

(Translation)

**Minutes of the 4<sup>th</sup> Meeting of the  
Traffic and Transport Committee (2020) of  
Kwai Tsing District Council**

Date: 15 October 2020

Time: 10:00 a.m. – 4:40 p.m.

Venue: K&T DO Conference Room

<b><u>Attendee</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Departure</u></b>
Mr LAM Siu-fai (Chairman)	Start of Meeting	End of Meeting
Mr CHOI Nga-man (Vice-chairman)	Start of Meeting	End of Meeting
Mr CHAN Chi-wing	Start of Meeting	3:30 p.m.
Mr CHEUNG Kwan-kiu, Steve	Start of Meeting	End of Meeting
Mr CHEUNG Man-lung	Start of Meeting	End of Meeting
Mr HON Chun-yin	Start of Meeting	End of Meeting
Mr HUI Kei-cheung	Start of Meeting	End of Meeting
Miss KWOK Fu-yung	11:08 a.m.	12:25 p.m.
Mr KWOK Tsz-kin	10:48 a.m.	End of Meeting
Mr LAU Chi-kit	Start of Meeting	End of Meeting
Ms LAU Kwai-mui	Start of Meeting	End of Meeting
Miss LEUNG Ching-shan	3:08 p.m.	End of Meeting
Mr LEUNG Kam-wai	Start of Meeting	1:00 p.m.
Ms LEUNG Kar-ming	Start of Meeting	2:57 p.m.
Mr LEUNG Kwok-wah	Start of Meeting	1:00 p.m.
Mr LEUNG Wing-kuen	10:44 a.m.	4:23 p.m.
Miss LO Yuen-ting	Start of Meeting	12:25 p.m.
Mr NG Kim-sing	10:10 a.m.	3:41 p.m.
Mr SIN Chung-kai, SBS, JP	Start of Meeting	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	10:05 a.m.	End of Meeting
Mr TSUI Hiu-kit	10:05 a.m.	4:06 p.m.
Mr WONG Bing-kuen	2:38 p.m.	End of Meeting
Mr WONG Chun-tat	10:26 a.m.	End of Meeting
Miss WONG Pit-man	10:05 a.m.	2:34 p.m.
Mr WONG Tin-yan	10:30 a.m.	1:00 p.m.

**In Attendance**

Mr YIU Chiu-chung	Senior Engineer 2/ Universal Accessibility, Highways Department
Mr CHANG Yan-fung, David	Engineer 6/ Universal Accessibility, Highways

Mr CHENG Wan-kien, Keith	Department Assistant Engineer 12/ Universal Accessibility, Highways Department
Mr WONG Ka-ming	Public Relations Officer/ Universal Accessibility, Highways Department
Ms CHOW Hoi-yi	District Engineer/ Kwai Chung and Tsing Yi (East), Highways Department
Ms NG Wai-ki	District Engineer/ Works (South 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
Mr NG Ho-leung, Jacky	Engineer/ Tsing Yi, Transport Department
Miss LEE Che-ying, Emily	Engineer/ Kwai Chung, Transport Department
Mr KWAN Yu-hang, Jason	Engineer/24 (West), Civil Engineering and Development Department
Mr TSANG Yiu-tim	Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Mr SHING Wai-ho	District Operations Officer (Kwai Tsing), Hong Kong Police Force
Mr LEUNG Wang-cheong	Assistant Manager (Operations), the Kowloon Motor Bus Co. (1933) Limited
Ms WONG Peggy	Assistant Manager (Planning & Development), the Kowloon Motor Bus Co. (1933) Limited
Miss LEUNG Betsy	Manager (Public Affairs), the Kowloon Motor Bus Co. (1933) Limited
Mr LI Kevin	Public Affairs Manager, New World First Bus Services Limited and Citybus Limited
Mr LAM Chi-keung	Assistant Operations Manager (Department Two), Citybus Limited
Miss YIM Yik-huen, Bonnie	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Miss CHEUNG Hoi-ni, Cheryl (Secretary)	Executive Officer (District Council) 1, Kwai Tsing District Office

**Absent with Apologies**

Mr CHOW Wai-hung, Rayman	Without prior notice
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## **Opening Remarks**

The Chairman welcomed Members and representatives of government departments and organisations to the 4th meeting of the Traffic and Transport Committee (“TTC”) (2020) of Kwai Tsing District Council (“K&T DC”).

## **Confirmation of Minutes of the 3rd Meeting (2020) held on 11 June 2020**

2. Mr CHEUNG Kwan-kiu, Steve moved a motion to confirm the minutes. The motion was seconded by Mr SIN Ho-fai. Members endorsed the minutes unanimously.

## **Introduction of/Consultation Paper**

### **Special Scheme under the “Universal Accessibility” Programme**

(Proposed by the Highways Department)

(TTC Paper No. 36/D/2020)

3. The Chairman pointed out that he would like the meeting to focus on the above-mentioned scheme. If Members had other suggestions, they could discuss with Public Relations Officer/ Universal Accessibility of the Highways Department (“HyD”) after the meeting.

4. Mr YIU Chiu-chung, Senior Engineer 2/ Universal Accessibility of HyD, briefly introduced TTC Paper No. 36/D/2020.

5. Mr CHANG Yan-fung, David, Engineer 6/ Universal Accessibility of HyD, briefly introduced the items under the “Special Scheme”.

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

- (i) He welcomed Walkway Item No. TWH01. He reported that a few years ago, residents had already suggested the retrofitting of a lift there as it would facilitate the access of the elderly and plug the security loophole that required the use of certain floors as entrances to walkways due to the design of old housing estates.
- (ii) He supported Walkway Item No. TWH02. He said that many residents on the hill would use the bus stop at the bottom of the hill and go to Tai Wo Hau Community Centre. He suggested extending the lift to the top of the hill to facilitate the access by the elderly and disabled persons.

7. Mr LEUNG Kwok-wah pointed out that concerning Walkway Item No. SL16, there was a bus stop outside Shek On House for the airport, and there was a need to retrofit a lift as there were more pedestrian flows. Besides, as the Shek Lei (I) Estate population was ageing and barrier-free facilities were inadequate, he would like to understand the design as soon as possible, such as the location of the lift.

8. Ms LAU Kwai-mui suggested retrofitting a lift at the Shek Cheung House staircase to facilitate residents' access to Shek Li Street and Shek Foon House. She pointed out that many elderly people would go to the North Kwai Chung Clinic via Shek Li Street, and a lift would be convenient for the elderly and the disabled.

9. Mr LAU Chi-kit put forth opinions as follows:

- (i) He considered it necessary to retrofit a lift at Walkway No. CO01. Although there was a "zebra" crossing next to it, there was more pedestrian flow on the walkway, which was accessible to Cheung On Estate (Phase I), Cheung On Estate (Phase II) and Cheung Fat Plaza. There was also no lift in Cheung Fat Estate to facilitate the access by the disabled.
- (ii) He did not think there was a need to retrofit a lift at Walkway No. CO02 because the usage was very low and no one crossed the road there. He would like to replace it with Walkway Item No. CO01.

10. Mr YIU Chiu-chung responded as follows:

- (i) HyD agreed that Walkway Item No. TWH01 needed to be included in the preliminary study. If Members considered it necessary to include TWH02 in the preliminary study, they could accept it. However, as the purpose of the above scheme was to facilitate pedestrians to cross the existing roads, it was unlikely that the lift could be extended to the top of the hill.
- (ii) For Walkway Item No. SL16, HyD had conducted a site visit and initially concluded that the works were very difficult. If the Committee confirmed the need, the consultants would need to conduct further site visits to examine the option of retrofitting a lift. HyD would report to the Committee on the findings of the study.
- (iii) For Walkway Item No. SL23, HyD had conducted a site visit and agreed

that it would be difficult for the elderly to travel from Shek Cheung House to Shek Li Street via the long staircase to the estate or the clinic, but going up and down the hill was not the purpose of the “Universal Accessibility” programme. HyD pointed out that there was an adjacent footbridge crossing the road, which was within the scope of the “Special Scheme”. If Members agreed that there was a need for a lift at that location (i.e. Walkway No. SL23), HyD could ask the consultants to conduct a preliminary study.

- (iv) For Walkway Items No. CO01 and CO02, HyD agreed that the need for retrofitting a lift at Footbridge CO02 was very low. If Members considered that a lift was needed at Footbridge CO01, HyD could ask the consultants to conduct a preliminary study.
- (v) HyD would like to commence the scheme as soon as possible, and Members could propose other items that required the retrofitting of lifts at the meeting. After confirming that the scope of the “Special Scheme” was met and approved by the Committee, HyD would ask the consultants to conduct a preliminary study and submit a report at the next meeting. It would then ask the Committee to select no more than three items that required the retrofitting of lifts.

11. Mr TAM Ka-chun, Warren put forth opinions as follows:

- (i) He supported Walkway Items No. CO01 and NF214 and thought that Walkway Item No. CO02 could be disregarded.
- (ii) He would like HyD to release the presentation after the meeting to let Members know why lifts could not be retrofitted on certain road sections.

12. Miss WONG Pit-man said that Walkway No. NF214 was located near Tsing Yip Street and Tsing Luk Street, which was very important to Tsing Yi Estate as it was accessible to three housing estates. Besides, the ramp there was relatively steep, with a high pedestrian flow, and bus stops, public light bus (“PLB”) stops and taxi stands nearby. If a lift was retrofitted to the site, it would meet the Department’s requirements and help the residents.

13. Mr LEUNG Kam-wai supported the items. However, as they needed to select three items at the next meeting, he asked how the outstanding items would be handled and whether there would be a separate timetable for completing the other feasible items.

14. Mr CHEUNG Man-lung thought that there was not much need to retrofit a lift near On Yeung House (i.e. Walkway No. CO02). On the contrary, as there was more pedestrian flow at On Tao House, if a lift was retrofitted at Walkway No. CO01, it would help the elderly to cross the road. Therefore, he supported to include the item in the scheme. He also inquired about the convenient location to reach the bus stop near Walkway No. CO01 after retrofitting a lift.

15. Ms LEUNG Kar-ming said she had met with HyD earlier and mentioned that there was a mistake in the design of a footbridge (Walkway No. CH01) between Hong Shun House and Hong Cheung House in Cheung Hong Estate, as people could only go up the footbridge in one direction and down the footbridge in another direction, which was difficult for people to cross the road. Although there were pedestrian crossing facilities at ground level, it was not convenient for the elderly and people with mobility problems to cross the road. Besides, there were PLB and bus stops outside Hong Cheung House, so residents had to cross Chung Mei Road to go anywhere, which was inconvenient to them. She asked if HyD had followed up on the item.

16. The Chairman reminded Members to submit their views in writing.

17. Mr YIU Chiu-chung responded as follows:

- (i) He pointed out that the presentation on the eight locations proposed by Members for inclusion in the “Special Scheme” would be circulated after the meeting to let Members know why certain walkways could not be included in the scheme.
- (ii) He explained that the current practice in the 18 districts was to select no more than three items for priority implementation, and the remaining items would be included in the list of items to be taken forward. If the Bureau indicated that there were other plans to implement more items, those on the waiting list would be considered first.
- (iii) For the retrofitting of a lift to connect to the bus stop at Walkway Item No. CO01, the consultant company needed to study the most suitable location where the lift would connect to the flyover and the ground level. If the Committee confirmed the need to retrofit a lift at Walkway No. CO01, the consultant company would carry out a preliminary design study.

- (iv) For the Cheung Hong Estate Item (Walkway No. CH01), HyD had also had a site visit and taken some photos. The Committee could consider whether there was a need to retrofit a lift.

18. The Chairman put forth opinions as follows:

- (i) HyD had held two briefing sessions on the “Special Scheme” earlier. He requested HyD to remove Walkway Item No. CO02 and include Walkway Item No. CO01 in response to Members’ comments and hoped that it would issue a discussion paper as soon as possible to allow Members to select no more than three items from those included.
- (ii) In summary, Members would like to build more than three items in the scheme. He hoped that HyD would strive to take forward more items in future.

19. Mr TAM Ka-chun, Warren asked how many items could be included in the preliminary study.

20. Mr YIU Chiu-chung responded as follows:

- (i) In order to make effective use of resources and to start the preliminary study as soon as possible, he hoped that the Committee would only consider the items with the greatest need. HyD would collate the views discussed at the meeting for the consultant company to study. The consultant company would conduct preliminary studies for the nominated items, including collecting relevant information such as pedestrian flow, elderly facilities, elderly homes, etc., in the vicinity and report to the Committee at a subsequent meeting.
- (ii) He would let the Committee select no more than three most needed items for priority implementation at the next meeting, with the remaining items to be put on the waiting list.
- (iii) He would like the Committee to identify the items that required a preliminary study.

21. The Chairman said that apart from Walkway Item No. CO02, he would like HyD to conduct preliminary studies on the other items.

22. Mr HUI Kei-cheung expressed his view that Walkway Item No. TWH03 could be eliminated.
23. Mr LEUNG Kam-wai wished to retain Walkway Item No. TWH03 because Tai Wo Hau residents might use the item.
24. The Chairman asked HyD to conduct preliminary studies on items (including Walkways No. TWH03 and CH01) apart from Walkway Item No. CO02.

### **Discussion Items**

#### **Strongly Requests for Complete Solutions to the Traffic Problems on Shek Yam Road**

(Proposed by Mr LAM Siu-fai and Ms LAU Kwai-mui)  
(TTC Paper No. 37, 37a, 37b/D/2020)

25. Ms LAU Kwai-mui and the Chairman briefly introduced TTC Paper No. 37/D/2020.
26. The Chairman put forth opinions and enquiries as follows:
- (i) He said that a consultation paper had been issued in the past on the transport facilities for Shek Yam Road. He asked HyD whether the consultation paper could not be passed if there were objections and how the current situation of Shek Yam Road should be handled.
  - (ii) He asked the Police about the ticketing situation at Shek Yam Road and how the problem at Shek Yam Road could be resolved from the Police's point of view.
  - (iii) The bus company was suffering from traffic congestion on Shek Yam Road, resulting in frequent lost trips on route no. 35A, which affected residents. He asked if the bus company had any relevant records which could inform Members of the situation.
27. Miss LEE Che-ying, Emily, Engineer/ Kwai Chung of the Transport Department ("TD"), responded as follows:
- (i) The Department was aware of the problem of pedestrian safety caused by illegal parking of vehicles on the pavement at Shek Yam Road. To

improve pedestrian safety, the Department proposed to install iron bollards on Shek Yi Road, Shek Yam Road near Kam Shek Building and Shek Yam Road near Tin On House. The Home Affairs Department (“HAD”) consulted the local community in late January 2020 and received objections to the proposed solution. TD had sought to understand and explain the considerations of the proposed solution to HAD in order to address public concerns. According to HyD’s information, the works were expected to commence in the first quarter of 2021.

- (ii) To improve pedestrian safety and to strike a proper balance between the needs of traffic and the loading and unloading needs of the district, the Department proposed to provide a pedestrian crossing near the lay-by near Kwai Po Building on Shek Yam Road and to provide an additional 16-metre long lay-by and to implement an “all-day” no-stopping restriction zone. The above traffic improvement measures, when implemented, would help to relieve the traffic congestion at the above site. The proposed solution was put forward for local consultation by HAD in July 2020, and residents in the district raised objections. The Department hoped to address the concerns of the public by early November and discuss with HyD the implementation timetable thereafter.

28. Mr TSANG Yiu-tim, Officer-in-Charge, District Traffic Team, Kwai Tsing Police District of the Hong Kong Police Force (“HKPF”), responded as follows:

- (i) He was aware that Shek Yam Road was a black spot for illegal parking. The Police had been following up on the matter.
- (ii) The Police had issued 556 fixed penalty tickets from April to June this year and 683 tickets from July to September this year. From July to September this year, the Police had stepped up prosecution actions during peak hours such as meal times, 7:00 p.m. to 8:00 p.m. and 12:00 noon on Saturdays, with the Police patrolling for at least half an hour before leaving. Due to resource constraints, they could step up Police patrols when necessary.

29. Mr LEUNG Wang-cheong, Assistant Manager (Operations) of the Kowloon Motor Bus Co. (1933) Limited (“KMB”), responded as follows:

- (i) He agreed with Members that the situation at Shek Yam Road was true.

- (ii) Apart from bus route no. 35A, there were delays on other bus routes passing Shek Yam Road. It is more difficult to indicate lost trips due to the Shek Yam Road situation because delays also occurred elsewhere apart from the traffic black spots on Shek Yam Road.
- (iii) Morning shift bus drivers also reported serious traffic congestion at 7:00 a.m. due to the need to unload goods at the market. In the evenings when taxi drivers were having dinner, traffic was also blocked.
- (iv) He believed that the installation of iron bollards at the roadside would reduce the number of illegal parking of goods vehicles. KMB also hoped that the situation could be improved so as to reduce the waiting time of the public and the impact on the rest time of bus captains.

30. Mr LEUNG Wing-kuen put forth opinions and enquiries as follows:

- (i) He asked whether the PLB stop next to the posting box at the market on Shek Yam Road was illegal.
- (ii) He said that TD had to consider the location of double yellow lines. If they were not properly positioned, the problem of truck drivers loading and unloading goods could not be solved. Besides, if TD narrowed the road, he feared that the road blockage would become more serious. This was because goods vehicles might be parked in both lanes of traffic.

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

- (i) She hoped that the Police would strengthen their manpower to deal with the illegal parking problem on Shek Yam Road.
- (ii) She asked TD whether Shek Yi Road and Shek Yam Road were suitable for learner vehicles.
- (iii) There were also vehicles parked along the three lanes of Shek Yam Road. She hoped that the departments concerned would look into the problem and solve it as soon as possible.

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

- (i) He responded to Mr LEUNG Wing-kuen's comment that the PLB stop next to the posting box at the market on Shek Yam Road was illegal. He asked TD how the problem could be resolved.
- (ii) He would like TD to contact the PLB company. He said there were many taxi drivers who parked their taxis on the roadside in the morning to have breakfast, thus hindering the movement of buses.

33. Mr WONG Ka-chun, Danny, Senior Transport Officer/ Kwai Tsing 1 of TD, responded that TD had not allowed the green minibus ("GMB") routes to pick up or drop off passengers in the yellow hatched area at the junction of Shek Yam Road and Tung Chi Street, and had reminded the GMB operator not to pick up or set down passengers there without permission. TD had also requested the operator to remove the PLB stop sign at that location and would actively follow up with the operator. Meanwhile, TD had also referred the matter to the Police for follow-up enforcement action.

34. The Chairman asked whether the Police would be involved in prosecuting illegal parking of PLBs.

35. Mr TSANG Yiu-tim responded that warning letters from TD to PLB offenders were distributed to frontline police officers for their enforcement. The Police were aware of the frequent PLB offences, but there were no actual prosecution figures at present.

36. Mr LEUNG Wing-kuen put forth opinions and enquiries as follows:

- (i) He asked where were legal for PLBs to park.
- (ii) He asked whether the Police's enforcement action was advisory, warning or ticketing. He thought that if only warnings were given, he feared the illegal parking situation would continue.

37. Mr WONG Ka-chun, Danny responded that if GMBs picked up and dropped off passengers at the rear section of Shek Yam Road and avoided stopping at the junction of Shek Yam Road and Tung Chi Street, it would have less impact on the traffic conditions on that road.

38. Mr TSANG Yiu-tim responded that the Police had issued a notice to the PLB stop staff that prosecution would be taken in the future if PLBs illegally pick up or drop

off passengers next to the posting box on Shek Yam Road and that prosecution would commence this month.

39. The Chairman requested TD to deal with the traffic congestion on Shek Yam Road as soon as possible.

**Requests Sectional Fare Concession Be Provided for Route no. 47X**

**(Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests for Implementation of Section Fare Arrangement for KMB Route no. 47X (from Kwai Shing to Kwai Fong MTR Station) to Make Up for the Inadequacies of Green Minibus Service and to Facilitate Passengers to Switch to MTR or Other KMB Routes at Kwai Fong to Travel to Other Districts.)**

(Proposed by Mr CHOW Wai-hung, Rayman, Mr NG Kim-sing and Miss LEUNG Ching-shan, seconded by Mr TONG Ho-man)

(TTC Paper No. 38, 38a, 38b/D/2020)

**Requests to Enhance Special Bus Service of Citybus Route no. 930 and Increase Cross Harbour Bus Service in Kwai Shing Circuit**

**(Motion: The Kwai Tsing District Council Requests the Transport Department and the Citybus to Provide Sufficient Frequencies of Special Bus Service During Peak Hours Based on the Actual Needs of Passengers in Uphill Areas of Kwai Shing, and to Provide Short-term Cross Harbour Bus Service for Residents in the District on a Trial Basis, and Meanwhile to Study the Feasibility of Provision of the Service to Allow An Alternative Transport Choice for Residents in the District.)**

(Proposed by Mr CHOW Wai-hung, Rayman, seconded by Mr NG Kim-sing and Miss LEUNG Ching-shan)

(TTC Paper No. 39, 39a, 39b/D/2020)

40. The Chairman said that the above two agenda items would be discussed together.

41. Mr NG Kim-sing briefly introduced TTC Paper No. 38/D/2020.

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

- (i) TD had been encouraging the franchised bus company to offer appropriate fare concessions to passengers as far as its financial position permits. In examining individual fare concession proposals for franchised buses, the TD's consideration was to strive to maintain a diversified transport service and a co-ordinated and efficient public transport network in all districts while taking into account the healthy and

sustainable development of public transport services in terms of operation and finance, so that passengers could have a choice of services.

- (ii) If TD received applications for sectional fares for bus routes from the franchised bus company, it would consider them in the light of the above considerations.

43. Ms WONG Peggy, Assistant Manager (Planning & Development) of KMB, responded as follows:

- (i) Kwai Shing residents were served by alternative bus routes or GMB services to Kwai Fong or Kwai Hing.
- (ii) KMB needed to consider carefully the two-way section fare concessions proposed by Members. This was because there might be safety concerns for short-distance passengers if they had to go to the front door of the bus to tap their cards when getting off the bus.
- (iii) Regarding the two-way fare concession scheme for Yuen Long and Tuen Mun mentioned by Members, it was still at the trial stage. KMB would need to understand the actual operation and passenger movement before considering whether to continue or extend the scheme to other districts.

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

- (i) He understood that the two-way sectional fares in Tuen Mun were implemented by tapping the card at the bus stop after passengers had alighted, instead of at the front door of the bus compartment.
- (ii) He inquired about the testing schedule for the two-way sectional charge.
- (iii) He requested the introduction of two-way sectional fares in the district. This was because it was more difficult for residents in the district to board PLBs. In the long run, the bus company would also be able to increase the number of passengers.

45. Mr SIN Chung-kai put forth opinions as follows:

- (i) He was disappointed at TD's reply. He thought that TD should facilitate or encourage the bus company to fully implement sectional fares.

- (ii) In the form of sectional fares, apart from card-tapping at the stop as in Tuen Mun, consideration should be given to setting up Octopus machines at the front and rear doors of bus compartments so that passengers could tap their card once when boarding and a second time when alighting.
- (iii) He believed that TD should open up bus operations so that bus companies could fully compete.
- (iv) He pointed out that some other countries had fully implemented sectional fares. He hoped that TD would promote full sectional fares.

46. Mr LAU Chi-kit put forth opinions as follows:

- (i) He thought that the bus company should increase its patronage. This was because a lift would be completed at Kwai Luen House in the future, making it easier for residents to travel to and from the building. Without sectional fare concessions, residents might reduce the use of bus services.
- (ii) He believed that the bus company only needed to add an Octopus machine to each bus for sectional fares, which was not too difficult to implement.

47. Mr CHEUNG Kwan-kiu, Steve put forth opinions as follows:

- (i) He had discussed the subject of sectional fares in the working group. He did not understand why the bus company had implemented sectional fare schemes on some routes but not others. Apart from route no. 47X, residents had also expressed their wish for section fare concessions on other routes.
- (ii) The bus company had admitted that it was not technically difficult to implement sectional fares. He did not understand why the bus company did not make use of the sectional fare concessions to increase patronage.

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

- (i) He hoped that a two-way sectional fare service would be introduced as soon as possible to alleviate the demand for short-distance bus routes in

the district. There were many hilly areas in Kwai Tsing District. Even if residents wanted to take the MTR, they often had to rely on the interchange services of other means of transport.

- (ii) He thought that it was TD's responsibility to promote two-way sectional fares in the district. TD could include a study of possible routes for implementing two-way sectional fares in the district in its work report.

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

- (i) He reminded Members that KMB route no. 47X was a one-way bus route.
- (ii) He did not understand KMB's reference to passengers having to tap their cards at the front door of the bus compartment. This was because in some parts of the New Territories, two-way section fare concessions were already in place, and passengers could tap their cards at the stop to get the section fare concessions. He hoped the bus company would actively implement the sectional fare scheme.
- (iii) He pointed out that other countries had introduced sectional fares and thought that KMB could follow suit.

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

- (i) He pointed out that two to three months ago, 17 bus routes in Tuen Mun, Yuen Long and Tin Shui Wai had implemented bi-directional section fares. There were frequent complaints that bus routes in Kwai Tsing did not cater to the residents' needs. He asked the bus company if it could plan bus route rationalisation for the five areas in Kwai Tsing if resources were limited so that it could implement sectional fares.
- (ii) With the current emphasis on technological development, he opined that TD should examine in its work report how it could use technology to help implement sectional fare schemes, e.g. by installing additional equipment at stops to provide interchange concessions to passengers.
- (iii) He hoped that TD and the bus company would actively consider the motion. This was because residents in Kwai Chung, Tsuen Wan and Tsing Yi had a greater need for bus services internally.

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

- (i) He thought that regional fares should be implemented.
- (ii) He cited the example of residents who reported that the fares of route no. 235 and route no. 35A were different, and TD had explained that the departure points of route no. 235 and route no. 35A were different. He thought that TD's response might be biased in favour of the bus company. He believed that TD should promote reasonable regional fares.

52. The Chairman reminded Members that they should speak on the request for sectional fares for route no. 47X.

53. Mr LEUNG Kwok-wah thought that sectional fares would not only benefit the residents but also serve as a resource allocation and passenger diversion for the bus company. He believed that TD and the bus company should reconsider and review it so that each bus route had sectional fares.

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

- (i) TD was open to the sectional fare proposal and also encouraged the bus company to offer appropriate fare concessions to passengers where practicable.
- (ii) The Department would actively discuss with the bus company on the sectional fare proposal, taking into account the public transport network and the financial and operational model of the operator. The Department would discuss with the bus company on different possible options.

55. Miss LEUNG Betsy, Manager (Public Affairs) of KMB, responded as follows:

- (i) At present, section fares of route no. 47X were also provided for the section behind Shing Mun Tunnels Bus Interchange. The proposal in the paper to provide concessionary section fares in the Kwai Shing area would result in a change in the overall fare model.
- (ii) Regarding Members' suggestion of installing card-tapping machines at the rear doors of bus compartments, KMB considered that it would be

more difficult for bus captains to monitor the condition of the card-tapping machines, which might lead to fare evasion. Secondly, the installation of card-tapping machines at the front doors of bus compartments might cause order problems if there were more people boarding and alighting. The two-way sectional fares in Tuen Mun, Yuen Long and Tin Shui Wai were based on the fare deduction at the stop after passengers had alighted the bus. KMB would continue to discuss with TD and review its service and financial situation to consider extending a two-way sectional fare scheme.

56. The Chairman said that there was a need for sectional fares in Kwai Tsing district and thought that TD and the bus company should discuss a plan to implement sectional fares.

57. Mr NG Kim-sing briefly introduced TTC Paper No. 39/D/2020.

58. The Chairman reminded Members that they should speak on the Citybus special service route no. 930.

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

- (i) He thought that there were problems with the routing of Citybus special service route no. 930 (“Special Route”). He pointed out that residents of Kwai Shing Circuit would not take the Special Route in the morning. As its route was very circuitous, residents of Tsuen Wan and Kwai Chung Estate would not choose to take the Special Route. Hence, its maximum patronage was about 70%.
- (ii) He suggested changing the Special Route to start from Kwai Shing Circuit, go through Kwai Chung Estate, then through Kwai Fong or Kwai Hing and finally go to Hong Kong Island. This was because there were alternative bus routes for residents in Tsuen Wan District.

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

- (i) Special Route frequencies were arranged as appropriate according to the passenger demand of the route.
- (ii) Regarding the proposed adjustment of the route, the Department would actively study and consider the options with the bus company for the

convenience of passengers.

61. Mr LI Kevin, Public Affairs Manager of New World First Bus Services Limited (“NWFB”) and Citybus Limited, responded as follows:

- (i) The patronage of the Special Route was 60% to 70% in late September and October. NWFB and Citybus Limited would closely monitor the route operation and would actively consider increasing the frequency if the patronage increased.
- (ii) NWFB and Citybus Limited would give further consideration to the issue of route changes.

62. The Chairman suggested that Citybus should meet with DC members of Kwai Shing area to discuss the routing of the Special Route.

63. The Chairman announced to decide whether to endorse “Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests for Implementation of Section Fare Arrangement for KMB Route no. 47X (from Kwai Shing to Kwai Fong MTR Station) to Make Up for the Inadequacies of Green Minibus Service and to Facilitate Passengers to Switch to MTR or Other KMB Routes at Kwai Fong to Travel to Other Districts.” by voting. The Committee unanimously approved the motion.

(Post-meeting note: The Secretariat circulated TD’s written reply, i.e. TTC Circulation Paper No. 42/2020, to the Committee on 1 December 2020.)

64. The Chairman stated that an extempore motion was received as follows:

**Extempore Motion: The Kwai Tsing District Council Requests the Transport Department and the Citybus to Provide Sufficient Frequencies of Special Bus Service During Peak Hours Based on the Actual Needs of Passengers in Uphill Areas of Kwai Shing, and to Provide Short-term Cross Harbour Bus Service for Residents in the District on a Trial Basis, and Meanwhile to Study the Feasibility of Provision of the Service to Allow An Alternative Transport Choice for Residents in the District.**

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

65. As Mr CHOW Wai-hung, Rayman was not present at the meeting, Mr NG Kim-sing moved an extempore motion.

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

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

(Post-meeting note: The Secretariat circulated Citybus's written reply, i.e. TTC Circulation Paper No. 31/2020, to the Committee on 10 November 2020.)

**To Discuss and Follow Up the Latest Progress of the Original Plan (Footbridge System on Lai Cho Road) and Alternative Plan (Footbridge System on San Kwai Street)**

(Proposed by Mr SIN Chung-kai, SBS, JP)

(TTC Paper No. 40, 40a, 40b/D/2020)

68. Mr SIN Chung-kai inquired about HyD's response that exploration would be completed by mid-2021 and asked about the next steps after completion of exploration.

69. Ms CHOW Hoi-yi, District Engineer/ Kwai Chung and Tsing Yi (East) of HyD, would provide a written reply later as the relevant colleague was not present at the meeting.

(Post-meeting note: The Secretariat circulated HyD's written reply, i.e. TTC Circulation Paper No. 39/2020, to the Committee on 24 November 2020.)

**Requests to Study and Construct a Hillside Pedestrian Link in On Yam Estate**

(Proposed by Mr LEUNG Wing-kuen)

(TTC Paper No. 41, 41a, 41b/D/2020)

70. Mr LEUNG Wing-kuen briefly introduced TTC Paper No. 41/D/2020.

71. Miss LEE Che-ying, Emily responded that TD was conducting preliminary technical assessments and planning preliminary alignments for the 114 hillside lift system proposals to conduct preliminary screening and score according to the revised assessment mechanism. The Department noted Members' suggestions and would reconsider them at the next stage.

**Suggestions on Route No. 44M**

(Proposed by Mr CHAN Chi-wing)

(TTC Paper No. 42, 42a/D/2020)

**Discussion on the Progress of Implementation of Bus Route Programme 2020-2021 of Kwai Tsing District**

(Proposed by Mr SIN Ho-fai, Miss WONG Pit-man and Mr WONG Chun-tat)  
(TTC Paper No. 43, 43a/D/2020)

72. The Chairman said that the above two agenda items would be discussed together.

73. Mr CHAN Chi-wing said that TD had mentioned in its reply earlier in the year that a revised routing of route no. 44M would be implemented in the third quarter of 2020. However, this had not yet happened. He asked when TD and KMB would try out the proposed route of 44M.

74. Mr SIN Ho-fai added that TD had mentioned that the service hours of route no. 948 would be extended in the third quarter of 2019 and asked what progress had been made.

75. Miss WONG Pit-man asked TD about the progress of implementing “Bus Route Programme 2020-2021 of Kwai Tsing District” and expressed her hope to implement the programme as soon as possible.

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

- (i) He said he understood the drop in patronage due to the epidemic, but there was a need for a firm date or timetable for implementing the programme.
- (ii) He said that classes had resumed for primary and secondary students, but there were changes to their school hours. He asked if KMB had changed the frequency of buses for primary and secondary students during school hours. This was because some residents had reflected that it was difficult for primary and secondary school students to take buses when they finished school at noon.

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

- (i) Regarding the routing of route no. 44M, the Department had confirmed that in the Bus Route Planning Programme for 2020-2021, the routing of route no. 44M towards Cheung On would be revised between 7:00 a.m.

and 9:00 a.m. on Mondays to Fridays (except public holidays), with a detour through the Tsing Yi Railway Station Bus Terminus before returning to the Cheung On Bus Terminus. The proposal was expected to be implemented in the fourth quarter of 2020 or before the end of the year to observe the changes in journey time and patronage after implementation. The Department hoped to review the relevant operational data after implementation in the fourth quarter of 2020 and would take the next step depending on the data.

- (ii) Regarding the implementation progress of the “Bus Route Programme 2020-2021 of Kwai Tsing District”, the written reply submitted earlier had stated that the programme would be implemented on some routes according to the proposed quarters, while the implementation schedule of some routes might be delayed due to the drop in patronage as a result of the epidemic.

78. Ms WONG Peggy responded as follows:

- (i) The timing of implementation of individual projects in the five-year development plan would depend on the patronage of the relevant bus routes. In particular, due to the epidemic this year, the overall patronage of KMB services up to September was still lower than normal. KMB would review the situation on different routes, for example, the bus routes to and from East Kowloon had seen a quicker recovery in patronage. KMB was currently preparing the Bus Route Planning Programme, which was originally proposed for implementation in the third and fourth quarters of 2020. It would inform the relevant Members when a firm implementation date was available.
- (ii) The proposed extension of service hours of route no. 948 would be implemented in conjunction with the introduction of route no. 948E. KMB was now preparing the arrangements and expected to implement them in November or December.

79. The Chairman considered the bus company’s response vague. He asked whether the bus company would implement the progress of the Bus Route Planning Programme for Kwai Tsing according to TTC Paper No. 43a/D/2020, i.e. TD’s response.

80. Ms WONG Peggy responded that the paper was an estimated implementation

schedule for the bus company to co-ordinate with TD.

81. The Chairman said that Members could refer to TTC Paper No. 43a/D/2020.

82. Miss KWOK Fu-yung asked about the bus route in Sha Tin and hoped that it would be implemented as soon as possible. Residents had repeatedly expressed their wish for a direct bus service from Kwai Chung North East to Sha Tin. She would like a clear reply from TD or the bus company.

83. Miss LO Yuen-ting believed that TD was to blame for the delays in the Bus Route Planning Programme last year and this year, which did not occur before. She believed that the reasons for the delays were excuses and hoped that TD would step up monitoring the routes mentioned in the programme as residents were aware the routes would be taken forward and had repeatedly expressed their views on them.

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

- (i) He asked whether the routes rejected for inclusion in the Bus Route Planning Programme (e.g. route no. 249) would be reviewed again or presented to the Committee in the next year's programme.
- (ii) Regarding the southeast of Tsing Yi (e.g. Rambler Crest, Mayfair Gardens and Cheung Ching Estate), there was also a request for direct bus service to Maritime Square as the PLB service was not quite up to standard. The situation about the substandard PLB service was also reported to TD, but the situation had not improved. He hoped that there would be an improvement in the Bus Route Planning Programme next year.
- (iii) There was a greater need to increase the frequency of route no. 948 than to extend its service hours. Residents waiting for the bus at or near the last stop were unable to board the bus. He would like TD and the bus company to take note of this.

85. The Chairman reminded Members that this was a discussion on the progress of the Bus Route Planning Programme implementation and asked Members not to mention new programmes.

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

- (i) He inquired about the exact month of implementation of the changes to route no. 38P.
- (ii) TD should do more statistical and data collection for the route changes of route no. 44M, as these changes would have a great impact on the residents of Cheung On Estate.
- (iii) Although TD and the bus company had suspended the implementation of changes to routes no. A32 and NA32 due to the epidemic, route no. A32 had been reduced to a 30-minute frequency from April due to the impact of the epidemic and the reduction of flights, which had affected residents. He said he had been opposed to the changes to routes no. A32 and NA32 because the residents of Kwai Chung Estate would be affected if the routes did not go through Kwai Hing and Kwai Fong. He said that TD should collect more data before implementing the changes in the future when flights were back to normal.

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

- (i) He hoped that TD and the bus company would not pass the buck to each other. TD had the responsibility to implement the relevant proposals. The paper listed that some changes were expected to be implemented in the fourth quarter, but it was already the fourth quarter, and he would like to know the timetable for implementation.
- (ii) He supported the trial of route no. 44M in the morning first, as he thought that data could be collected to determine whether the programme should be implemented on a full-day basis, in the morning or not implemented. If it was necessary to implement its changes on a full-day basis, the routing of route no. 44M would need to be discussed again.

88. Mr HO Ka-fai responded as follows:

- (i) He said the Bus Route Planning Programme would be implemented as set out in the paper and agreed with Members that the quarter of implementation should be as close as possible to the estimation. However, there were some routes which the epidemic had caused a drop in patronage, resulting in delays in implementation. The Department also took note of Members' comments that there was a need to strengthen the monitoring of the implementation schedule.

- (ii) Regarding the situation of route no. 44M, the Department was now surveying the boarding and alighting locations of passengers. It hoped to implement the committed Bus Route Planning Programme as soon as possible and then review its actual operation.

89. Ms WONG Peggy responded as follows:

- (i) The routes mentioned in the paper for implementation in the fourth quarter of 2020 were expected to be implemented within 2020. Members would be informed once a firm implementation date was available.
- (ii) On the suggestion of increasing the frequency of route no. 948, KMB would keep in view the situation of the relevant time slots and individual trips before making appropriate arrangements.

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

- (i) She said TD and the bus company needed to follow up on the progress of the implementation of the programme.
- (ii) She asked how much capacity the bus company had to achieve before it could implement the route planning programme. She said that it was now close to late October, and there were many routes scheduled for implementation in the fourth quarter of 2020 in the remaining month or so, and asked if the bus company would implement them at the same time.

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

- (i) He would like to know the exact time slots for the extended service hours of route no. 948 between Tsing Yi and Tin Hau.
- (ii) He asked why route no. X42C had not yet been implemented since it was mentioned last year. He considered that social movement or epidemic should not be used as the reason and would like to hear the explanation from the bus company.
- (iii) On the trial programme of route no. 44M, he agreed to try it out first but

hoped that statistics would be available after the trial before discussing the next course of action. He did not agree to implement the full-day service directly.

- (iv) He asked whether route no. 948E did not stop at Western Harbour Crossing (“WHC”) on the way back and forth. If yes, he hoped that route no. 948E could be routed via WHC on its way back to Tsing Yi, as it was more difficult to board buses at WHC.

92. Mr TAM Ka-chun, Warren put forth opinions as follows:

- (i) He said the changes to route no. 44M should have been implemented two years ago, but they had not yet been implemented due to opposition from some DC members. He thought that it was unreasonable to incorporate the changes to route no. 44M on a full-day basis, so that Cheung On residents would have to go to Kwai Fong via Tsing Yi Station. He said that residents of Villa Esplanada and Tierra Verde also needed route no. 44M to Kwai Fong and found it difficult to arrange a return route.
- (ii) He hoped that route no. 948E would be launched as soon as possible, and believed that the implementation should not be difficult.

93. Mr LAU Chi-kit put forth opinions as follows:

- (i) He thought that it was unreasonable for route no. 44M to pass through Cheung On Bus Terminus, but passengers could not get off the bus and had to return to Cheung On via Tsing Yi Station. He considered it was unreasonable for the change to be incorporated on a full-day basis.
- (ii) He had inspected the route of route no. 44M on several occasions. More than 30 to 50 people alighted from the bus during normal school hours, which were 7:40 a.m., 7:50 a.m. and 8:00 a.m., every day at Cheung On Bus Terminus, including students from Queen’s College Old Boys’ Association Secondary School and the Church of Christ in China Yenching College.
- (iii) He said that he had earlier requested a report from the Bus Development Division of TD and wanted Members to understand the patronage of route no. 44M first.

94. Mr HO Ka-fai responded as follows:

- (i) In the case of route no. 44M, the Department would like to implement the routing via Tsing Yi Station during the morning peak hours and examine the next step afterwards, depending on the situation.
- (ii) For route no. X42C, the discussion in the past was to have an enhanced frequency service, but it was later decided to extend it to a full-day service.
- (iii) Regarding route no. 948E, he noted that Members hoped that it could be implemented as soon as possible and the Department would follow up on it.

95. Ms WONG Peggy responded as follows:

- (i) KMB would actively pursue the programme.
- (ii) She noted Members' views on the bus stop of route no. 948E and would discuss them with NWFB.

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

- (i) Regarding the Bus Route Planning Programme last year, it was stated that two buses would return from Tsim Sha Tsui to Tsing Yi in the fourth quarter for route no. 242X, but there was no sign of it until now. He pointed out that it was also indicated that route no. 43C would be implemented in the fourth quarter in last year's Bus Route Planning Programme, but it was only officially implemented on 30 December. He asked whether the programme for the fourth quarter this year would also be implemented at a later date.
- (ii) He inquired about the actual change plans for routes no. X42C and X42P.

97. Mr LEUNG Wing-kuen put forth opinions and enquiries as follows:

- (i) He inquired about the routing of route no. 43S and whether it would go directly to the Science Park after arriving at Shing Mun Tunnels Bus Interchange or go via Sha Tin or Fo Tan. Besides, passengers wishing to transfer from routes no. 235 and 235M to route no. 43S would be

offered interchange discounts.

- (ii) He inquired about the actual timing of the implementation of route no. A30.

98. Mr LEUNG Kwok-wah put forth opinions and enquiries as follows:

- (i) He was concerned whether route no. 43S could be implemented on schedule and hoped that there would be a regular and frequent service.
- (ii) He was concerned about the adequacy of bus stop facilities (e.g. lighting and seating).
- (iii) He noted that the Department had conducted a consultation on routes no. A30 and NA30 and would add a regulator's kiosk at Shek On House or Shek Tai House. He asked whether the facilities were adequate as the existing terminus of route no. 31 was relatively old and did not have rain shelters and seats. He inquired about the facilities of the future terminus of routes no. A30 and NA30.

99. Mr HUI Kei-cheung was concerned about the implementation of routes no. A32 and NA32. He hoped that if they could be implemented in the fourth quarter, TD would collect passenger data when flights were not yet resumed and when they were resumed in the future. He also hoped that the original schedule could be maintained. He thought that TD should urge KMB to implement the programme as soon as possible.

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

- (i) The Department would actively follow up with KMB on the progress of the implementation of route no. 43S, and would provide timely information on the operational details of the route, including the frequency and routing of the route. Regarding the adjustment of the service level of the route, the Department would follow up and consider the appropriate service adjustment in the light of the bus operation and passenger demand after the implementation of the route.
- (ii) For routes no. A30 and A32, due to the reduction in airport patronage, the current bus patronage to the airport in Kwai Tsing had been reduced by about 70%. Therefore, there was a possibility that the plan might need to be delayed. The Department would follow up with the bus company

on the implementation progress of the plan depending on the demand of passengers travelling to and from the airport.

101. Mr HO Ka-fai responded as follows:

- (i) The total number of buses on route no. X42C would be increased to 35.
- (ii) The Department would inform Members after discussing the timetable with the bus company.

102. Miss LEUNG Betsy responded that the implementation plan for routes no. A30 and NA32 involved additional resources. Many flights were currently suspended due to the epidemic, and the government had imposed special entry and exit restrictions at the airport, which had significantly reduced the demand for airport buses. The bus company would monitor the development of the epidemic and the recovery of patronage and would continue to follow up with the Department on the implementation timetable.

103. The Chairman would like the bus company to inform DC members once it had a definite timetable so that they could inform the residents.

104. Mr LEUNG Kwok-wah put forth opinions and enquiries as follows:

- (i) For airport-bound buses, he pointed out that the bus company should prepare adequate station facilities before implementing the bus route proposals.
- (ii) He asked when the increase in the frequency of route no. 40P would be implemented.

105. The Chairman reminded Members that it was appropriate to follow up on the questions already asked and not to ask new ones.

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

- (i) He pointed out that the Department had not responded to the question on route no. 242X.
- (ii) Regarding route no. 948, it was mentioned in the paper that the service hours would be extended. He asked how long the service would be extended.

107. Mr LAU Chi-kit added that the Department had not responded to the issue of route no. 44M. He said that the Department should be aware of the Bus Development Division's report on the patronage of route no. 44M.

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

- (i) He inquired about the difficulties in the implementation of route no. 948E.
- (ii) He thought that the controversy over route no. 44M could be resolved by simply locating the bus terminus at Maritime Square. He did not understand why this was not done. He asked whether the change to route no. 44M would be incorporated into a full-day route.

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

- (i) He followed up on the implementation time of route no. 948.
- (ii) He said that the reason for mentioning last year's programme was that it had not been implemented, and he was worried that this year's programme might not be implemented on time as well. He thought that even if the programme could not be implemented on time, an explanation had to be given to Members.
- (iii) He inquired about the acquisition of Long Win Bus ("LWB") by KMB.
- (iv) He thought that route no. 44M could be tried out, but data would need to be submitted to the DC before the next step could be considered and that the change proposal should not be incorporated into a full-day route now. He suggested that if GMB route no. 413 had sectional fares, the controversy over route no. 44M would not have arisen.

110. Mr CHEUNG Man-lung said he was unaware that TD had conducted a survey study on route no. 44M and would like to follow up.

111. The Chairman reminded Members that if they had concerns about the route no. 44M proposal, they could submit an agenda for discussion. He believed that the bus company would report to the Committee before implementing any changes.

112. Mr LI Kevin responded that the extension of service on route no. 948 and the introduction of the new route no. 948E would be done in parallel. Discussions were underway with TD on the arrangements for the launch of the new route.

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

- (i) For route no. 40P, which was expected to be implemented in the fourth quarter of 2020. Members would be briefed on the detailed proposal once it was available.
- (ii) The Department had been following up with the bus company on the station facilities of route no. A30 (e.g. regulator's room, seats, etc.). The Department was also conducting local consultation in the hope of providing a comfortable waiting environment for passengers. Besides, the implementation of route no. A30 depended on the demand of passengers travelling to and from the airport. The Department would continue to monitor the changes in passenger demand closely.

114. Mr HO Ka-fai responded that the survey on route no. 44M was only completed the day before, and no information was available at this time. As the route no. 44M project had been included in the Bus Route Planning Programme, TD would try out the project first and then review it, but it had no intention to run the changed route on a full-day basis at this stage.

115. Miss LEUNG Betsy responded as follows:

- (i) Due to the impact of the epidemic, there would be a delay in the airport bus change programme.
- (ii) In view of the reduced demand for airport buses, KMB had applied to TD to re-deploy some of its buses from LWB to KMB routes. This arrangement was temporary and would end at the end of this month.
- (iii) Additional information on the facilities at Shek Lei Bus Terminus of route no. A30 would be provided after the meeting.

116. The Chairman asked about the routing arrangement of route no. 43S.

117. Ms WONG Peggy responded as follows:

- (i) All changes to the routes would be arranged according to the proposals in last year's consultation paper.
- (ii) For route no. 43S, the terminus was at North Kwai Chung Market.
- (iii) The return proposal for route no. 242X was expected to be implemented in the fourth quarter of this year.

118. Mr HON Chun-yin further asked until when the service hours of route no. 948 would be extended.

119. Mr LI Kevin responded that the extended service hours of route no. 948 were: from 3:00 p.m. to an earlier 12:00 noon daily towards Tsing Yi; and from 5:00 p.m. to an extended 7:00 p.m. daily on Saturdays, Sundays and public holidays towards Tin Hau.

120. The Chairman announced a recess until 2:30 p.m.

**Motion: The Kwai Tsing District Council (K&T DC) Requests the Transport Department to Stringently Follow Up on the Issue of Lost Trips of New Territories Green Minibus Route No. 413 and Requests the Operator to Provide Reasonable Service and Schedule of Route No. 413 to the Residents in Accordance with the Performance Pledge as Soon as Possible. Besides, K&T DC Requests for Implementation of Section Fare Arrangement on Tsing Yi Island to Improve the Island's Traffic.**

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

(TTC Paper No. 44, 44a/D/2020)

121. Miss WONG Pit-man briefly introduced TTC Paper No. 44/D/2020.

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

- (i) TD replied that the average journey time of GMB route no. 413 was 60 minutes on Saturdays, Sundays and public holidays. He asked whether TD had conducted any further site visits after issuing the warning letter. As far as he knew, the current frequency was also 60 minutes, and the situation had not improved.
- (ii) The motion mentioned the hope that a sectional charging scheme would

be implemented to divert residents in Tsing Yi. However, TD had not replied. He asked TD to respond on sectional fares.

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

- (i) He guessed that TD's response was to welcome the concessions offered by the operator to passengers. However, he thought that TD had a duty to ask the operator to review its fare situation or provide incentives for the operator to implement sectional fares.
- (ii) Regarding the problem of lost trips, only two PLBs could be parked at the terminus of GMB route no. 413. He considered that the number of PLBs that could be parked there was too small to meet the operator's commitment. He asked whether TD would review the use of other places as a terminus.

124. Mr HO Ka-fai responded as follows:

- (i) TD had conducted a field survey and found that there were no lost trips during peak and non-peak hours on weekdays. However, in the survey conducted on 26 September 2020, it was found that there was a very serious case of lost trips on Saturdays, Sundays and public holidays. The survey was conducted from 9:00 a.m. to 7:00 p.m., and the frequency interval was found to be about 60 minutes. A warning letter was issued to the operator for failing to provide a reasonable explanation. The Department would also investigate whether the operator would have made any improvements. The verbal response from the operator last week was that the frequency interval on Saturdays, Sundays and public holidays was about 30 minutes. The TD's warning letter would affect the operator's future application for Passenger Service Licence ("PSL").
- (ii) Regarding sectional fare concessions, TD had always encouraged public transport operators to reduce the public's public transport expenditure by lowering fares and offering concessions as far as possible while properly maintaining public transport services. The provision of fare concessions was a commercial decision of the operator. Earlier on, TD had received feedback from the public and made enquiries with the operator, but the operator had no plans to offer sectional fares.
- (iii) A site visit revealed that GMB route no. 413 was operating well at the

terminus and should be able to meet demand.

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

- (i) Some residents said that the frequency of GMB route no. 413 of 20 to 25 minutes' interval was not frequent, so some residents would choose to take GMB route no. 407. However, it was more convenient to take route no. 413, as it reached Princess Margaret Hospital directly after passing through Kwai Fong. He believed that the current problem lied in the lack of frequency of route no. 413 and the lost trips on Saturdays, Sundays and public holidays.
- (ii) He inquired about the implementation timetable for the low-floor PLBs of route no. 413.

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

- (i) He noted that the operator would not offer concessionary fares, but the average off-peak passenger traffic to Princess Margaret Hospital was only 10%. He thought TD should step up its efforts to promote sectional fares.
- (ii) He commented that residents in Tsing Yi were aware of the half-hourly frequency of route no. 413. He asked TD how the criteria for having no lost trips were determined.
- (iii) On the issue of the demerit point system with warning letters, he did not think it would serve much purpose. He inquired whether the demerit points would only affect the right to operate route no. 413 or involve applications for the right to operate other routes.

127. Mr WONG Chun-tat opined that on the issue of sectional fares, reference could be made to route no. 407, where sectional fares were charged at Tsing Yi, Kwai Fong and Princess Margaret Hospital, so that route no. 407 would have passengers during off-peak hours. He believed that sectional fares would be helpful to the operator and would like the Department to take the lead in arranging a tripartite meeting to discuss sectional fares.

128. Mr CHEUNG Man-lung put forth opinions and enquiries as follows:

- (i) He would like to know the reasons why the operator did not offer section fares, as the introduction of section fares in Tsing Yi would make good use of its passenger capacity, and if sectional fares were offered, it would help the residents of Central Tsing Yi to plan their transport routes between the Airport Express Tsing Yi Station and the Tsing Yi area.
- (ii) In theory, there should be low-floor PLBs for route no. 413. He asked when the low-floor PLBs would be implemented.

129. Mr HO Ka-fai responded as follows:

- (i) In respect of the low-floor PLBs, route no. 413 was put into service on 1 March this year, and it was stated in the tender conditions that a new low-floor PLB would be deployed on route no. 413 within one year from the first day of service. This meant that the low-floor PLB would be in service by the end of February 2021. According to the current progress, the low-floor PLB planned to be deployed on route no. 413 had passed TD's vehicle type approval and was undergoing the vehicle registration process, including passing the registration test and replacing one of the 4,350 PLBs in Hong Kong. The Department would continue to follow up with the operator on the deployment of the low-floor PLB.
- (ii) Route no. 413 was a group of PLB routes, including four GMB routes, namely 413, 806A, 806B and 29. There were a number of options for the cancellation of the PSL, including handling all four routes together or handling them individually. However, when the Department invited operators to apply for GMB packages in the Gazette, it usually included routes that were profitable and routes that were less profitable. The less profitable routes were in line with the needs of the community. It was unlikely that the business rights on only the less profitable routes would be removed.
- (iii) In terms of frequency, the frequency was assessed on the basis of a 20-minute frequency and a 25-minute frequency. Although the frequency might be unstable at times, it was generally in line with the schedule. However, there were serious cases of lost trips on Saturdays, Sundays and public holidays, so the Department had issued a warning letter within a short period of time.
- (iv) The Department would continue to follow up with the operator on the

sectional fare concessions.

130. The Chairman asked about the actual implementation time for the replacement of the low-floor PLB on route no. 413.

131. Mr HO Ka-fai responded that TD would like the operator to implement the low-floor PLB as soon as possible. Still, the tender conditions stated that the low-floor PLB should be put into service within one year from the commencement of service, i.e. by the end of February 2021. The operator was currently conducting registration tests and replacing one of the 4,000-odd PLBs in Hong Kong.

132. The Chairman asked about the consequences of the low-floor PLB on route no. 413 not coming into service as scheduled.

133. Mr HO Ka-fai responded that it would depend on the circumstances at the time, e.g. whether there was a reasonable explanation. If there was a breach of the tender commitments, the Department would need to discuss the countermeasures with colleagues of the Public Light Bus Section. However, at this stage, the Department considered that the operator was proactive in implementing the low-floor PLB service.

134. Mr TAM Ka-chun, Warren requested TD to revise the paper of reply.

135. The Chairman called for a vote on the adoption of the motion (as Miss WONG Pit-man was not in the conference room, the motion was seconded by Mr TAM Ka-chun, Warren). The Committee approved the motion unanimously.

(Post-meeting note: The Secretariat circulated TD's written reply, i.e. TTC Circulation Paper No. 41/2020, to the Committee on 30 November 2020.)

**Motion: Requests KMB Route no. 46X to Arrange Trips that Travel to Cho Yiu Chuen**

(Proposed by Mr CHOI Nga-man, seconded by Mr KWOK Tsz-kin)  
(TTC Paper No. 45, 45a, 45b/D/2020)

136. Mr CHOI Nga-man briefly introduced TTC Paper No. 45/D/2020.

137. Mr CHEUNG Kwan-kiu, Steve put forth opinions as follows:

- (i) He understood that it might facilitate access to Kwai Fong for Cho Yiu Chuen residents but wanted to know more details and had reservations

about the proposal.

- (ii) He suggested sectional fares for route no. 46X.

138. Mr WONG Ka-chun, Danny responded that route no. 46X was a bus service between Mei Foo and Hin Keng via Lai King Hill Road. Regarding the suggestion of using King Cho Road to access Cho Yiu Chuen, considering the road design of King Cho Road, route no. 46X could not access Cho Yiu Chuen as proposed as it would overtake the double white lines when passing through King Cho Road, causing potential danger to other road users in the area.

139. Ms WONG Peggy responded that the roadway of King Cho Road was narrow and there was no plan for route no. 46X to pass through Cho Yiu Chuen for the time being, but she would maintain communication with the Department on the related matter.

140. Mr CHEUNG Man-lung asked whether TD had any plans to widen the roadway on King Cho Road.

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

- (i) He proposes to widen the roadway of King Cho Road.
- (ii) He proposed to use 10-metre short distance buses to travel to Cho Yiu Chuen.

142. Mr LI Hok-lai, Matthew, Engineer/ District Facilities of TD, responded that TD had worked with the bus company to test the feasibility of 12-metre buses on King Cho Road in 2017 and 2018. It was found that the 12-metre buses had to cross the double white line or go onto the pavement when travelling on the bend of King Cho Road. It was also not technically feasible to widen King Cho Road to allow for 12-metre buses, taking into account the existing road constraints, including horizontal and vertical lanes, roadside slopes and housing developments.

143. The Chairman asked whether TD could solve the problem by improving the road surface and whether there was any study on road surface improvement.

144. Mr LI Hok-lai, Matthew responded that he had received many requests to allow longer buses on King Cho Road, but it was not feasible to widen King Cho Road due to road constraints, and the slope at King Cho Road involved the building development of

the Buildings Department.

145. Mr SIN Chung-kai asked whether TD had tried out buses of shorter lengths (e.g. 10.3 metres and 9.7 metres) on King Cho Road.

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

- (i) Cho Yiu Chuen was currently served by shorter buses. However, for route no. 46X, which had a higher passenger demand, longer buses with a higher capacity would be used.
- (ii) The bus company might not have many short buses available due to resource constraints.

147. Mr LEUNG Wang-cheong responded that 11.3-metre buses were also used on the current bus routes via King Cho Road, e.g. routes no. 46 and 269M, but they were already the limit on King Cho Road. Besides, 11.3-metre buses carried 15 to 20 fewer passengers than 12-metre buses.

148. The Chairman asked whether the use of 11.3-metre buses for route no. 46X would reduce its capacity and might make it more difficult for residents of Lei Muk Shue to board the bus.

149. Mr LEUNG Wang-cheong responded that route no. 46X was a high capacity route, and its main patronage was around Kwai Chung Road.

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

- (i) 11.3-metre long buses were already in use on routes no. 6X and 269M. He considered that there should not be much impact if route no. 46X passed through King Cho Road.
- (ii) He asked whether there would be a plan for a trial run.

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

- (i) He added that the bus company was referring to routes no. 46 and 269M, which also used 11.3-metre buses. Route no. 46X used longer buses, i.e. 12-metre buses, which would be dangerous if travelling on King Cho Road.

- (ii) TD had tested the feasibility of 12-metre buses on King Cho Road in 2017 and 2018. It was found that a 12-metre bus would be dangerous when travelling along King Cho Road.

152. Mr CHOI Nga-man responded that he understood the safety concerns, but there was a demand from residents for route no. 46X and asked whether there could be short buses running to Cho Yiu Chuen and testing opportunities for short buses running on King Cho Road.

153. Mr LEUNG Wang-cheong responded that the number of short buses in the KMB fleet was limited.

154. The Chairman said that KMB could discuss further with Mr CHOI Nga-man. The Chairman called for a vote on the adoption of the motion. The Committee approved the motion unanimously.

(Post-meeting note: The Secretariat circulated TD's written reply, i.e. TTC Circulation Paper No. 43/2020, to the Committee on 1 December 2020.)

**Motion: Kwai Tsing District Council (K&T DC) Requests for Improvement of the Barrier-free Access and Facilities in the Villages in Kwai Tsing District, Including Tsing Yi Fishermen's Village, St. Paul's Village, Chung Mei Village, Lam Tin Resite Village, Kau Wah Keng Village, etc. The Government Also Has to Launch Relevant Study Instantly and Submit Improvement Proposal to K&T DC.**

(Proposed by Mr SIN Ho-fai and Mr WONG Chun-tat, seconded by Mr CHEUNG Kwan-kiu, Steve)

(TTC Paper No. 46, 46a, 46b/D/2020)

155. After Mr SIN Ho-fai briefly introduced TTC Paper No. 46/D/2020, he put forth opinions and enquiries as follows:

- (i) He proposed to form the ramp at Tsing Yi Park to connect it to the village and facilitate residents' access.
- (ii) He was informed that ramp work was being carried out in Fishermen Village and that there was a church between Fishermen Village and St. Paul's Village and that the residents could cross the church to St. Paul's Village according to the land lease. He asked the Kwai Tsing District Office ("K&T DO") whether it would discuss with the church the

opening of the road behind the church.

156. Mr WONG Chun-tat opined that K&T DO should take the lead in the improvement of barrier-free access and facilities in villages and asked if K&T DO and the Rural Committee had any relevant plan or schedule of works.

157. Mr CHEUNG Kwan-kiu, Steve suggested converting part of the staircase in Kau Wah Keng Old Village into a ramp.

158. Miss YIM Yik-huen, Bonnie, Assistant District Officer (Kwai Tsing) of K&T DO, responded as follows:

- (i) Kau Wa Keng San Tsuen (New Village) and Old Village had been included in the District Minor Works Programme and the Minor Works Programme in old districts. Members were welcome to give their views on the areas in need of improvement in the villages.
- (ii) K&T DO had taken the initiative to discuss the restoration works in the village with representatives of the Rural Committee. However, under the terms of the land lease, large-scale restoration works had to be undertaken by the Architectural Services Department, and K&T DO would also play a coordinating role.
- (iii) K&T DO was preparing for the construction of standard ramps at Fishermen Village and St. Paul's Village to facilitate access by the elderly. Professional advice was being sought on the design for tendering and detailed design. K&T DO planned to build ramps from Fishermen Village to connect each level of access within St. Paul's Village as far as possible, as the shape of the site made it more difficult to build barrier-free ramps.
- (iv) Regarding the private land owned by the church midway between Fishermen Village and St. Paul's Village, K&T DO needed time to check the deed to the land. Besides, as there were staircases near the church, it needed to work out a solution.

159. Mr TAM Ka-chun, Warren said that the works in the village were within the scope of the village development site and that the improvement works of Kau Wah Keng Village belonged to the Tsuen Wan Rural Committee. He asked whether the works were included in the Kwai Tsing Rural Committee or the Tsuen Wan Rural

Committee.

160. Mr SIN Ho-fai put forth enquiries as follows:

- (i) Timetable for the works at Fishermen Village.
- (ii) Whether K&T DO would study the construction of a lift at St. Paul's Village.

161. Mr WONG Chun-tat suggested that K&T DO liaise with local DC members on village works to enhance cooperation.

162. Mr CHAN Chi-wing put forth opinions as follows:

- (i) A lift at St. Paul's Village was proposed more than ten years ago. Since there was a church in the middle of Fishermen Village and St. Paul's Village, which involved private land, he wondered who would be responsible for guarding the lift if it was built and what would be its opening hours.
- (ii) He had written to K&T DO to explore the feasibility of building a lift at Maritime Square to connect to St. Paul's Village, which was still under study.

163. Mr KWOK Tsz-kin wished to amend the motion to add Liu To Village to the motion.

164. The Chairman stated that the motion had not been processed.

165. Miss YIM Yik-huen, Bonnie responded as follows:

- (i) Half of the works area at Fishermen Village and St. Paul's Village was Short Term Tenancy ("STT") land, and a half was Government land. After investigation and communication with village representatives, the land was available for the works.
- (ii) K&T DO communicated more frequently with village representatives on works in the village, and it was agreed that it could also contact local DC members. As the works were still in the study stage, it would consult DC members and residents when more detailed plans were available.

- (iii) The village affairs of Kau Wah Keng Village belonged to the Tsuen Wan Rural Committee, but the land belonged to the administrative area of Kwai Tsing District. K&T DO had solicited views from village representatives and villagers, and it welcomed DC members to convey the views of village representatives and villagers to K&T DO.
- (iv) TD and the Transport and Housing Bureau (“THB”) should be responsible for the lift at St. Paul’s Village. K&T DO had also taken the initiative to look into the issue with them but could not respond on their behalf. K&T DO would take the initiative to look into the issue with THB and TD regarding the construction of a lift at St. Paul’s Village. (Post-meeting note: TD said that it would provide professional advice to K&T DO in due course regarding the construction works of a barrier-free ramp and lift at St. Paul’s Village).
- (v) The timetable for the ramps at St. Paul’s Village and Fishermen Village was still in the design stage, and construction was expected to commence before the rainy season next year, subject to the development of the epidemic. In addition, the works might take two to three financial years to complete due to the large-scale of works.
- (vi) In response to a Member’s wish to include Liu To Village in the motion, she stated that comments of villagers from that village on improvement works had been received less frequently, but Members were welcome to convey their views.

166. The Chairman stated that the motion could not be amended at the meeting and declared a vote on whether to pass the motion, which was unanimously passed by the Committee.

(Post-meeting note: The Secretariat circulated K&T DO’s written reply, i.e. TTC Circulation Paper No. 37/2020, to the Committee on 20 November 2020.)

### **Working Group Reports**

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

(TTC Paper No. 47/R/2020)

(b) **Road Safety Working Group**

(TTC Paper No. 48/R/2020)

**(c) Public Transport Working Group**

(TTC Paper No. 49/R/2020)

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

- (i) Traffic Development Affairs Working Group noted the comments of the vetting committee on the “Kwai Tsing Transport Construction and Supporting Study”.
- (ii) He wished to consult Members on the “Kwai Tsing Transport Construction and Supporting Study” at this meeting and had invited Boys’ Brigade, Hong Kong to participate in this meeting to give responses. If Members had no comments, he asked for the endorsement of his working outline.

168. The Chairman asked whether Members approved the working outline, and the Committee approved it unanimously.

169. Mr CHOI Nga-man advised that the Road Safety Working Group had met and would be submitting an outline of its activities to the Committee for discussion and endorsement.

**Information Papers**

**Lost Trip Reports of Buses from February to June 2020**

(TTC Circulation Paper No. 20/2020)

170. Mr SIN Chung-kai pointed out from the reports that lost trips were still prevalent. The reduction in frequency was not in line with the criteria for combating the epidemic. He asked whether it was possible to reduce the number of lost trips and maintain the service level.

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

- (i) From February to April, when the epidemic was at its peak, the number of routes with more than 10% of lost trips was worse than before.
- (ii) He pointed out that during the epidemic, overcrowding in bus compartments would increase the risk of spreading the virus.

- (iii) He asked whether the bus companies would be prepared for the future development of the epidemic.
- (iv) He thought that residents' demand for major bus routes had not decreased significantly, but bus companies had reduced the frequency of major bus routes, which might cause passengers to switch to other modes of transport.

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

- (i) He asked whether the reports were the latest versions, as TD had submitted bus lost trip reports for March to April at the last meeting.
- (ii) He asked for bus lost trip reports from July to September.
- (iii) He considered that the problem of lost trips on route no. 42C was severe, and the information shown in the arrival system did not match the actual situation. He asked whether TD was clear about the situation.

173. Miss LEUNG Ching-shan said that some residents reported that there were frequent lost trips on routes no. 34 and 37, and the information in the KMB arrival system mobile application did not match the actual situation. She suggested KMB improve the system.

174. Mr CHEUNG Kwan-kiu, Steve pointed out that the three cross-harbour bus routes no. 171, 904 and 905 in the area had severe lost trips. It could be explained by the epidemic from February to March, but the lost trips in May were still serious. He mentioned during the shift of route no. 171, there was a situation of buses without drivers. He suggested that the bus company should follow up on the situation.

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

- (i) He pointed out that lost trips on route no. 42C had always been serious, but the daily lost trips were not shown in the reports. He asked how the lost trips were calculated in the reports.
- (ii) He suggested that the bus company should follow up on the return of route no. 42C on Lung Cheung Road.

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

- (i) He pointed out that the reports only reported the rates of lost trips and did not mention the times of lost trips.
- (ii) He pointed out that some elderly people had difficulties in turning off the advertisements on the mobile application of KMB arrival system and would like KMB to follow up.

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

- (i) Due to the reduction in overall bus patronage as a result of the epidemic, the franchised bus companies had applied to TD for service adjustments after reviewing their services and operational arrangements. TD would review the changes in patronage on individual routes after approval.
- (ii) During the period of February to April, TD had monitored the operation of the bus company and reviewed its operational records and found that there were more lost trips during the period. It had written to the bus company requesting it to provide services according to the approved schedules. TD had stressed to the bus company that even if the patronage of any route was lower than normal, the bus schedule could only be adjusted after an application had been submitted to TD and approved. TD was following up the matter closely with the bus company, and there had been a noticeable improvement in lost trips between May and June compared to February and April.
- (iii) In respect of the lost trip report mentioned at the last meeting, the paper was submitted at this meeting as the preparation of the relevant figures with the bus company had not been completed at that time.
- (iv) Regarding the adjustment of the calculation method, as TD had approved the temporary shift adjustment by the bus company, the adjusted shifts would be used as the basis for calculating the lost trip rate. The Department was now preparing the lost trip reports after June and expected to submit them before the next meeting.

178. Mr LEUNG Wang-cheong responded as follows:

- (i) Between February and April, the frequency of trips was lower than normal due to the epidemic. However, the normal frequency level was

restored from May onwards. This had also been reflected in the report.

- (ii) For individual routes with lost trips, there were cases where there were empty buses or several buses appearing at the same time during the morning peak hours for route no. 42C. As the traffic on Lung Cheung Road had become more congested since the start of the school year, when a return bus arrived at Tsing Yi, the station master would, as a rule of thumb, allocate some buses to go to the intermediate stop first to divert passengers or to catch up with the original schedule. Due to unpredictable road conditions, this might result in several buses arriving at Cheung On Bus Terminus at the same time. During the evening peak hours, traffic on Kwun Tong Road was more congested, resulting in lost trips on route no. 42C.
- (iii) Routes no. 45 and 46 ran at 30-minute intervals during peak hours. It was mainly due to traffic congestion at night, resulting in the routes not achieving 30-minute intervals.
- (iv) Regarding the delay rate of cross-harbour buses, it was higher due to the resumption of work and schools and the fact that cross-harbour buses passed through busy roads.
- (v) In view of traffic congestion, KMB would adjust the bus routes by allocating some buses to intermediate stops first, as in the case of route no. 42C.

179. Mr LI Kevin responded that Citybus was also affected by the epidemic earlier, resulting in lost trips. With the resumption of normal working and school hours, Citybus' service had generally returned to the pre-epidemic level, except for the airport routes. Citybus would continue to monitor the passenger situation closely and make adjustments as necessary.

180. The Chairman said that if Members found delays on any bus routes in their area, they could contact the bus companies or TD. He hoped that the bus companies would return to normal frequencies, especially during school hours, and TD would play a supervisory role.

**Work Plan of the Transport Department in 2020-2021**

(TTC Circulation Paper No. 22/2020)

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

- (i) On TD's plan to increase the number of parking spaces, he asked whether there were any actual locations at present. He said that there were many large goods vehicles parked on the roads in Kwai Tsing District.
- (ii) Regarding the parking locations of PLBs, he thought that the parking locations of PLBs were not clearly defined by the Department. He asked about the Department's policy on the parking spaces for PLBs.

182. Miss LEUNG Ching-shan put forth opinions and enquiries as follows:

- (i) The paper did not mention increasing the number of parking spaces in the district. Many residential estates had been added in Kwai Shing in recent years, but there were not enough parking spaces in the area, resulting in illegal parking. She hoped that TD could provide more parking spaces in the area.
- (ii) She did not see the implementation of additional seats for waiting at bus stops, such as the bus stop at Kwai Shing West Estate. Residents had expressed their hope that additional seats would be provided at the waiting locations as soon as possible.
- (iii) She would like to know how TD monitored PLBs.

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

- (i) TD's submission of the Kwai Tsing Traffic and Transport Work Plan 2020-2021 in October was rather late. He doubted that many of the projects would not be completed upon the conclusion of work this year.
- (ii) Regarding parking spaces in car parks, he hoped that TD staff responsible for smart car parks could visit Kwai Tsing District.
- (iii) He would like to know how TD monitored PLBs. He hoped that the work plan for the coming year would be more detailed, e.g. an account of the number of fortnightly or monthly inspections of PLB routes, the number of warning letters issued, etc.

184. Mr SIN Chung-kai asked whether TD would allow DC members to give their

scores to prioritise the bus facility improvement works before proceeding with them.

185. The Chairman responded that Members had been asked to suggest areas where improvements to bus facilities were needed, and KMB and TD had reviewed the areas. He asked KMB or TD to submit the relevant papers to the Committee.

186. Mr HO Ka-fai responded that in terms of monitoring PLBs, the following investigations would be conducted:

- (i) Investigations might be conducted at stops, intermediate stops or on board vehicles.
- (ii) Inspections on whether the schedules were in accordance with the timetable and whether there were any lost trips and unstable schedules could be made at stops.
- (iii) Service frequency could be checked at intermediate stops, and capacity could be observed at the last boarding stop.
- (iv) The number of passengers boarding and alighting at each stop, the stops at which passengers board and alight, the cleanliness of the vehicles, etc., could be observed on board vehicles.

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

- (i) He asked whether the above survey was being conducted. If yes, he would like to have it submitted to the Committee for information.
- (ii) He pursued the issue of parking spaces.

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

- (i) TD had been actively communicating with the Lands Department (“LandsD”) to identify suitable vacant government land for use as STT car parks. This year, some government land in Kwai Tsing had also been converted into STT car parks.
- (ii) Additional night-time PLB parking spaces would also be provided in the district by the end of this year.

189. Mr NG Ho-leung, Jacky, Engineer/ Tsing Yi of TD, responded as follows:

- (i) TD also attached great importance to the availability of parking spaces in the district and hoped to secure more parking spaces with the relevant departments. The Department had been actively communicating with LandsD to identify vacant car parks for use as STT car parks. This year, 20 new parking spaces had been provided at Tsing Chin Street. The Department was now working closely with LandsD to set up a temporary car park at Tsing Hung Road at the end of this year to provide parking spaces for heavy vehicles.
- (ii) The Department would also closely monitor the situation of on-street parking spaces at night. The construction of additional night-time parking spaces on Tsing Sheung Road was completed in July. Exploration works were also underway for on-street night-time goods vehicle parking spaces at Tsing Hung Road.
- (iii) In respect of smart car parks, the Department also hoped to make use of different means to optimise the use of existing land resources and maximise the supply of parking spaces. Smart car parks were one of the options. A pilot scheme on smart car parks was being carried out in Tsuen Wan. The Department was also in the process of collecting relevant experience and would need to conduct further studies before reporting on the content.

190. The Chairman put forth opinions as follows:

- (i) He opined that if Members had views on smart car parks, they could submit agenda items for inviting the relevant departments to attend the meetings.
- (ii) He felt that TD should keep statistics on the number of parking spaces in the district and the actual usage rate, as some heavy vehicles might be parked on the road because the car park was too far away. He opined that if there were sufficient parking spaces available, more publicity should be given to truck drivers so that they could park in the appropriate parking spaces.
- (iii) On the issue of motorcycle parking spaces, there were many abandoned motorcycles parked on the roads in the district.

- (iv) On the issue of PLB parking spaces, some PLBs were parked on the roads instead of at the terminuses. He hoped that TD would communicate with the operators that PLBs should be parked at the terminuses. He had also observed that some of the parking spaces designated for PLBs were occupied by private cars.

191. Mr HUI Kei-cheung put forth enquiries as follows:

- (i) What the progress of the improvement measures at Shek Tau Street PLB Stop was.
- (ii) On motorcycle parking spaces, TD had pointed out that motorcycle parking spaces could be provided at Texaco Road and enquired about their progress.

192. Mr LEUNG Wing-kuen followed up on the issue of parking spaces for PLB during non-operating hours. He corrected that the parking spaces at PLB stops were for operation, not for parking during non-operating hours. PLB operators did not have the land to set up depots for PLB parking as KMB did. Therefore, PLBs were parked on public roads during non-operating hours.

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

- (i) He said many heavy vehicles, including cranes, were parked at Ching Hong Road and Kwai Luen Road and would like the Police to pay attention to them.
- (ii) He said that many vehicles were parked on Ching Hong Road. He thought that there might not be enough parking spaces on Tsing Hung Road. He hoped that the Department would look for other solutions.
- (iii) He asked whether the investigation study for the Texaco Road Flyover improvement works had been delayed by the epidemic, whether the work could be expedited and what the progress was.

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

- (i) He asked about the statistics on parking spaces and actual utilisation in the district and hoped that the information could be broken down into

heavy vehicle parking spaces, general parking spaces and motorcycle parking spaces. He said that as of the end of February 2019, the number of registered vehicles was 780,000, but there were 758,000 public and private parking spaces in Hong Kong. He thought that TD could not solve the problem by simply using the STT car parks to meet the demand.

- (ii) The Tsuen Wan Smart Car Park was operating on a commercial basis and might not be able to attract car owners to park at it. He opined that the government should operate the car park itself and provide incentives for car owners to park at it.
- (iii) He believed that the number of vehicles could be regulated.

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

- (i) He pointed out that TD had not issued warning letters to PLB operators very often. He asked if TD could inform the Committee when it had issued a warning letter. He hoped that TD would implement the motion on the incentive and penalty mechanism approved by the Committee in June.
- (ii) On the issue of parking spaces, he said that there was a lot of long term occupancy of parking spaces and parking spaces for the disabled on Cheung Fai Road and Cheung Tat Road in Tsing Yi, and he would like the Police to respond. He asked how many parking spaces were available on Tsing Hung Road and in the STT car parks, respectively.

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

- (i) He would like the parking space data submitted by TD to list the different types of parking spaces.
- (ii) He pointed out that illegal parking of heavy vehicles was already widespread in Tsing Yi. He thought that TD should consider how to attract vehicle owners to use the parking spaces in addition to increasing the number of parking spaces. Many owners of large vehicles reported that there were parking spaces in the south of Tsing Yi, but they preferred to park on the roadside as the parking spaces were too deserted. He hoped that there would be proper traffic connections near the car park.

197. Mr CHEUNG Kwan-kiu, Steve put forth opinions as follows:

- (i) He pointed out that car parks in the district, especially those under Link REIT, were becoming increasingly expensive. Some people chose to park their vehicles on the roadside because the car parks were too expensive.
- (ii) Earlier, it was suggested that additional motorcycle parking spaces should be provided underneath the flyover, but no one had taken the initiative to promote the idea as many departments were involved. He said that there were no motorcycle parking spaces near Mei Foo at the foot of Lai King Hill, and many motorcycles were parked on the road.

198. Mr CHOI Nga-man added that there were no motorcycle parking spaces in the whole of Lai King Hill either.

199. The Chairman pointed out that the recent proposal to provide eight additional motorcycle parking spaces on Lei Pui Street was opposed by residents who did not own motorcycles and considered it very dangerous. He understood that TD had to take into account the views of all parties when providing motorcycle parking spaces.

200. Mr HO Ka-fai responded that he would consider submitting information on the issue of warning letters to PLB operators to the Committee.

201. Miss LEE Che-ying, Emily responded as follows:

- (i) The traffic improvement works at Shek Tau Street were expected to commence in November. TD would formally contact Members after discussion with HyD on the actual commencement date.
- (ii) Regarding the provision of additional motorcycle parking spaces under the Texaco Road Flyover, the project was undertaken by TD colleagues of Tsuen Wan District, and she would convey Members' views.

202. Mr TSANG Yiu-tim responded as follows:

- (i) He had received a complaint about the occupation of parking spaces for the disabled on Cheung Fai Road, and the Police had attended the scene to deal with the situation.

- (ii) Regarding the problem of the prolonged occupation of parking spaces, under the law, the Police could only undertake prosecution if a vehicle had been parked for more than 24 hours, but not if it had been driven or moved. Last year, a Member mentioned that some motorcycles had been parked on Fung Shue Wo Road for a long period of time, and the Police were able to take immediate action to undertake prosecution for those motorcycles parked for a long period of time because the Member had provided the licence plate numbers. He hoped that in the future, Members would provide the vehicle registration numbers so that the Police could record whether the vehicles had been driven or not for prosecution purposes.

203. Mr LI Hok-lai, Matthew responded that HyD's engineering consultant was investigating the Tsuen Wan Road widening works project, and the project had not yet commenced. However, he believed that the epidemic should not have affected the project.

204. The Chairman asked whether statistics on the usage of parking spaces in the district could be compiled.

205. Mr NG Ho-leung, Jacky responded that information on the overall usage rate of STT car parks in Kwai Tsing would have to be collected after the meeting, and the information might be added later.

(Post-meeting note: The Secretariat circulated TD's written reply, i.e. TTC Circulation Paper No. 44/2020, to the Committee on 1 December 2020.)

### **Any Other Business**

206. Mr CHOI Nga-man said that many abandoned motorcycles were parked on the roads. He understood that prosecution could only be undertaken for only vehicles that had not been running for 24 hours. Still, there was a memo on some motorcycles stating that they had been parked for longer than 24 hours, or some motorcycles had driving licences expired for two to three years, but they had not been towed away. He hoped that the relevant departments would take joint action to remove motorcycles that were not in use.

207. The Chairman said that the Secretariat would collect views from Members after the meeting. He asked Members to reply to the Secretariat then, and the Secretariat

would forward them to the relevant departments for follow-up.

(Post-meeting note: The Secretariat issued a letter on 29 October 2020 to collect Members' views on the issue of abandoned motorcycles on the roads, and the views were conveyed to the relevant departments.)

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

- (i) He was concerned about the parking of abandoned motorcycles on the roads.
- (ii) A resident reported that the cleaning workers employed by HyD during the epidemic period only took photos of the cleaning of handrails on the flyover and did not clean the handrails. He asked HyD about the work of those cleaners and their public expenditure.
- (iii) He reported that many parking spaces were also occupied in Shek Tau Street and hoped that joint action would be taken by various departments in Kwai Tsing as soon as possible.

209. The Chairman responded that if a private car was occupying a parking space, it could be brought to the attention of Mr TSANG Yiu-tim.

210. Ms CHOW Hoi-yi responded that she would check with Mr HUI Kei-cheung for details after the meeting to see if the cleaning work he mentioned was under an outsourcing contract for HyD.

211. Mr WONG Bing-kuen put forth enquiries as follows:

- (i) He asked about the progress of TD's consultation on the pavement widening improvement works on Tai Ha Street in January 2020.
- (ii) TD had mentioned the installation of iron bollards on the pavement outside Fu Kwai House in Tai Wo Hau to prevent illegal parking of vehicles. He asked about the progress.

212. Miss LEE Che-ying, Emily responded as follows:

- (i) In response to Members' request and in order to balance the needs of pedestrians and vehicular traffic, the Department proposed to conduct a

trial scheme at the entrance of Tai Ha Street to observe the impact of the permanent widening of the pavement on the traffic in the vicinity. The trial scheme was subject to local consultation by HAD in January 2020. There were both supportive and opposing views in the district, including that the trial scheme would cause traffic congestion at Tai Ha Street/Tai Wo Hau Road. Following TD's response, all parties supported the trial scheme at Tai Ha Street to understand the objective impact of the proposed pavement widening on the traffic in the vicinity. During the trial period, the Department would closely monitor the traffic conditions in the area of Tai Ha Street and would stop the trial scheme if there were blocked entrances or traffic congestion. The Department would arrange the scheme with HyD and hoped to implement the trial scheme when the traffic returned to normal.

- (ii) In relation to the installation of iron bollards on the pavement outside Fu Kwai House, HyD had been commissioned to arrange for the works to commence, and HyD was applying for a road closure. She would inform Members of the implementation schedule after the meeting.

213. The Chairman requested TD to inform Members before the commencement of the works.

214. Mr LAU Chi-kit put forth enquiries as follows:

- (i) He asked about the allocation of manpower resources for the Police in prosecuting parking offences.
- (ii) He asked whether the Police had taken any actual enforcement action against heavy vehicles parked illegally on the roadside. He said that there were many heavy vehicles parked on the roadside on Kwai Luen Road and Ching Hong Road.

215. Mr TSANG Yiu-tim responded as follows:

- (i) The number of traffic complaints handled in Kwai Tsing District in September was 1,511. The Police would first deal with traffic obstruction offences. Apart from attending to complaints on-site, the Police would analyse the situation and conduct patrols in sections and would step up patrols to areas with more serious parking offences on special days and when sufficient manpower was available.

- (ii) In relation to heavy vehicles parking illegally, the Police also hoped to make drivers aware of the dangers of parking illegally through prosecution. The Police had towed a medium-sized vehicle twice on Ching Hong Road, but the vehicle continued to park illegally. The law only gave the Police the power to tow vehicles or issue tickets. The Police hoped that drivers would stop parking illegally.

216. Mr LAU Chi-kit asked if the Police's arrangement was needed for traffic wardens to deal with a parking violation.

217. Mr TSANG Yiu-tim responded that the traffic wardens were part of the Kwai Tsing Police District Traffic Team. On average, there were six to seven of them working every day, and they would undertake prosecution for illegally parked vehicles in batches. However, if there were traffic accidents or traffic congestion problems, they needed to give priority to them.

218. The Chairman asked whether the usual police patrols could help prosecute parking offences.

219. Mr TSANG Yiu-tim responded that a team had been set up in the Kwai Chung Sub-district to deal with traffic offences. In September, 15,350 tickets had been issued for parking offences, which was a significant increase from 6,593 tickets in January. Many police officers had been returning to the front line to receive traffic complaints from the public. He hoped that with more Police manpower, traffic offences could be improved.

220. The Chairman asked if traffic cones and orange lines could be used to enclose the parking spaces from parking.

221. Mr TSANG Yiu-tim responded that they would try their best because in the past, some traffic cones were found to be missing after being placed for a few days.

222. The Chairman stated that it was not acceptable for cranes to be parked illegally at the roadside.

223. Mr TSANG Yiu-tim responded that if a crane truck had a licence plate, a citation of HK\$320 could be issued. If it did not have a licence plate, it did not have any vehicle registration and was only a piece of machinery or goods on the road under the law, and a special tow truck would be required for its removal. It was also more

difficult to locate the owner or to undertake prosecution.

224. Mr TAM Ka-chun, Warren put forth opinions as follows:

- (i) He followed up on the installation of seats at Tsing Yi Bus Terminus.
- (ii) He followed up on the issue of interval speed measurement and would like to invite TD and the Electrical and Mechanical Services Department to explain their plans.

225. The Chairman suggested the Member submit an agenda item for the next meeting.

226. Miss LEUNG Betsy responded that the bus company had applied to MTR for the installation of seats at Tsing Yi Bus Terminus and the installation had been completed at the stand of route no. 249M and the remaining five seats would be installed this month.

227. The Chairman asked the bus company to inform the relevant Member of the exact locations where the seats would be installed in due course.

### **Date of Next Meeting**

228. The next meeting was scheduled to be held on 10 December 2020.

Kwai Tsing District Council Secretariat  
November 2020