface not yet formed.
- (ii) He requested HyD to arrange a site inspection with Members in June.

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

- (i) He said that the waiting area of the lift was not yet formed. He believed that the lift might not be ready for public use in late June.
- (ii) He hoped that HyD would arrange a site inspection with Members in June.

75. Mr NG Kim-sing put forth opinions and enquiries as follows:

- (i) From the photos he took, he opined that it might not be possible to open the lift safely for public use in late June. He had enquired HyD many times since last year regarding the works, and he hoped HyD would provide an exact completion date of the works.
- (ii) He hoped that HyD would arrange a site inspection with Members in June.

76. Mr NG Kin-hon responded as follows:

- (i) He would arrange a site inspection with Members as soon as possible.
- (ii) EMSD had issued the use permit for the lift. The works on the elevated pedestrian link was close to completion as well. The contractor would finish the remaining road formation works and blocks-paving before the

opening of the lift tower. HyD emphasised that the lift tower would only be opened for public use under reasonable and safe conditions.

77. Mr CHOI Nga-man expressed that he wished to attend the site inspection.

78. The Chairman instructed the Secretary to invite TTC Members to the site inspection after the meeting.

(Post-meeting note: HyD had invited K&T DC Members to attend the site inspection of the lift tower between the Kwai Shing Circuit and Hing Shing Road, Kwai Chung conducted on 25 June 2021 through the Secretariat. HyD had confirmed that the lift tower was expected to be open on 30 June 2021 for public use during the site inspection.)

Discussion on the Development of Route 11 and Tsing Yi - Lantau Link Projects

(Proposed by Mr SIN Ho-fai, Miss WONG Pit-man and Mr WONG Chun-tat)

(TTC Paper No. 41, 41a/D/2021)

79. Mr SIN Ho-fai introduced the paper and supplemented as follows:

- (i) He asked why were District Councils of Tsuen Wan, Tuen Mun and Islands consulted regarding the Tsing Yi - Lantau Link Projects while K&TDC was not. He pointed out that the Legislative Council Finance Committee (“FC”) had handled the appropriation of Route 11 on 18 June.
- (ii) He said that the project team of HyD dedicated to the Tsing Yi - Lantau Link Project did not attend the meeting.
- (iii) He said the programme might very possibly be part of the “2030+” East Lantau future planning. He said that hundreds of millions were used to conduct the feasibility study on Route 11, but the Tsing Yi - Lantau Link Project used only over ten million of HyD’s internal resources in its study. He asked if HyD did not hope for the Tsing Yi - Lantau Link to be built.

80. Miss WONG Pit-man put forth opinions and enquiries as follows:

- (i) She stated that researches for Route 11 and Tsing Lung Bridge were conducted in 2018 or even earlier. Regarding to Route 11, HyD had already commenced research and investigation. The project cost 319 million and was expected to be completed in 2036. However, K&TDC

had not been consulted on the works.

- (ii) She stated that the Tsing Yi - Lantau Link was from North Lantau Island to Tsing Yi. She asked about the details of the works.

81. Mr WONG Chun-tat put forth opinions as follows:

- (i) He felt disappointed that the Department did not submit research reports and consult K&TDC.
- (ii) He hoped the Department could provide more information of the subject proposal for discussion.

82. Mr TAM Ka-chun, Warren put forth enquiries as follows:

- (i) Where the preliminary suggestion of the alignment in Tsing Yi would be.
- (ii) Route 11 was aimed to make it convenient for residents in North West New Territories to travel to Kowloon in response to the development project of Hung Shui Kiu and Yuen Long South. He worried that there would be too much traffic on Route 11 or Tai Lam Tunnel, and questioned whether the roads in Tsing Yi could accommodate such a high traffic flow.

83. Mr HON Chun-yin put forth enquiries as follows:

- (i) Where the entrance and exit of the alignment of the Tsing Yi - Lantau Link would be, and if the proposal would bring positive impacts to Tsing Yi residents.
- (ii) Whether the Tsing Yi - Lantau Link Project had made good use of the public funds.

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

- (i) He stated that the alignment of the Tsing Yi - Lantau Link might consider the feasibility of relocation of industrial areas in Tsing Yi South.
- (ii) The Works of Yuen Long to Tsing Lung Tau Section of Route 11 had been commenced currently, but the traffic in Tsing Yi District had not

been dredged. There was no idea how to construct the Tsing Yi Section of the project, he worried that the traffic of Tsing Ma Bridge and Tsing Yi would therefore be more crowded.

- (iii) He did not understand why HyD did not consult K&TDC regarding the Works.

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

- (i) He questioned if the subject proposal intended to link up the roads in Tsing Yi.
- (ii) He stated that the road network of Tsing Yi had been saturated and now the Government was still constructing new public estates. If the roads in the district would not be extended, the Tsing Yi - Lantau Link might insert burden to many roads in the district.
- (iii) He questioned the Department regarding the detailed research and design of the subject proposal.

86. Mr LAU Chi-kit put forth opinions and enquiries as follows:

- (i) He pointed out that there were papers of the Yuen Long District Council (“YLDC”) mentioning the planning of Tsing Yi, in which Tsing Lung Bridge would be connected to Northshore Lantau Island. He estimated that the route would be connecting Tsing Lung Tau to North Lantau Island, then reaching Tsing Yi and Kowloon through Lantau Link. Hence, there would be traffic flow from Tsing Lung Bridge to Cheung Tsing Tunnel or Stonecutters Bridge in the future.
- (ii) He asked why K&TDC had not been consulted on the Tsing Yi - Lantau Link Project.

87. Ms KWAN Tak-yee, Florence, Engineer/Tsing Yi of TD responded as follows:

- (i) The works technology research for the Tsing Yi - Lantau Link Project had been launched in March that year. There was no specific planning for the alignment suggestions and the numbers of lanes at the moment.
- (ii) The papers of YLDC were about the research regarding Route 11.

Regarding the Tsing Yi - Lantau Link Project, as the works technology research was still at a preliminary stage, it might not be a right timing to consult K&TDC. She noted Member's opinions and would follow up with the related departments.

88. Mr CHOI Nga-man pointed out that DC of Yuen Long, Tuen Mun, Islands and Tsuen Wan also had a 9-page consultation document on Route 11, which had included the Tsing Yi - Lantau Link. He asked why K&TDC did not receive the proposal of different alignments of the Tsing Yi - Lantau Link, and why the reply paper only consisted of 2 pages.

89. Ms KWAN Tak-ye, Florence replied that the funding sought from FC was for the investigative research of Route 11. HyD had used other resources to conduct the research of the Tsing Yi - Lantau Link.

90. Mr LAU Chi-kit questioned the Chairman whether he could ask the Secretary to contact the Tsing Yi-Lantau Link Project Team of Major Works Project Management Office, HyD, and make enquiries about if they had related documents for further discussion.

91. Mr SIN Ho-fai put forth opinions as follows:

- (i) He pointed out that the feasibility study report on Route 11 established the construction of the Tsing Yi-Lantau Link. However, it only pinpointed the needs of residents living in North West New Territories without studying the needs of residents in Tsing Yi.
- (ii) He hoped that the feasibility study report would be submitted to the Committee for reference when it was made public.
- (iii) He took the works on Tsing Yi Road West as an example. After completion of the feasibility study report by the consultation company, only the Town Planning Board ("TPB") received the relevant report but the DC did not. He hoped that the situation would not happen again.

92. Miss WONG Pit-man pointed out that the subject proposal would affect the entire Kwai Tsing District, and did not want to be informed only after the programme was completed. If the Department did not have enough time to consult K&TDC, they could submit the report of Tuen Mun or Yuen Long for Members' reference.

93. Mr TAM Ka-chun, Warren put forth opinions and enquiries as follows:
- (i) He pointed out that the Tsing Yi-Lantau Link Project was included in Route 11 Project. He asked for the actual location of the Tsing Yi-Lantau Link. If vehicles from North Lantau Island, North West New Territories and Tung Chung North would also pass through the Tsing Yi-Lantau Link, traffic obstruction in Tsing Yi might be caused.
 - (ii) He asked the Task Force of HyD whether they had the feasibility study report from the consultation company.

94. Mr HON Chun-yin enquired the alignment of the Tsing Yi - Lantau Link. He worried that when both people and traffic flow from the newly developed areas entered Tsing Yi, the traffic in Tsing Yi would be burdened. He suggested that the traffic problem in Tsing Yi should be incorporated into the plan and be solved.

95. Mr CHOI Nga-man pointed out that in a discussion paper related to the investigative research for Route 11 dated 19 March 2021, it mentioned the construction of the two-way three-lane Tsing Lung Bridge of 1.4 kilometres in length and the proposed Tsing Yi - Lantau Link. Moreover, according to the result of a feasibility study on the Route 11, the Government was planning to launch a set of trunk roads beginning from Lam Tei to Tsing Yi, passing through So Kwun Wat, Tai Lam Chung, North Lantau Island. He did not understand why K&TDC did not receive such information.

96. The Chairman said that if there was latest information regarding the subject project, TD could submit it to the Committee for reference.

Discussion on Matters about the Commencement of Service of the Transport Department's New Vehicle Examination Centre at Sai Tso Wan Road, Tsing Yi

(Proposed by Mr SIN Ho-fai, Miss WONG Pit-man, Mr WONG Chun-tat, Mr CHEUNG Man-lung, Mr TAM Ka-chun, Warren, Mr KWOK Tsz-kin and Mr HON Chun-yin)

(TTC Paper No. 43, 43a/D/2021)

97. Mr SIN Ho-fai introduced the paper and put forth enquiries as follows:
- (i) TD had loosened the restriction for red minibuses to enter the Vehicle Examination Centre through designated road (North Bridge, North Coastal Road and Sai Tso Wan Road). He asked whether the law had

stated that red minibuses could not pick-up passengers at Tsing Yi.

- (ii) News reports had stated that a truck fell into the examination shaft when the Vehicle Examination Centre had just opened. Some truck drivers also reflected that the examination facilities had problems. He asked whether the design of the examination shaft was problematic, and if there was any problem occurred during TD's inspection.

98. Mr KWOK Tsz-Kin put forth opinions and enquiries as follows:

- (i) He hoped to know if the basic facilities in the Vehicle Examination Centre were sufficient, for example, restaurants for staff or examiners to dine in as it was located nearby dockyards and depots.
- (ii) He pointed out that shuttle bus for staff had a relatively low frequency, and minibus route no. 88M of Kwai Ching United Green Public Light Bus Company Limited ("Kwai Ching United") was not always operating. He enquired how the staff or other citizens could do if they needed to take public transports to the Vehicle Examination Centre in peak hours. He stated that the phone number of Kwai Ching United could not be connected in most of the time, and according to his investigation, the minibus of route no. 88M came in every 40 minutes.
- (iii) He considered the parking spaces of motorcycles in the Vehicle Examination Centre insufficient.
- (iv) He hoped TD to introduce public transport services near the Vehicle Examination Centre.

99. Mr HO Ka-Fai, Senior Transport Officer/Kwai Tsing 2 of TD responded as follows:

- (i) Regarding the enter and exit of public minibuses to the Vehicle Examination Centre on Sai Tso Wan Road, TD issued a circulation paper to TTC in March. It mentioned that public minibuses would have to enter and exit the Vehicle Examination Centre in Sai Tso Wan Road through North Coastal Road, Cheung Tsing Highway, Tsing Yi Road West and Sai Tso Wan Road. Public minibuses were not allowed to pick-up or drop-off passengers on highways, and were not allowed to pick-up or drop-off passengers on Sai Tso Wan Road which was a public

minibus restricted zone. Hence, the public minibuses could only enter and exit the Vehicle Examination Centre for examination purpose only and not to pick-up or drop-off passengers along the way.

- (ii) Regarding the service of minibus route no. 88M, in general, staff of the Vehicle Examination Centre would take the staff bus arranged by the employer when coming to work and off work, and the fee was paid by the employer. TD had also negotiated with the minibus operator of route no. 88M. The operator would monitor closely to see if there were other situations resulting in an increase demand of route no. 88M. Currently, minibus route no. 88M came in every 6 minutes during day-time peak hours; every 15 minutes during non-peak hours; and every 30 minutes after 8 o'clock at night. TD had warned the operator to operate according to the detailed schedule. The operator was monitoring the change in the volume of passengers, and might organise and accommodate some minibuses to enhance the service of route no. 88M. The operator had 6 minibus routes and 31 minibuses. TD had currently been negotiating with the operator regarding the service reorganisation arrangement.

100. Mr WONG Ping-tong, Chief Motor Vehicle Examiner of TD, responded as follows:

- (i) In response to the truck falling into the examination shaft, the design of Vehicle Examination Centre was that the examination shafts on each floor had different widths. Normally, the vehicle under examination would drive forward, but the staff of the Vehicle Examination Centre had given wrong instructions that day, resulting in the truck driving backwards and falling into the examination shaft. TD had instructed the operator to monitor the operation of examiners much more closely.
- (ii) In response to the staff shuttle bus service, the Vehicle Examination Centre had provided a sufficient number of shuttle buses with enough seats for staff coming to work and off work. There were two shuttle bus routes, one leaving from Tsuen Wan and the other leaving from Tsing Yi, which was basically sufficient to satisfy the demand of the staff coming to work and off work.

101. Mr TAM Ka-chun, Warren stated that when the Vehicle Examination Centre was built, TD said that night-time car parking spaces would be retrofitted. But TD pointed

out that since the Vehicle Examination Centre was not fully opened, it was not suitable to operate night-time car parking spaces. He enquired when the night-time car parking spaces would be opened.

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

- (i) Regarding the service of minibus route no. 88M, if more minibuses were organised and accommodated to strengthen the service of route no. 88M, it might lead to a longer waiting time for residents in Southeast of Tsing Yi. He opined that the waiting time of residents in Rambler Crest, Mayfair Gardens and Cheung Ching Estate had exceeded 15 minutes during peak hours.
- (ii) Red minibuses could be ridden in Tsing Yi. He enquired if red minibuses could be allowed to carry passengers in Tsing Yi in order to facilitate the passenger flow.

103. Mr SIN Ho-fai stated that during the discussion in Legislative Council, the Vehicle Examination Centre had a computer registration system, which allocate vehicles to be ridden on Tsing Yi North Bridge, South Bridge or Ting Kau Bridge according to the departure locations of the subscribers. He asked if the allocation mode had been used during the operation of the Vehicle Examination Centre.

104. Mr WONG Ping-tong responded as follows:

- (i) In response to night-time parking, since the Vehicle Examination Centre was still operating at its second stage, it had to wait until August for the third Vehicle Examination Centre to move to Tsing Yi in order to study the issue of night-time parking. TD had to monitor the situation of usage of the temporary queuing area because August was Hong Kong's tropical cyclone season.
- (ii) In response to the computer reservation system, according to his knowledge, it could not distinguish which road would the vehicles used to enter the Centre. However, the TD's website provided different routes for citizens. Users of the Centre were mostly the maintenance workers in the industry. They would choose the road according to the actual environment, for example, subscribers in Yuen Long would choose Tuen Mun Road, subscribers of Urban Taxi would use Tsing Yi South Bridge. TD had not recorded how the vehicles entered the Centre.

105. Mr HO Ka-fai responded as follows:

- (i) In response to the service of minibus route no. 88M, since it had been discussed earlier in the meeting that the passengers' demand for route no. 88E was also not high due to its overlapping with other routes. To utilize resources more effectively, TD had been negotiating with the operator to reconstruct minibus routes and investigating whether to strengthen the service of minibus route no. 88M.
- (ii) TD understood that the passengers of Rambler Crest had a great demand of minibus route no. 88F and 88G, there was no plan to reduce the frequency of route no. 88F and 88G. On the contrary, if resources were available, TD would increase the frequency of route no. 88F and 88G.
- (iii) He pointed out that the public minibuses were only conducting examinations in the Vehicle Examination Centre, and it was definitely not suitable to allow minibuses to pick-up and drop-off passengers along the route entering and exiting the Centre.

Requests to Resolve the Issue of Frequently Inadequate Seats on Minibus Route No. 98 (Tsuen Wan Bound) for the Neighbourhood at the Bus Terminus in Kwai Shing West Estate.

(Proposed by Miss LEUNG Ching-shan)

(TTC Paper No. 42, 42a/D/2021)

106. Miss LEUNG Ching-shan introduced the paper and supplemented as follows:

- (i) She doubted which time sessions did the TD conduct the investigation. Many residents had pointed out that the frequency of minibus route no. 98 had never reached one in every 5 minutes, and it ran for every 10 to 40 minutes during weekdays and holidays.
- (ii) Minibus route no. 98 would leave the bus terminus when the minibus was half-full. The minibus would be full when it arrived Kwai Shing East or Kwai Luen Estate, therefore passengers in Kwai Shing West Estate could not get on.
- (iii) She stated that many residents waiting for route no. 98 could not get on a minibus after they had waited for 5 minibuses. She believed that the

investigation conducted by TD could not reflect the truth.

- (iv) Residents reflected that the frequency of minibus route no. 98 from Tsuen Wan Terminus to the Kwai Shing direction was insufficient.
- (v) She said labour welfare of the drivers would also affect the decision on whether the drivers would join the minibus companies.
- (vi) She questioned whether the investigation of TD had statistics of peak hours and non-peak hours.
- (vii) Residents doubted that TD would notify minibus companies before investigation instead of carrying out spot checks.

107. Mr WONG Ka-chun, Danny, Senior Transport Officer/ Kwai Tsing 1 of TD responded as follows:

- (i) Minibus route no. 98 provided service between Kwai Shing and Tsuen Wan. Kwai Shing West Estate Minibus Stop was the last en-route bus stop towards Tsuen Wan direction. TD had conducted on-site investigations at Kwai Shing West Estate Minibus Stop from 11 a.m. to 1 p.m. in early June 2021. The average frequency of route no. 98 was one in every 4 minutes, which was higher than the requested frequency, and the average occupancy rate was 70%. TD understood that some runs would have a relatively large number of passengers, while some runs would have vacancies.
- (ii) TD had also investigated the waiting time of passengers, some runs were already full at Kwai Shing West Estate Minibus Stop, but route no. 98 had a stable frequency, leading to an average waiting time of passenger of about 5 minutes. There were some individual cases which needed a longer waiting time as well.
- (iii) TD would not notify the minibus operator in advance before conducting the investigation, to avoid the minibus operator from adjusting frequency and affecting the investigation result.
- (iv) He had also inspected the Kwai Shing West Estate Minibus Stop in person. The number of people waiting for minibuses was different at different times, therefore some passengers could get on a minibus quickly

while some had to wait for a longer time. TD had requested the relevant operator to ensure a stable frequency by departing the minibuses according to the scheduled frequency.

- (v) TD had also negotiated with the operator to see if there were other arrangements which could allow passengers at the later stops to get on the minibuses, for example, to arrange a special frequency.

108. Miss LEUNG Ching-shan put forth opinions and enquires as follows:

- (i) She pointed out that the frequency of the minibus would be insufficient when many minibus drivers took leaves at the same time. She asked the minibus companies whether they needed to have a daily report on the arrangement of drivers to TD, and how would they handle the situation when the minibus frequency was insufficient and too many drivers took leave.
- (ii) She asked if a station supervisor would be added at the minibus stop at Kwai Shing West Estate to observe the number of passengers waiting for minibuses, and notify the drivers at previous stops to reserve more seats.
- (iii) She asked TD if it could design an Application in the long term. If the passenger was waiting for the minibus, they could click a button to inform the minibus companies that there were passengers waiting for minibus.

109. Mr WONG Ka-chun, Danny responded as follows:

- (i) Regarding the manpower issue, if there were drivers who needed to take leave, the operator would try to find drivers for replacement in order to maintain the normal frequency.
- (ii) As for the suggestion of setting up station supervisors, TD would reflect that to the operator, but the operator might have concerns over manpower, since there was already a station supervisor at the terminus who was mainly responsible for recording the departure of minibus and arranging additional runs currently.
- (iii) TD would discuss with the operator to find other ways allowing the drivers to communicate with each other about the passengers queuing for

minibus at different stops, so as to flexibly arrange the minibus frequency.

110. Mr NG Kim-sing pointed out that for some red minibuses, passengers could call the minibus terminus and tell the drivers to reserve seats for them, so that they could get on the minibus at en-route stops. He asked whether that would affect the minibus license, and if not, would TD recommend that method to solve the problems of passengers not being able to get on minibuses at Kwai Luen Estate and Kwai Shing West Estate stops. He pointed out that passengers at Kwai Shing East Shopping Centre stop also could not get on minibuses for a period of time.

111. Mr WONG Ka-chun, Danny responded as follows:

- (i) In response to the method of having passengers to call to reserve seats on minibuses, it might be unfair to passengers waiting at other minibus stops, but the operator could cater to the need of passengers at en-route minibus stops through flexibility adjusting the minibus frequency. In case when the operator knew that lots of passengers were waiting for minibus at other stops, the minibuses could depart earlier at the terminus.
- (ii) TD would also negotiate with the operator on arranging special runs at some en-route stops, so as to shorten the waiting time of passengers at other stops. However, the arrangement of special runs had to be depended on the resources and operation arrangement of the operator.

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

- (i) He pointed out that a station supervisor was assigned to arrange the minibus frequency adjustment at the terminus of route no. 98, and hoped that TD and the operator could enhance a smooth operation of the station supervisor.
- (ii) He pointed out that the route going to Tai Wo Hau, which was operated by the same operator, did not cross pass Shek Tau Street. He urged TD to enhance supervision.

113. Mr WONG Ka-chun, Danny responded as follows:

- (i) TD would remind the operator to adjust the frequency of minibuses in a flexible way, so as to cater to the need of passengers.

- (ii) TD would remind and supervise the operator of minibus routes no. 98 and 313 to follow the fixed driving route.

114. The Chairman said that TD should discuss with the operator on the ways to divert passengers, such as arranging special runs. As it was the school examination period and students could leave school earlier, making it more difficult for other passengers to get on the minibuses.

Motion: Requests the Transport Department to Study the Alteration of the Existing Routing at Kwai Chung Interchange

(Proposed by Mr CHOI Nga-man and seconded by Mr KWOK Tsz-kin)
(TTC Paper No. 44, 44a/D/2021)

115. Mr CHOI Nga-man introduced the paper.

116. Mr LI Hok-lai, Matthew, Engineer/ District Facilities of TD replied that TD had reviewed the road setting on-site. At present, the Kwai Chung Interchange southbound, as restricted by the bridge structure of the Interchange, could not provide enough safety distance for vehicles to weave and merge. If vehicles were allowed to do so, that could be potential threats to other road users, so there was no planning on changing the road marking of that section at current stage.

117. Mr CHOI Nga-man asked how much distance was required to change the double white line to solid-cum-broken line, and whether private cars and minibuses could go to Tsuen Wan through the bridge at Kwai Chung Interchange.

118. Mr LI Hok-lai, Matthew responded as follows:

- (i) At present, there were no traffic signs prohibiting long vehicles entering Lai King Hill Road, and as the road was relatively near to the container terminal, long vehicles might drive on Lai King Hill Road.
- (ii) With regards to the road space, the current road space separating the two lanes of Kwai Chung Interchange southbound was shorter than the existing standard for vehicles to weave and merge.

119. The Committee endorsed the motion unanimously.

(Post-meeting note: The Secretariat had circulated the reply of TD to the Committee

through TTC Paper No. 47/2021 at 21 June 2021.)

Motion: Requests the Transport Department to Give an Account of the Details and Follow-up of the Bus Route Trial on the Road Section of Lai Kong Street and Lai Chi Ling Road in Cho Yiu Constituency

(Proposed by Mr CHOI Nga-man and seconded by Mr KWOK Tsz-kin)

(TTC Paper No. 45, 45a/D/2021)

120. Mr CHOI Nga-man introduced the paper and supplemented as follows:

- (i) He thanked TD and the Kowloon Motor Bus Company (1933) Limited (“KMB”) for inviting Members to the bus trial run on 8 June. The routes at that day were from Mei Foo to Highland Park, and from Kwai Chung to Wonderland Villas respectively. The length of bus used at the trial was 10.6m, and 3 Members were present on the bus.
- (ii) He pointed out that when the bus was driving through certain road sections, it would cross pass the existing pedestrian road. He asked how could the issue be followed up and whether the road would be widened.
- (iii) He asked whether the bus models of New Lantao Bus Company (1973) Limited (“NLB”) would be considered to be used apart from those of KMB, as one of the bus models of NLB could be used on mountain roads.

121. Mr KWOK Tsz-kin put forth opinions and enquires as follows:

- (i) He thanked TD, KMB and the Police Force for arranging the bus trial run.
- (ii) He pointed out that the bus models used in existing franchised bus companies were different. He asked whether the result would be different if another model was used in the trial. He pointed that China Motor Bus Company Limited (“CMB”) or New World First Bus Services Limited (“NWFB”) would use the specific buses in some routes driving through the Peak in the past. NLB also owned some low-floor buses which the chassis or body was designed to be suitable for driving at roads on hills. One of the “MAN 19.320” bus models used in NLB had a similar bus length as the bus used in the trial that day, and was more suitable for driving through roads on hills. He asked whether the bus

model in NLB would be considered to be used.

122. Mr LI Hok-lai, Matthew responded as follows:

- (i) He thanked Members for participating in the bus trial run on 8 June. Regarding the result of the trial, the front or rear of the bus would cross the double white line or the pedestrian road at several spots when the bus was driving. If buses were allowed to use the related road section, it would be a potential threat to road users and pedestrians.
- (ii) As for whether the road would be widened, the existing roads heading to Lai Kong Street and Lai Chi Ling Road were both two-way-two-lane roads. Considering the roadside slope and the limitation for current development, the feasibility of widening the related road was not high.

123. Mr WONG Ka-chun, Danny responded as follows:

- (i) As for the issue of whether buses could run on Lai King Hill Road, the primary concern of TD was whether buses could drive safely on the related road.
- (ii) Regarding the bus model used on the bus trial run, its length was already one of the shortest bus models in the franchised bus companies in Hong Kong. Regarding the issue of whether the result would be different if other bus models were being used, TD would study the specifications of the models to see if they were comparable to that used in the trial.

124. Mr CHOI Nga-man put forth enquires as follows:

- (i) Regarding the length of the bus, the bus model used at the trial was “E28” with the length of 10.6m. He asked whether KMB would introduce the “E28” model with the length of 8.9m.
- (ii) He pointed out that in a short term aspect, TD should help improving the quality of minibus service. He received many complaints about minibuses skipping the stops and lost trips of minibuses. He hoped TD could enhance the supervision.

125. Mr HUI Kei-cheung asked TD and KMB whether they could submit a detailed report of the trial run to the Committee.

126. Mr WONG Ka-chun, Danny responded as follows:

- (i) Regarding the service of minibus, TD would monitor closely and continuously the service with the operators.
- (ii) Regarding the information of the trial, the bus used at the trial that day was a single-decker bus, and was one of the shortest and most suitable bus models in Hong Kong to run on those sections. Regarding the result of bus trial run that day, the reply from TD had already listed out the relevant information, including: the bus model, bus length and bus route etc., and that information had allowed Members to understand the details of the bus trial run on that day.

127. Mr WONG Tin-yan pointed out that he attended the bus trial run on that day, and according to his observation, the bus barely crossed the double white line and the pedestrian road when driving through the trial road sections. He and the other Members had asked on that day that why buses could still run on some road sections in Central and Western District or Stanley where buses would obviously drive cross the double white lines and pedestrian roads. TD replied on that day and said that as the regulations in the past were different from the current ones, therefore buses could still run on some road sections in Central and Western District or Stanley. He pointed out that those buses were not completely safe considering the safety aspect. He asked whether some buses with shorter length could be introduced or the bus companies could be requested to replace some existing buses with buses having shorter length.

128. Mr KWOK Tsz-kin put forth opinions and enquires as follows:

- (i) He pointed out that apart from the bus length, the wheelbase and axle steering of the bus would also affect the trial.
- (ii) He asked whether buses with shorter length should be introduced if there were currently no shorter buses available. He pointed out that there were bus companies using 8.5m, 8.9m, 10m single-decker franchised buses to carry passengers through the roads in Hong Kong over a decade ago. Their passenger capacities, due to the presence of standing passengers, were more than that of minibuses and residents' service buses.
- (iii) He pointed out that some employees' service buses were shorter and

could possibly be borrowed for trials.

129. The Chairman put forth opinions and enquires as follows:

- (i) He pointed out that some buses of the Citybus Limited (“Citybus”) would occupy the opposite lane while driving through some Hong Kong Island spots such as Tai Tam Reservoir and Shek O, but he understood that the current law might be different.
- (ii) He pointed out there was bus route no. 208 with the length similar to minibuses driving through Broadcast Drive in the past, and asked whether buses similar to that one could be re-introduced.

130. Mr LEUNG Wan-cheong, Manager (Bus Service) of KMB responded as follows:

- (i) He pointed out that the bus used for the trial was the shortest and the most flexible one among the existing buses owned by KMB. It was also the “bus for climbing hills”, with enough force to go uphill and handbrake for going downhill, and a bus model with the highest safety standard.
- (ii) He pointed out that no bus models among the existing KMB buses were more suitable to run on that section.

131. Mr WONG Ka-chun, Danny responded as follows:

- (i) He noted the opinions of Members hoping that different bus models could be introduced, and would communicate with the bus companies.
- (ii) Regarding the current green minibus service, TD would continue to follow up with minibus operators, and require the operators to operate according to the service details, so as to provide a sufficient and stable frequency of minibuses to cater to the needs of passengers.

132. The Committee endorsed the motion unanimously.

(Post-meeting note: The Secretariat had circulated the reply of TD to the Committee through TTC Paper No. 48/2021 on 21 June 2021.)

Motion: Requests the Transport Department to Urge Minibus Operators to

Conduct Regular Check on the Call Bells of All Minibuses in the District

(Proposed by Mr CHOI Nga-man and seconded by Mr KWOK Tsz-kin)

(TTC Paper No. 46, 46a/D/2021)

133. Mr CHOI Nga-man introduced the paper and supplemented as follows:

- (i) As the old-styled stop bells were placed near to the air conditions with a higher location, elderly and passengers with impaired mobility would be less safe to use. He suggested setting the stop bells at a lower location, such as, at the handles and behind the seats so to minimise the occurrence of accidents.
- (ii) He asked whether the facilities inside the minibus could also be examined at the annual examination of minibus.

134. Mr HON Chun-yin put forth opinions as follows:

- (i) Regarding the quality issue of green minibuses, stop bells were the basic equipment inside a minibus. According to the law, the current regulation required 19-seat minibuses to install call bells, but the law did not regulate the type of stop bells to be installed. He pointed out that stop bell buttons would be more convenient and stop bell strips would have defective connections sometimes. If passengers could not successfully push the button, it might cause disputes between passengers and drivers. Moreover, electrical leakage might occur when the stop bell strips were damaged. He pointed out that that situation occurred on the minibus route no. 88D, and hoped TD would regularly examine the stop bells.
- (ii) He pointed out that the facilities and environment in the minibuses were not under supervision currently. Residents reflected that there were lots of insects inside the minibus cabins, especially those under the operation of Kwai Ching United.

135. Mr CHOW Wai-hung, Rayman pointed out that TD's supervision for minibuses was inadequate. Apart from the problem of stop bells, the frequency of minibuses was also unstable. He reckoned that TD should enhance its supervision to minibuses, or provide economic incentives for minibus operators to improve the overall hygiene, the stop bells and the reporting system of minibuses.

136. Mr WONG Ka-chun, Danny responded as follows:

- (i) Regarding the stop bell equipment on minibuses, TD would request minibuses which had installed stop bells to examine whether the stop bells were functioning normally in the annual examination. If they could not function normally, TD would request the operators to conduct maintenance. TD also had reminded the operators to carry out regular examination and maintenance of the equipment on their vehicles.
- (ii) Regarding the electrical leakage of stop bells, TD would follow up the situation with the operator of minibus route no. 88D.
- (iii) TD had continuously supervised the service of minibus operators. TD had also requested the operators to gradually upgrade its minibuses. As the life span of each minibus was limited, operators should gradually upgrade its minibuses. TD would also communicate with the operators on how to speed up the progress of replacing the vehicles.

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

- (i) He considered that TD had inadequate supervision on the minibuses. Regarding the stop bells, TD only required the operators to install the bells, but had no regulation on its location and size.
- (ii) He considered that TD wanted the minibuses to operate under franchise, but they allowed the minibus operators to compete freely, letting the public to compare which one of them had better equipment, which he considered contradictory.
- (iii) He pointed out that when the low-floor minibuses of route no. 413 were introduced, the licensing of vehicles was hindered by the location of the stop bells. He considered it undesirable that the TD was more stringent with the unlicensed vehicles, but seemed to ignore the vehicles after licensing.

138. The Chairman put forth opinions as follows:

- (i) He pointed out that the stop bells of green minibuses and red minibuses were set at different locations, some of them were set above the passengers, making it inconvenient to ring the bells.

- (ii) He considered yelling was not a desirable way to drop-off, but there were no fixed stops for red minibuses and the drivers of green minibuses sometimes could not hear passengers' yelling or the sound of the bells. He suggested that stop bells could be installed at suitable locations in the minibuses in the future.

139. Mr WONG Ka-chun, Danny responded that he noted the Members' views on the minibus equipment and would study and follow up with relevant colleagues of TD.

140. Mr NG Kim-sing suggested to standardise the location of the stop bells. He shared his experience of not being able to reach the stop bell when taking the minibus.

141. The Committee endorsed the motion unanimously.

(Post-meeting note: The Secretariat had circulated the reply of TD to the Committee through TTC Paper No. 49/2021 on 21 June 2021.)

Report Items

Working Group Reports

(a) **Traffic Development Affairs Working Group**

(TTC Paper No. 47/R/2021)

142. The Committee endorsed the working group report unanimously.

(b) **Road Safety Working Group**

(TTC Paper No. 48/R/2021)

143. Mr LAU Chi-kit declared his interest as Treasurer of Tsing Yi Energy and withdrew from the discussion.

144. The Committee endorsed the working group report unanimously.

Information Papers

Lost Trip Reports of Buses in February 2021

(TTC Circulation Paper No. 37/2021)

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

- (i) He pointed out that it was already June but there was only a report on lost trips of buses in February. As Lunar New Year was in February, there might be a difference in bus frequency.
- (ii) Regarding the routes with a lost trip rate higher than 7.5% in the afternoon peak period, both routes no. 43B and 243M would depart from Tsing Hong Road to Tsuen Wan. He believed that the higher lost trip rate might be caused by the congestion on Yeung Uk Road and Texaco Road in Tsuen Wan. He asked how the lost trip situation could be improved.
- (iii) He asked why there were more lost trips for route no. 42C and 42A.

146. Miss LEUNG Ching-shan asked how the accuracy of the KMB application's arrival time forecast could be improved.

147. Mr LEUNG Kam-wai put forth opinions and enquiries as follows:

- (i) He would like to follow up on the reasons of the higher lost trip rate of routes no. 44M and 33A.
- (ii) He considered that the submission of the lost trip reports by TD was delayed. The current meeting was discussing the lost trip report in February and the last meeting in April was for last year's figures. He asked if TD could submit the more recent reports on lost trips of buses for a more meaningful discussion. For example, the current meeting was held in June, TD could submit reports on lost trips of buses from March to April.

148. Mr KWOK Tsz-kin put forth opinions as follows:

- (i) He pointed out that the paper was the lost trip report of buses for February, but the current situation of lost trips of buses had not improved, especially for certain routes in Tsing Yi, such as routes no. 42A and 248M. He pointed out that in February, TD allowed the bus companies to reduce the number of trips, but there were still lost trips after the reduction, which reflected that the service could not meet the actual demand.

- (ii) For route no. 248M, the demographic changes in Cheung Hang and Cheung Wang Estates have led to changes in residents' travelling habits. In the past, there was a greater demand for residents to take route no. 43A or minibus route no. 407 to Kwai Chung or Tsuen Wan. However, more residents were taking route no. 248M in recent years. He hoped that KMB could run 4 buses according to the service schedule because he often saw there were only 3 buses operating. He reflected that residents were often unable to board the bus between 7:00 a.m. and 8:00 a.m.

149. Mr CHEUNG Man-lung hoped to follow up on the reasons of the higher lost trips rate of route no. 44M. Since the epidemic started, the frequency of route no. 44M was almost 20 minutes during daytime. There might be alternative minibus services in other areas of Tsing Yi, but route no. 44M was the only public transport service in Cheung On that access Kwai Chung more directly. He opined that KMB should study how to serve the residents in Cheung On.

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

- (i) He pointed out that the frequency of route no. 37 was unstable and there were problems with the KMB application's arrival time forecast system. He received complaints from residents about the erratic schedule of route no. 37 recently at around 7:00 a.m. When he inquired with KMB, they responded that there was congestion on the road and that some drivers were on sick leaves. However, the KMB application's arrival time forecast system did not indicate those problems. Residents waited 45 minutes for a bus to arrive at the en-route station, which was unsatisfactory. KMB indicated a few years ago that the system would be improved while it still had not improved at present.
- (ii) Regarding the bus route development plan, he and other Members requested at an earlier meeting to create a new route for route no. 37 through Lai Chi Kok Road, but KMB did not follow up with them after they raised the issue.

151. Mr CHOI Nga-man put forth opinions as follows:

- (i) He pointed out that route no. 49X had the highest lost trip rate in the report and wished to follow up. He also wished to follow up on the lost trip situation of route no. 45.

- (ii) He received complaints from residents recently about the sharing of buses on routes no. 45 and 46. Route no. 45 was operated by double-decked buses originally, but residents found single-decked buses were also used sometimes.
- (iii) He hoped that there would be reports on lost trips of minibuses in the future.

152. Mr HO Ka-fai responded as follows:

- (i) There were usually two types of causes for lost trips on franchised buses, one was within the control of the bus companies and the other was outside of the control. The causes within the control of the bus companies included: insufficient drivers, insufficient vehicles and mechanical failure of the vehicles. The causes outside of control included: public events, traffic congestion, traffic accidents, weather, etc. TD would monitor the operating statements of the bus companies and complaints from the public. They would also conduct investigations from time to time to monitor the stability of the bus companies.
- (ii) He hoped that the lost trip report after February would be submitted to the Committee as soon as possible.

153. Mr LEUNG Wan-cheong responded as follows:

- (i) Regarding KMB's internal report on lost trips in May, there was an improvement compared with the situation of February. The lost trip issue in February was not only due to the absence of bus drivers, but also the fact that new bus drivers were required to take examination before they could drive the buses. Due to the epidemic, the examination could not be held at that time and it was resumed until the end of February. The new bus drivers needed to receive at least 3 weeks of training and pass KMB examination before they could officially become bus drivers. KMB had a more sufficient number of drivers from April to May, so the rate of absent of drivers had improved. He pointed out that in future, Members would note the improvement when they saw the lost trip report of May.
- (ii) For routes no. 42A and 42C, apart from the absence of bus drivers, the

road conditions were also part of the cause, such as the congestion on Kwun Tong Road, Lung Cheung Road and congestion in the urban area sometimes.

- (iii) For route no. 44M, it was understood that the lost trip rate was higher, and the lost trip situation of the route had improved in May.
- (iv) Regarding the lost trips on route no. 248M, KMB had restored the original frequency. KMB had also arranged special trips from Cheung Wang during the morning peak hours. KMB would follow up on whether the existing frequency could meet passengers' demand and review the frequency schedule from time to time.
- (v) Regarding the route no. 37 re-routing proposal, as it involved more significant changes, the changes might affect route no. 33A. In addition, as mentioned earlier in the meeting or discussed in the form of a working group, KMB proposed to study a number of routes altogether for overall consideration.
- (vi) For the issue of scheduled frequency, the station supervisors would need to input the arrival time. In case of traffic congestion, the bus drivers might not be able to know the arrival time, so they had to estimate the time for the scheduled frequency. The frequency might not be the most accurate, but, it could give the passengers a preliminary estimate. Under normal circumstances, buses could also meet the schedule.
- (vii) For route no. 45, the frequency was 20 or 30 minutes because route no. 45 passed through busy roads which were usually congested. Sometimes, the driver would run a single-decked bus at a nearby station to avoid missing a trip. KMB understood that passengers might feel less comfortable on the single-deck buses. They would continue to make improvements.

154. Mr Chow Wai-hung, Rayman put forth opinions as follows:

- (i) He considered it was undesirable to wait for the working group to be set up before discussing route no. 37 re-routing plan because the working group did not have a concrete arrangement. Moreover, the working group might not only discuss route no. 37. He believed that Members had reflected in the earlier meeting that some buses on route no. 37 could

run on Lai Chi Kok Road. He suggested that route no. 37 re-routing proposal could be dealt with first and hoped that after the meeting, TD or KMB could meet with the relevant Members to discuss the re-routing of route no. 37.

- (ii) He pointed out that KMB's arrival time forecast system was lagging behind the current technology. He pointed out that in the Mainland or other Southeast Asian countries, their arrival forecast system could let passengers know where each bus was, when would the next one arrive, which road would be congested etc. He hoped that TD and KMB could enhance the system.

155. Mr LEUNG Wang-cheung responded that regarding the arrival time forecast system, it would be difficult to know the scheduled frequency of en-route stops in case of traffic congestion, which might result in inaccurate frequency.

156. Mr Wong Ka-chun responded that TD would study the proposal with KMB and discuss with the relevant Members regarding route no. 37 re-routing scheme.

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

- (i) Regarding the re-routing of routes no. 37 and 33A, he pointed out that he would present the relevant agenda for the next meeting so that TD and KMB could discuss it at the meeting.
- (ii) He hoped that TD could submit a more recent report on lost trips of buses.

158. The Chairman asked whether there had been any discussion with the Sham Shui Po District Council (SSPDC) on the re-route of routes no. 37 and 33A. He asked whether KMB would delay the re-routing because of the need of consulting SSPDC.

159. Mr LEUNG Kam-wai pointed out that Sham Shui Po was one of the en-route stations. The terminus was in Mongkok and the most critical route was in Kwai Chung or Tsuen Wan.

160. Ms WONG Peggy responded that for relatively large-scale route rationalisation or individual route diversions in general, the districts along the route should be consulted according to the general procedures. The major clientele for route no. 37 and 33A were residents of Kwai Chung and Tsuen Wan. KMB tended to consult

SSPDC and Yau Tsim Mong District Council (“YTMDC”) only after obtaining the agreement of the relevant DCs on the preliminary proposal.

161. Mr Wong Ka-chun, Danny responded that TD would consider the districts to be consulted on the operating areas and circumstances of individual routes. In considering re-routing, one of the main considerations was passengers’ demand. For routes no. 37 and 33A, the main demand was from Kwai Chung and Tsuen Wan residents. TD would consider the situation in these areas first.

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

- (i) He suggested that if cross-district routes were to be discussed in the future, the Chairman might consider inviting Members from certain districts to attend the meeting as an individual.
- (ii) Regarding the arrival time forecast system, some residents reflected that there was no congestion on route no. 248M when it was running on Liu To Road and Fung Shue Wo Road. However, passengers waited for 3 to 5 minutes longer at the Cheung Wang Terminus. He enquired whether the calculation was inaccurate or the buses were not equipped with positioning devices, and if the bus real-time location function could be added to the arrival time forecast system.

163. The Chairman put forth opinions as follows:

- (i) He pointed out that there was room for improvement in the arrival time forecast system, but there was an improvement compared to the system in the past.
- (ii) It was necessary to reconsider whether Members from other districts would be invited to attend meetings as an individual when discussing cross-district routes.

164. Mr LEUNG Wang-cheung noted on Members' views on the forecast system and that KMB would continue to improve the system. The main problem with the system was that the traffic flow at en-route stations was different from the estimated traffic flow as the system required a lot of data in order to calculate when a station would arrive if there was a congestion between stations.

165. Mr KWOK Tsz-kin reiterated that there was no congestion on route no. 248M at

Liu To Road but the forecast of arrival time of route no. 248M at KMB was not accurate.

166. Mr CHEUNG Man-lung asked if TD could provide a more recent report on lost trips of buses.

167. Mr LEUNG Wang-cheung noted on Members' comments and would monitor the arrival time forecast system of route no. 248M.

168. Mr WONG Ka-chun, Danny noted on Members' views and would provide a more recent report on lost trips of buses in the next meeting. TD would also request the bus companies to submit the data as soon as possible.

Any Other Business

169. Members did not raise any other business.

Date of Next Meeting

170. The next meeting would be held on 12 August 2021 at 10:00a.m.

Kwai Tsing District Council Secretariat
August 2021