

(Translation)

**Minutes of the First Meeting of the
Traffic and Transport Committee (2024) of the
Kwai Tsing District Council**

Date: 15 February 2024
Time: 2:30 p.m. – 3:56 p.m.
Venue: Kwai Tsing District Office (“K&T DO”) Conference Room

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr TSUI Hiu-kit (Chairman)	Start of Meeting	End of Meeting
Mr SO Pak-tsan, MH (Vice Chairman)	Start of Meeting	End of Meeting
Mr NG Chi-wah	Start of Meeting	End of Meeting
Mr NG King-wah	Start of Meeting	End of Meeting
Mr NG Yam-fung, Benny	Start of Meeting	End of Meeting
Mr LEE Wai-lok	Start of Meeting	End of Meeting
Miss CHAU Kit-ying	Start of Meeting	End of Meeting
Mr YUEN Yun-hung	Start of Meeting	End of Meeting
Ms LEUNG Kar-ming, MH	Start of Meeting	End of Meeting
Miss MOK Yee-ki	Start of Meeting	End of Meeting
Ms KWOK Fu-yung, MH	Start of Meeting	End of Meeting
Ms CHAN On-ni	Start of Meeting	End of Meeting
Mr CHAN Chi-wing, MH	Start of Meeting	End of Meeting
Mr PANG Yap-ming	Start of Meeting	End of Meeting
Mr WONG Chun-yeung	Start of Meeting	End of Meeting
Miss WONG Shuk-man	Start of Meeting	End of Meeting
Mr YIP Cheung-chun, MH	Start of Meeting	End of Meeting
Ms LAU Mei-lo	Start of Meeting	End of Meeting
Mr AU Chi-fai	Start of Meeting	End of Meeting
Mr POON Chi-shing, MH	Start of Meeting	End of Meeting

In Attendance

Mr TANG Huggin, JP	District Officer (Kwai Tsing)
Mr WONG Lap-kwan	Engineer/Land Sharing Pilot Scheme 2-2, Highways Department
Miss LEE Wing-chee, Joyce	Senior Engineer 11/Works, Highways Department

**Responsible
Department**

Mr CHAN Wai-hung	Engineer 11-2/Works, Highways Department
Ms NG Wai-ki	District Engineer/Kwai Tsing (West), Highways Department
Mr CHAN Ho-kong	Director, Mannings (Asia) Consultants Limited
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited
Ms TONG Sin-ye, Joyce	Senior Transport Officer/Kwai Tsing 1, Transport Department
Mr WONG Wai-lim, William	Senior Transport Officer/Kwai Tsing 2, Transport Department
Mr LEE Pak-kin, Kenneth	Engineer/Kwai Chung, Transport Department
Mr WONG Kin-chun, Kinok	Engineer/Tsing Yi, Transport Department
Mr LEE Ying-yin	Engineer/Special Duties 4, Transport Department
Mr WAN Stephen	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
Mr CHAU Leo	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Mr LEE Eric	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Miss CHUNG Pui-yi	Corporate Communications Manager, Citybus Limited
Miss KWOK Chi-ching	Corporate Communications Officer, Citybus Limited
Mr FAN Chin-wai, Joseph	Engineer/14 (West), Civil Engineering and Development Department
Mr YU Hok-chi, Raymond	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr WONG Yuen-sze, Matthew	District Operations Officer, Kwai Tsing Police District, Hong Kong Police Force
Mr TSANG Yiu-tim	Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Mr CHOI Man-kit, Angus (Secretary)	Executive Officer (District Council) 1, Kwai Tsing District Office

Absentee

Miss LO Yuen-ting, MH	(Absent without apologies)
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Opening Remarks

The Chairman welcomed Members to the first meeting of the Traffic and Transport Committee (“TTC”) (2024) of the Kwai Tsing District Council (“K&T DC”).

Discussion Items

Motion: Request for Monitoring Service Quality as well as Repair and Maintenance of the Two-way Escalator at Exit B of Tai Wo Hau MTR Station

(Moved by Ms CHAN On-ni, seconded by Mr AU Chi-fai, Mr SO Pak-tsan, MH, Ms LAU Mei-lo, Miss CHAU Kit-ying, Mr PANG Yap-ming and Mr LEE Wai-lok)

(TTC Paper Nos. 1/D/2024 and 1a/D/2024)

2. Members discussed the aforesaid matter and put forth enquiries and opinions as follows:

- (i) Reported on the unsatisfactory service quality of the escalator which had frequent breakdowns and service suspensions. It was hoped that the Department could strengthen supervision of the maintenance work.
- (ii) Reported that repairs to the escalator were often carried out during peak hours in the daytime. An enquiry was made on whether the Department could reschedule the works for nighttime on weekdays to avoid inconvenience to Mass Transit Railway (“MTR”) passengers.

3. Engineer/Land Sharing Pilot Scheme 2-2, Highways Department (“HyD”), responded as follows:

- (i) The regular maintenance and repair work of the escalator was scheduled for 9:30 a.m. to 12:30 p.m. every Saturday. The Department would review whether it was possible to shorten the repair time so as to facilitate public accessibility.
- (ii) The Department noted Members’ suggestion on rescheduling the regular maintenance and repair work for evening hours or non-peak hours on weekdays. The suggestion concerned would be reviewed with the contractor.

4. The Chairman announced taking a vote on the aforesaid motion. Of the Members

who participated in the vote, 0 voted against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: HyD had given a reply in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper No. 9/2024.)

Motion: Request for Improving the Bus Stop Announcement System

(Moved by Mr TSUI Hiu-kit, seconded by Ms KWOK Fu-yung, MH, Ms LEUNG Kar-ming, MH and Miss MOK Yee-ki)

(TTC Paper Nos. 3/D/2024, 3a/D/2024, 3b/D/2024 and 3c/D/2024)

5. The Chairman pointed out that, as the representatives of HyD for Agenda Item No. 2 had not yet joined the meeting, the agenda order would be amended so that Agenda Item No. 3 could be discussed first.

6. Members discussed the aforesaid matter and put forth enquiries and opinions as follows:

- (i) Pointed out that the accuracy of the Estimated Bus Arrival Time System of The Kowloon Motor Bus Company (1933) Limited (“KMB”) had room for improvement as the system often indicated that some buses were due to arrive, but in fact were not. A doubt was raised on whether the issue was related to lost trips.
- (ii) Reported that when unexpected traffic conditions occurred, KMB’s mobile application often failed to update the estimated bus arrival times in response to road traffic situations. To illustrate the problem, a Member said that he/she had once been waiting for a bus for more than 20 minutes when traffic congestion occurred, during which KMB’s mobile application failed to display any news on traffic emergency.
- (iii) Reported that the display panels installed by KMB at some bus stops (e.g. “Shing On House, Kwai Shing Estate” Bus Stop) were often out of order and damaged, and improvement had not yet been made despite Members’ repeated complaints. It was also pointed out that KMB gained advertising revenue via the display panels, so KMB should put more efforts into repairs. An enquiry was thus raised on whether carrying out repair work was difficult.

- (iv) Suggested installing display panels at bus stops (e.g. “On Mei House, Cheung On Estate” Bus Stop) where numerous bus routes are served to help passengers keep track of bus arrival times.

7. Assistant Manager (Public Affairs) and Manager (Operations), The Kowloon Motor Bus Company (1933) Limited, gave a consolidated response as follows:

- (i) Said that bus arrival times are influenced by various factors such as traffic lights, road conditions as well as boarding and alighting situations. KMB strives to ensure accuracy of the data provided by the Estimated Bus Arrival Time System.
- (ii) Pointed out that if there is any adjustment to bus frequency due to absence of bus captains or service adjustment, KMB will require the on-duty regulator at the bus terminus concerned to upload the latest service information to the internal system, so as to facilitate accurate calculation and display of the latest estimated bus arrival times on the system.
- (iii) KMB uses Global Positioning System (“GPS”) to analyse data of abnormally slow traffic. For potential traffic obstruction at a road section, “Slow Traffic” will be displayed in the row of the bus route concerned on the Estimated Bus Arrival Time System. However, the trigger points for the system to issue traffic notices vary on different road sections, so the notifications on traffic obstructions for in-district routes may not be as timely as those for other routes.
- (iv) Said that in an event of unexpected traffic condition, KMB will release information about traffic obstruction through the “Traffic News” page, “Push Notifications”, and the “Notice” column of the affected bus routes in its mobile application.
- (v) Noted Members’ report on the prolonged malfunctioning of display panels at some bus stops, and would invite Members to provide relevant information for follow-ups after the meeting.
- (vi) Noted Members’ opinions on the Estimated Bus Arrival Time System, and would relay their concerns to the section responsible for developing and

managing the mobile application after the meeting. Reviews on the system will be conducted in a timely manner.

8. Corporate Communications Manager, Citybus Limited (“Citybus”), responded as follows:

- (i) Pointed out that Citybus had faced many difficulties and challenges while launching the “Next Bus Arrival Time Enquiry Service” system more than a decade ago. For example, on Hong Kong Island where high-rise buildings are dense, glass curtains greatly attenuated signals transmitted and thus affected the information accuracy of the system. After years of improvement, the system can not only display the estimated arrival times of buses, but also display the distances between the real-time positions of buses and the waiting spots of passengers, where the information provided is of extremely high precision. She thanked Members for paying compliment to Citybus.
- (ii) Citybus’s “Next Bus Arrival Time Enquiry Service” system, which is equipped with an “Emergency Mode”, can show the conditions of road obstructions. When a bus comes across a sudden traffic incident at a road section, the bus captain can notify control centre via the equipment on the bus, after which the system will immediately disseminate messages to inform passengers of the bus route being obstructed by the incident.

9. Senior Transport Officer/Kwai Tsing 1, Transport Department (“TD”), noted Members’ opinions on the Estimated Bus Arrival Time Systems of the two bus companies. Besides, he would request KMB to follow up the pending repairs for display panels at some bus stops, a matter which had been brought up by Members.

(Post-meeting note: TD had followed up with KMB on the display panel at “Shing On House, Kwai Shing Estate” Bus Stop. In its reply to TD, KMB made known that an inspection had been completed on 6 March, after which the display panel at the aforesaid bus stop has resumed normal operation.)

10. Members discussed the replies given by the aforesaid department and institutions, and put forth enquiries and opinions as follows:

- (i) Pointed out that, notwithstanding KMB’s utilisation of the designated page

of “Traffic News” on its mobile application for disseminating messages about road condition-led service disruptions, that page was rather inconspicuous, and its enquiring process was too complicated and time-consuming, hence a failure to facilitate passengers to obtain information.

- (ii) Suggested KMB to make reference to the experience of other bus companies and continue to improve its Estimated Bus Arrival Time System.
- (iii) Hoped that TD could push the bus companies in order to speed up their repairs of malfunctioning display panels and install display panels at more bus stops to facilitate passengers’ travel.
- (iv) Pointed out that, due to environmental constraints, installing display panels at some busy bus stops (such as those on Chung Mei Road) could be challenging. Therefore, an enquiry was made on whether installation of solar panels for power generation at such bus stops was possible.

11. Senior Transport Officer/Kwai Tsing 1, TD, said that follow-ups would be made with the unit concerned and the two bus companies for formulating feasible plans to improve the Estimated Bus Arrival Time Systems.

12. Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited, responded as follows:

- (i) Said that bus captains would be urged to update service information regularly to facilitate accurate calculations of estimated bus arrival times by the system.
- (ii) Noted Members’ opinion of installing display panels at more bus stops, and would explore with the engineering section the feasibility of installing display panels at the bus stops along Chung Mei Road after the meeting. Members would be consulted on the selection of other bus stops which had been proposed for installing display panels.
- (iii) Said that KMB would do its best in speeding up the repairs of the display panels at the bus stops concerned. However, the repairs might take some time as relevant component parts had to be purchased abroad. Therefore, he hoped that Members could show understanding towards the issue.

13. The Chairman announced taking a vote on the aforesaid motion. Of the Members who participated in the vote, 0 voted against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: KMB, Citybus and TD had given replies in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper Nos. 5/2024, 10/2024 and 13/2024.)

Motion: Request for Commencing the Lift Works between Lai King Hill Road and Lai Cho Road as Soon as Possible

(Moved by Mr WONG Chun-yeung, seconded by Mr NG Chi-wah)

(TTC Paper Nos. 2/D/2024 and 2a/D/2024)

14. Members discussed the aforesaid matter, and put forth enquiries and opinions as follows:

- (i) Noted the written reply from the Department stating that the detailed design work of the captioned project had been completed and that K&T DC had been consulted on the temporary traffic arrangements during the works in the previous September. Taking into account the imminent commencement of the project, an enquiry was made to the Department about the actual commencement date of the project. On the other hand, as nearby residents had been longing for project implementation, Members hoped that the Department could accord priority to secure funding for the captioned project.
- (ii) Asked the Department about the progress of filing a funding application to the Legislative Council (“LegCo”) for the works project, as well as raised concerns over the Department’s criteria for prioritising works projects and the frequency for reviewing the priorities of commencing different works projects.
- (iii) Enquired about the differences in nature between the captioned project and the works projects proposed by the Department under the Universal Accessibility Programme. Besides, Members deemed the fact that the Department had still yet to develop a construction plan was unreasonable because the Department had already approved the project concerned, as well as commissioned a consulting company to conduct researches and detailed

design.

15. Senior Engineer 11/Works, HyD, and Director, Mannings (Asia) Consultants Limited, gave a consolidated response as follows:

- (i) Thanked K&T DC for supporting and showing concern for the captioned works project, and for empathising with the local community's anticipation of the project. It was emphasised that the Department has been proactively implementing the project.

(Post-meeting note: HyD added that, during the preparation of the preliminary design plan, a briefing had been held for Yuet Lai Court residents in early March 2021 to exchange opinions. In mid-June of the same year, HyD consulted TTC under K&T DC about the preliminary design plan, after which its support was drawn. Subsequently, HyD held a meeting with Yuet Lai Court residents again in mid-October to further exchange opinions on the arrangements of land acquisition, tree removal/replanting, construction, future management, repair and maintenance, etc., for the captioned project. After receiving widespread support for the project during the local consultation, HyD gazetted the project on 17 and 24 December 2021 upon drawing up relevant gazette plans and documents. By the due date of submitting objections on 15 February 2022, the Government received no objection. In this context, the captioned works project was authorised to proceed in March 2022. Immediately afterwards, HyD commenced detailed design work, during which a circulation paper depicting the proposed use of certain areas in the carpark and open spaces of Lai King Sports Centre as temporary construction sites in the course of construction was circulated to TTC for consultation in March 2023. Meanwhile, HyD received no objection from Members. To shorten the construction period as far as possible, the method of "Modular Integrated Construction" was adopted to construct the lift tower in the captioned works project. As a section of Lai King Hill Road near Yuet Lai Court would be temporarily closed to provide sufficient construction space during the works, HyD held a meeting with Yuet Lai Court residents on 3 July 2023 and then attended a K&T DC meeting on 12 September for introducing the temporary traffic arrangements and the latest progress of the captioned works project. Consequently, HyD received support from K&T DC for the temporary traffic arrangement.)

- (ii) Indicated that the Department has been following the established procedures for taking forward public works in order to timely complete the work of different stages under captioned works project, and is proactively preparing for future construction arrangements. With the detailed design work substantially completed, the Department will follow the prioritisation set by the Government in respect of works projects to be taken forward so as to apply for funding from LegCo for the captioned works project and proceed with relevant tendering procedures to commence the construction works in a timely manner. However, the estimated commencement date of the captioned works project had yet to be confirmed for the time being. The Department understood Members' concerns over the project progress, and will continue to proactively hold discussions with the Government.

16. The Chairman announced taking a vote on the aforesaid motion. Of the Members who participated in the vote, 0 voted against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: HyD had given a reply in respect of the above motion. For details, refer to TTC Circulation (Information) Paper No. 12/2024.)

Motion: Request for Frequency Enhancement of Bus Route No. A32 and Provision of an Additional Bus Stop outside the Passenger Clearance Building of Hong Kong-Zhuhai-Macao Bridge

(Moved by Mr TSUI Hiu-kit, seconded by Ms LEUNG Kar-ming, MH and Miss MOK Yee-ki)

(TTC Paper Nos. 4/D/2024, 4a/D/2024 and 4b/D/2024)

17. Members discussed the aforesaid matter and put forth enquiries and opinions as follows:

- (i) Said that the service frequency of Route No. A32 of Long Win Bus Company Limited ("LWB") had been increasingly sparse since the pandemic. The bus interval of the route was maintained at 60 minutes for most of the time in a day, causing great inconvenience to passengers travelling between Tsing Yi Southwest and the airport. Therefore, a request was made to increase the frequency of that route.
- (ii) Suggested to adopt the routing arrangement of LWB Route Nos. A30 and

A31, both of which are also serving Kwai Tsing District, by providing Route No. A32 with an additional bus stop outside the Passenger Clearance Building at Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (“HZMB HKP”) in order to satisfy the needs of residents. Members also sought the opinions from TD and KMB for the suggestion. In the event that TD and KMB had concerns over implementing the aforesaid arrangement 24 hours a day, LWB Route No. A32 could first be routed via HZMB HKP during peak hours for a trial purpose.

18. Senior Transport Officer/Kwai Tsing 2, TD, responded as follows:

- (i) Indicated that the Department had conducted an on-site ridership survey at Lantau Link Bus-bus Interchange in mid-December 2023. The results showed that the average ridership rates of LWB Route No. A32 during morning peak hours (airport-bound) and afternoon peak hours (Kwai Chung Estate-bound) were about 40% and 35% respectively, reflecting that the service level at that moment could still meet the needs of passengers.
- (ii) Pointed out that, at that time, passengers taking LWB Route No. A32 could interchange with other buses routes of LWB A Series bound for HZMB HKP free of charge at Lantau Link Bus-Bus Interchange. According to the results of the on-site survey conducted by the Department, the volume of passengers interchanging from LWB Route No. A32 (airport-bound) to other routes at Lantau Link Bus-Bus Interchange was approximately 7 passengers per hour.
- (iii) Noted Members’ suggestion of providing an additional bus stop at HZMB HKP for LWB Route No. A32. However, he thought that the passenger demand for bus services running between the district and HZMB HKP was not very high for the time being, and that having the bus route to be routed via HZMB HKP would prolong the journey time. As implementing the suggestion would affect existing passengers and frequency stability to some extent, exercising careful consideration was imperative.

19. Manager (Operations), The Kowloon Motor Bus Company (1933) Limited, responded as follows:

- (i) Said that KMB was open to the suggestion of providing an additional bus

stop at HZMB HKP for LWB Route No. A32, and would consider discussing that suggestion with TD in a timely manner. Where feasible, KMB expected that the bus route could be routed via HZMB HKP 24 hours a day to avoid confusing passengers.

- (ii) Pointed out that the ridership of LWB Route No. A32 had dropped since its service rationalisation with Route No. A30 in the previous year. Based on the existing operating status, KMB had no plan to increase the frequency of that route for the time being.

(Note: The arrangement of service rationalisation of LWB Route Nos. A32 and A30 was set out in TTC (Circulation) Paper No. 28/2023.)

20. Members discussed the replies given by the aforesaid department and institutions, and put forth enquiries and opinions as follows

- (i) Enquired about the increases in journey time and service resources if LWB Route No. A32 was to be routed via HZMB HKP.
- (ii) Noted KMB's open attitude towards the suggestion and would ask about the opinions of TD.
- (iii) Pointed out that the coverage of LWB Route No. A32 in Tsing Yi was larger than that of Route No. A31, so they raised a doubt on why routing via HZMB HKP could be arranged for Route No. A31, which had a smaller coverage in Tsing Yi, rather than for Route No. A32. An enquiry was then made on TD's justification for rejecting the suggestion.
- (iv) Pointed out that some Tsing Yi residents might take other means of transport to reach Cheung On Bus Terminus before interchanging with LWB Route No. A31 to head for various places in Tsing Yi and HZMB HKP. Members questioned the Department's appropriateness in assessing passengers' demand for travelling between Tsing Yi and HZMB HKP by making reference to the number of passengers taking LWB Route No. A32 to reach Lantau Link Bus-Bus Interchange for interchanging with other routes.
- (v) Pointed out that LWB Route No. A32 ran every 60 minutes for most time of a day, which failed to encourage the residents to take the route. Therefore,

Members suggested to increase the frequency of the route during holidays.

- (vi) Suggested increasing the frequency of LWB Route No. A30 that runs through Kwai Chung Northeast, the airport and HZMB HKP. Members pointed out that, after route rationalisation, the bus route has been re-routed via Kwai Fong area where Route No. A32 had previously covered, hence increasing the bus route's ridership to a certain extent. However, since the bus route maintained a frequency of about 60 minutes per trip for most time of a day, which was identical to the frequency of Route No. A32, its buses were always found to be fully-loaded as a result.

21. Manager (Operations), The Kowloon Motor Bus Company (1933) Limited, responded that there would be an additional journey time of 5 minutes for each bus trip should LWB Route No. A32 be routed via HZMB HKP.

22. Senior Transport Officer/Kwai Tsing 2, TD, noted the opinions put forth by Members regarding LWB Route No. A32. He would discuss with his colleagues from other sections the suggestion on providing an additional bus stop at HZMB HKP for the bus route concerned.

23. The Chairman announced taking a vote on the aforesaid motion. Of the Members who participated in the vote, 0 voted against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: KMB and TD had given replies in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper Nos. 6/2024 and 14/2024.)

(Post-meeting note: TD submitted an information paper on 8 March 2024 regarding the arrangement for LWB Route No. A32 to be routed via HZMB HKP starting from 17 March 2024. For details, refer to TTC Circulation (Information) Paper No. 17/2024.)

Motion: Request for Introducing an Express Route Connecting Tsing Yi Southwest and Tsuen Wan

(Moved by Mr TSUI Hiu-kit, seconded by Ms LEUNG Kar-ming, MH)

(TTC Paper Nos. 5/D/2024, 5a/D/2024 and 5b/D/2024)

24. Members discussed the aforesaid matter and put forth enquiries and opinions as follows:

- (i) Said that the agenda item were discussed in the past meetings for multiple times. Yet, no improvement had been made over the years. All bus routes running between Tsing Yi Southwest and Tsuen Wan still detour around Tsing Yi Northeast, hence the causing of circuitous routes. A Member relayed a resident's opinion that the journey time for buses travelling from Tsing Yi Southwest to Tsuen Wan is longer than that travelling to the West Kowloon area, where the location is farther away.
- (ii) Pointed out TD had indicated that, when consideration was given to the traffic planning in Tsing Yi Southwest, bus services would be adjusted subject to the population growth brought about by housing projects. However, it turned out that the Department had been scaling down bus services with different excuses. In view of the successive completions and resident intakes of various housing projects in Tsing Yi Southwest, an enquiry was made on what recommendation the Department would make for the bus network. It was also hoped that the Department would propose new improvement plans within this year.
- (iii) Reported on the severe shortage of bus services in Ching Fu Court. For example, the bus frequency of KMB Route No. 49M, which runs between Ching Fu Court and Tsing Yi MTR Station, is maintained at 30 to 60 minutes over most time of a day, and is only shortened to 20 minutes during peak hours. Apart from that bus route, only KMB Route No. 49 and Cross Harbour Route No. 948B are routed via Ching Fu Court, and each of them just runs two bus trips on weekday mornings. Therefore, it was believed that the existing bus services could not meet the needs of the residents.
- (iv) Pointed out that some residents of Ching Fu Court walked to "Ching Tao House, Cheung Ching Estate" Bus Stop to wait for bus routes bound for other districts (e.g. KMB Route No. 42A), but it was difficult for them to board the buses as the buses were often full. An enquiry was made on whether the Department would strengthen bus services in Tsing Yi Southwest. It was also believed that the existing service level could not cope with the additional population brought about by the upcoming housing developments in Tsing Yi Southwest.

25. Senior Transport Officer/Kwai Tsing 2, TD, responded as follows:

- (i) Noted Members' suggestion on introducing an express bus route connecting Tsing Yi Southwest with Tsuen Wan, and would discuss relevant arrangements with the bus companies in a timely manner.
- (ii) Said that the Department was aware that resident intakes of the housing projects along Ching Hong Road North would take place within this year. The Department would pay attention to the changes in passenger demand for various bus routes serving Tsing Yi Southwest so as to make appropriate adjustments to bus services.
- (iii) Said that the average ridership rate of KMB Route No. 49M during peak hours was only about 40%. The Department would closely monitor the changes in passenger demand for the bus route so as to make appropriate adjustments to the service.
- (iv) Pointed out that the Department had conducted an on-site investigation at "Ching Tao House, Cheung Ching Estate" Bus Stop and noticed that there were quite a lot of people waiting for KMB Route No. 42A. After considered that the bus route ran frequently during peak hours at an interval of 4 to 6 minutes, it was believed that the bus-waiting queue could be cleared as long as the buses would arrive on time. The situation in which passengers encountered difficulties in bus boarding had not been observed.
- (v) Said that the Department was discussing with the Housing Department for widening the walkway next to "Ching Tao House, Cheung Ching Estate" Bus Stop so as to expand the bus-waiting area and improve the environment for passengers waiting for buses.

26. Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited, responded that KMB was open to Members' suggestion of introducing an express bus route to connect Tsing Yi Southwest with Tsuen Wan, and would discuss relevant arrangements with TD in a timely fashion.

27. The Chairman announced taking a vote on the aforesaid motion. Of the Members who participated in the vote, 0 voted against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: KMB and TD had given replies in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper Nos. 7/2024 and 15/2024.)

Motion: Request for Introducing an Express Route Connecting Tsing Yi Southwest and Tsim Sha Tsui

(Moved by Ms LEUNG Kar-ming, MH, seconded by Mr TSUI Hiu-kit)

(TTC Paper Nos. 6/D/2024, 6a/D/2024 and 6b/D/2024)

28. Members discussed the item and put forth opinions and enquiries as follows:

- (i) Members pointed out that, in view of the absence of railway service in the Tsing Yi Southwest area, they would strive for the introduction of an express bus route providing roundtrip service between Tsing Yi Southwest and the core commercial area for supporting the “Night Vibes Hong Kong” scheme and promoting nighttime economy.
- (ii) Members noticed that, after the re-routing of KMB Route No. 41A in 2014, express roundtrip service between Tsing Yi Northeast and Yau Tsim Mong District has become available for the route concerned. In this connection, Members enquired whether TD and bus companies would consider making a similar service adjustment for Tsing Yi Southwest, e.g. adjusting the routeing of KMB Bus No. 241X.

29. Senior Transport Officer/ Kwai Tsing 2, TD point out that KMB Route No. 242X provides 2 bus trips bound for Tsim Sha Tsui during morning peak hours and 2 bus trips bound for Tsing Yi during evening peak hours in order to satisfy the needs of passengers in rush hours. Outside rush hours, passengers can take KMB Route Nos. 42A and 49M, and then interchange with other routes, such as Route No. 41A, for travelling to Tsim Sha Tsui.

30. Officer (Operations Support) of KMB responded as follows:

- (i) Reiterated that KMB Route No. 242X provides express service between Tsim Sha Tsui and Tsing Yi Southwest during both morning and evening peak hours at the moment.
- (ii) Said that KMB kept an open mind to Members’ suggestion of introducing whole-day express bus service between Tsing Yi Southwest and Tsim Sha Tsui. He would discuss with TD for making arrangements in due course.

31. The Chairman announced taking a vote on the aforesaid motion. Of the Members who participated in the vote, 0 vote against it and 0 abstained. Members endorsed the aforesaid motion.

(Post-meeting note: KMB and TD had given a reply for the aforesaid motion. For details, refer to TTC Circulation Paper (Information) Nos. 8/2024 and 16/2024.)

Combination of Minibus Route Nos. 89S and 89M and Provision of MTR Interchange Discounts for Minibus Routes

(Proposed by Ms LAU Mei-lo, Mr AU Chi-fai, Mr SO Pak-tsan, MH, Ms CHAN On-ni, Mr PANG Yap-ming, Miss CHAU Kit-ying and Mr LEE Wai-lok)

(TTC Paper Nos. 7/D/2024 and 7a/D/2024)

32. Members discussed the aforesaid matter and put forth opinions and enquiries as follows:

- (i) Reported that they often received complaints from residents that the queueing time at the stops for New Territories Green Minibus (“GMB”) Route Nos. 89S and 89M outside Kwai Fong MTR Station was too long.
- (ii) Members noticed that the operator of the routes concerned sometimes merge the 2 passenger queues into 1. However, as that arrangement is unofficial, passengers in the queue would sometimes feel puzzled. Therefore, Members enquired the Department about its opinion on merging the two routes officially.
- (iii) Members enquired about the Department’s opinion on providing MTR Interchange Discount to passengers travelling on the GMB routes in Kwai Tsing District.

33. Senior Transport Officer/ Kwai Tsing 1 of the TD responded as follows:

- (i) Noted Members’ suggestion on merging New Territories GMB Route Nos. 89S and 89M together. In this connection, the Department will have to examine multiple factors and take into account the operation conditions of the merged route, such as the queueing arrangement for and the travelling time of the passengers, as well as the stability of trip arrangements. The

Department will continue to focus on the travelling pattern of passengers, and will hold discussions and conduct reviews with the operators of minibus routes in due course.

- (ii) Based on the Department's information, MTR Interchange Discount is available for all GMB routes in Kwai Tsing District. Passengers using the same Octopus card to interchange between a GMB route and MTR within 90 minutes can enjoy an interchange discount of \$0.5.

Any Other Business

34. Members praised Hong Kong Police Force's District Traffic Team in Kwai Tsing Police District and KMB for their quick responses in handling the traffic accident at Kwai Shing (Central) Bus Terminus on 5 February, and hoped that co-operation could be maintained in the long run.

Date of Next Meeting

35. The next meeting was scheduled to be held on 11 April 2024 (Thursday).

Kwai Tsing District Council Secretariat
April 2024