

(Translation)

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

Date: 11 April 2024

Time: 2:30 p.m. – 5:05 p.m.

Venue: Kwai Tsing District Office (K&T DO) Conference Room

<u>Attendee</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	4:06 p.m.
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	4:45 p.m.
Miss LO Yuen-ting, MH	Start of Meeting	End of Meeting

In Attendance

Mr TAI Lap-for, Frankie	Senior Engineer/Strategic Studies 5, Transport Department
Mr AU Paak-wai, Zero	Project Coordinator/Strategic Studies 2, Transport Department
Mr TSUI Ho-wing, Stan	Senior Transport Officer/Bus/NTSW, Transport Department
Ms WONG Ka-yee, Chloe	Transport Officer/Bus/NTSW, Transport Department

Ms TONG Sin-yee, 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, Kinox	Engineer/Tsing Yi, Transport Department
Mr LEE Ying-yin	Engineer/Special Duties 4, Transport Department
Mr KUONG Hon-ling, Hamlyn	Associate Director, Ove Arup & Partners Hong Kong Ltd
Ms WANG Wanshu, Zoe	Project Engineer, Ove Arup & Partners Hong Kong Ltd
Mr MAK Douglas	Assistant Operations Director, The Kowloon Motor Bus Company (1933) Limited
Mr HUEN Karl	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Mr LEE Eric	Officer (Operations Support), The Kowloon Motor Bus Company (1933) Limited
Mr KUNG Louis	Head of Service Delivery (Kowloon & New Territories), Citybus Limited
Mr YIP Dennis	Planning Officer, Citybus Limited
Miss KWOK Miko	Corporate Communications Officer, Citybus Limited
Ms NG Wai-ki	District Engineer/Kwai Tsing (West), Highways Department
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 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

Opening Remarks

The Chairman welcomed Members to the 2nd meeting of the Traffic and Transport Committee (“TTC”) (2024) of Kwai Tsing District Council (“K&TDC”).

Confirmation of Minutes of the 1st Meeting (2024) held on 15 February 2024

2. Members endorsed the aforesaid minutes unanimously.

Discussion Items

Smart Motorway Pilot Scheme at Ting Kau Bridge

(Proposed by Transport Department)

(TTC Paper No. 9/D/2024)

3. Senior Engineer/Strategic Studies 5, Transport Department (“TD”) and Associate Director, Ove Arup & Partners Hong Kong Ltd. introduced the paper with the aid of PowerPoint presentation.

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

- (i) Members expressed concerns over how the mechanism would be activated for drivers to drive on hard shoulders in the event of emergency. They enquired of the Department whether such mechanism had to be activated in the presence of police officers, and how would the Department prevent drivers from driving on hard shoulders without the instruction of an authorised person before the activation of the mechanism.
- (ii) Under normal circumstances, drivers were not allowed to drive on hard shoulders and hence the surface of the hard shoulders could be rugged or full of debris. Members recommended the Department clean up the hard shoulders constantly during the implementation of the Smart Motorway Pilot Scheme at Ting Kau Bridge (“Pilot Scheme”) to avoid damages to the vehicles passing by.

- (iii) Members enquired of the Department about the detection range of the traffic detectors, the number of traffic detectors to be installed at the road sections concerned and the details of the installation arrangement.
- (iv) Members enquired whether the works under the project had already been carried out at night, or had to be commenced upon endorsement by the K&TDC.
- (v) Members enquired of the Department about the arrangement of reviewing the Pilot Scheme and whether the Department would extend the Scheme to other road sections upon satisfactory result.

5. Senior Engineer/Strategic Studies 5, TD and Associate Director, Ove Arup & Partners Ltd. gave a consolidated response as follows:

- (i) As stipulated by the laws, vehicles were not allowed to use hard shoulders except in an emergency or under the instruction of an authorised person. The Pilot Scheme aimed to enhance the resilience of the road sections concerned to traffic incidents and monitor drivers' adaptability to use hard shoulders in the event of an incident. The Department would step up publicity to raise drivers' awareness on obeying traffic signals and the proper use of hard shoulders.
- (ii) They reiterated that under the Pilot Scheme, police officers or authorised persons might, in an emergency, adjust the traffic signals and signs to suit the temporary lane arrangements and corresponding speed limits, so as to indicate the conditions to drivers.
- (iii) They pointed out that the works had not yet commenced. The Department was engaging the Highways Department ("HyD") and the Electrical and Mechanical Services Department to carry out preparatory civil, electrical and mechanical works.
- (iv) The Department would regularly review the effectiveness of the Pilot Scheme for further consideration of implementing smart motorways in other areas and formulation of a broader implementation strategy. The Department thanked Members for their opinions and it would subsequently report the effectiveness of the Scheme to Members in a timely manner.

6. The Chairman put the aforesaid matter to the vote. Of the Members who participated in the vote, 0 vote against it and 0 abstained. Members endorsed the aforesaid paper.

Bus Route Programme 2024-2025 of Kwai Tsing District

(Proposed by Transport Department)

(TTC Paper Nos. 8/D/2024, 8a/D/2024, 8b/D/2024, 8c/D/2024, 8d/D/2024, 8e/D/2024, 8f/D/2024, 8g/D/2024, 8h/D/2024, 8i/D/2024, 8j/D/2024, 8k/D/2024, 8l/D/2024, 8m/D/2024, 8n/D/2024 and 8o/D/2024)

7. The Chairman made comments as follows:

- (i) The TD had sent TTC Paper No. 8/D/2024 via the K&TDC Secretariat on 23 February and Members were invited to submit their comments in writing before the meeting. The Department had submitted a written reply in respect of the comments concerned before the meeting.
- (ii) He pointed out that the written comments submitted by most Members concentrated in three areas, namely **Tsing Yi, Kwai Chung East** and **Kwai Chung West** District Council geographical constituencies. To enhance meeting efficiency, he would divide the discussion into three parts by areas. In each part, Members would be invited to speak alternately and the representatives of TD, The Kowloon Motor Bus Company (1933) Limited (“KMB”) and Citybus Limited (“Citybus”) would then give a consolidated response.

8. Members discussed the bus services in **Tsing Yi** and put forth enquiries and opinions as follows:

- (i) Bus Route Programme has always been the focus of Members. While many valuable opinions had previously been provided to the TD and bus companies, the Department merely replied that the opinions were noted without further studies or implementation. Members therefore hoped that the Department would take their opinions seriously.
- (ii) Members supported the Department’s suggestion on introducing KMB Route No. 49A to provide express bus services between Ching Fu Court and

Tsuen Wan Town Centre via Tsing Yi Southwest during the morning peak hours. Besides, they enquired whether the Department could advance the introduction of the route to within 2024 and upgrade the bus route to provide whole-day service.

- (iii) Members raised various suggestions on the bus services in the Ching Fu Court area, including increasing the frequency of KMB Route No. 49M, adding a stop at Tsing Yi Road near Ching Fu Shopping Centre for the route, and arranging more routes (such as KMB Routes Nos. 243M and 43B, etc.) to reroute via Ching Fu Court.
- (iv) Members raised various suggestions on KMB Route No. 49, including splitting the bus route into two separate routes, respectively providing services between Tsing Yi Southwest and Kowloon East and services between Tsing Yi Northeast and Kowloon East during peak hours, as well as adding a stop at Tsun Yip Street, Kwun Tong.
- (v) Members suggested upgrading Cross Harbour Route No. 948 to provide whole-day service and increasing the frequency of the route. Some Members pointed out that there was a great passenger demand for the route since many tourists often travelled between the hotels in Tsing Yi and various spots in Hong Kong Island on this route. The media had previously reported that passengers could hardly get on board during the evening departures of this route for the opposite direction since the bus compartment was packed with luggage cases. They considered that there was an urgent need to improve the situation.
- (vi) Members suggested advancing the morning departures of Cross Harbour Route No. 948E.
- (vii) Members requested Long Win Bus Company Limited (“LWB”) to resume the frequency of Route No. A32 back to the pre-epidemic level (i.e. a headway of 30 minutes for the whole day) and enhance service frequency during weekends and long holidays. They pointed out that the high ridership of this route during the Lunar New Year and Easter holidays was a testament to the high passenger demand for services between Tsing Yi and the airport and the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) Hong Kong Port. By quoting an example of the recent resumption of services to the pre-epidemic

level for LWB Route No. A47X running between Tai Po and the airport, some Members enquired why the same level of services could not be provided by Route No. A32.

- (viii) Members suggested adding a stop at Kwai Chung Sports Ground for KMB Route No. 43M and deploying double-decker buses for all departures of the route.
- (ix) At that time, residents travelling between Tsing Yi and Tuen Mun had to pay high transport fares and found it inconvenient to interchange. Members therefore suggested a route modification of KMB Route No. 68A by rerouting its service to operate via Tsing Yi Road West and Ting Kau Bridge and omit Tsuen Wan after departing from Tsing Yi for Tuen Mun. Some Members opined that the service quality of New Territories Green Minibus (“GMB”) Route No. 140M was unsatisfactory and such route modification might attract passengers who originally took the minibus to take a bus, which would be favourable to KMB’s operations. Additionally, some Members suggested adding a stop at Lantau Link Viewing Platform to facilitate tourists’ access and the organisation of community activities at this spot by the organisations concerned.
- (x) Members suggested introducing a bus route running between Tsing Yi and Kwai Shing Circuit to provide morning and afternoon departures on school days, so as to alleviate the loading pressure borne by New Territories GMB Route No. 407.
- (xi) Members suggested introducing a bus route running between Kwai Tsing and Heung Yuen Wai Control Point.
- (xii) There were always long queues at the “Ching Tao House, Cheung Ching Estate” stop during the morning peak hours that passengers of different bus routes could hardly get on board. Members recommended the TD and the bus company arrange staff to conduct on-site inspections.

9. Senior Transport Officer/Bus/NTSW, TD responded as follows:

- (i) The Department thanked Members for supporting the introduction of KMB Route No. 49A and noted their suggestions on upgrading the route to

provide whole-day service and its early introduction. It would closely monitor the ridership of the route upon introduction and that of the other two routes departing from Ching Fu Court (i.e. KMB Routes Nos. 49 and 49M) to consider whether service adjustments would be required.

- (ii) The Department would examine Members' suggestions on the bus services in the Ching Fu Court area and take follow-up actions, given that the implementation would be contingent upon various factors (e.g. whether the location was suitable for setting up a bus stop).
- (iii) The Department and the bus company would continue to closely monitor the service level of Cross Harbour Route No. 948 during non-peak hours.
- (iv) The Department and the bus company would examine Members' suggestion on advancing the morning departures of Cross Harbour Route No. 948E.
- (v) Regarding Members' suggestion on adding a stop at Kwai Chung Sports Ground for KMB Route No. 43M, the Department would carefully assess its impact on the bus route, given that the addition of such stop would involve alteration and extension of routing.
- (vi) The Department would continue to encourage bus companies to introduce more bus-bus interchange schemes and offer concessionary fares to passengers travelling between Tsing Yi and Tuen Mun. It also noted Members' suggestion on the corresponding bus services.
- (vii) The Department noted Members' suggestion on introducing a bus route to provide services between Tsing Yi and schools in Kwai Shing Circuit.
- (viii) At that time, residents of Tsing Yi could first travel to Sheung Shui on KMB Route No. 279X and then interchange for Citybus Route No. B7 to Heung Yuen Wai Control Point. The Department noted the suggestion on introducing a bus route to provide services between Kwai Tsing and Heung Yuen Wai Control Point.

10. Officer (Operations Support), KMB responded as follows:

- (i) He thanked Members for supporting the suggestion on introducing Route

No. 49A and pointed out that KMB kept an open mind towards the early introduction of the route. However, taking into account factors such as limited resources, shortage of bus captains, etc., KMB would prudently consider the suggestion and have discussion with the TD.

- (ii) He noted Member's suggestion on arranging Route No. 243M to reroute via Ching Fu Court. It would be examined and followed up with the TD.
- (iii) He noted Member's suggestion on adding a stop in Kwun Tong and Kowloon Bay Business Area for Route No. 49. It would be examined and followed up with the TD.
- (iv) He stressed that KMB had been closely monitoring the service level of Cross Harbour Route No. 948 and it would timely discuss the arrangement with the TD in case of service enhancement.
- (v) He noted Member's suggestion on advancing the morning departures of Cross Harbour Route No. 948E.
- (vi) KMB noticed that on the first day of the Easter holiday, the passenger demand for LWB Route No. A32 was very high that there were some full buses and passengers were not able to get on board. KMB therefore decisively deployed additional buses and increased service frequency on the same day to facilitate passenger flow. With this experience, KMB would appropriately increase the frequency of the route during weekends and long holidays to meet the needs of residents and tourists travelling between Tsing Yi and the airport and the HZMB Hong Kong Port.
- (vii) He noted Member's suggestion on a route modification of Route No. 68A and adding a stop at Lantau Link Viewing Platform. KMB would timely consider providing more combinations of interchange routes with fare concessions between Tsing Yi and Tuen Mun.
- (viii) He noted Member's suggestion on introducing a bus route to provide services between Kwai Tsing and Heung Yuen Wai Control Point.

11. Planning Officer, Citybus responded as follows:

- (i) He stressed that Citybus had been closely monitoring the service level of Cross Harbour Route No. 948 and whether the local development in Tsing Yi would have impact on the service demand of the route. Citybus would discuss the operational arrangements with the TD in a timely manner.
- (ii) He noted Member's suggestion on advancing the morning departures of Cross Harbour Route No. 948E. Citybus would closely monitor the passenger demand of the departures and examine the suggestion in a timely manner.

12. Members discussed the bus services in **Kwai Chung East** and put forth enquiries and opinions as follows:

- (i) Members opposed the route modification of KMB Route No. 31. While route rationalisation was needed for service enhancement due to its circuitous routing, the Department's proposal had failed to keep up with the needs of residents of Shek Yam and On Yam, rendering them unable to travel directly to Tsuen Wan by bus. According to the data of a questionnaire survey, the local residents strongly opposed such proposal. In addition, the Department's proposal had already triggered conflicts among residents of different areas in Kwai Chung Northeast. The Department suggested providing interchange discount for KMB Routes Nos. 31 and 235 as a form of compensation to residents of Shek Yam and On Yam. Some Members considered that it was unreasonable given the low frequencies and frequent lost trips of the two routes, residents would unlikely be willing to wait for a long time for buses to reach their destinations.
- (ii) Members raised various suggestions on the bus services between Kwai Chung Northeast and Tsuen Wan, including the conversion of Routes Nos. 31 and 235 into non-circular routes, and allowing buses to turn right onto Castle Peak Road - Kwai Chung from Wo Yi Hop Road. Rationalisation of Routes Nos. 31 and 235 was also suggested so that services could be provided respectively between Tsuen Wan West Station and the upper part of Kwai Chung Northeast (i.e. On Yam, Shek Yam), and between Tsuen Wan West Station and the lower part of Kwai Chung Northeast (i.e. Shek Lei, Wo Yi Hop Road).
- (iii) Members supported the introduction of special departures from Shek Yam

East Estate during the morning peak hours for KMB Route No. 40P, and they hoped that the frequency of these special departures would be increased.

- (iv) Members supported the introduction of return departures from Hong Kong Science Park during the afternoon peak hours for KMB Route No. 43S, and they hoped that the route would be upgraded to provide whole-day service with increased frequency. Multiple complaints from residents had been received regarding the long queues at the “Sha Tin Town Hall” stop during the afternoon peak hours for New Territories GMB Route Series No. 403 running between Kwai Chung Northeast and Sha Tin Town Centre. Some Members thus considered that there was a high demand for public transport services between Kwai Chung Northeast and New Territories East. Moreover, many residents would travel to Shatin by bus and then interchange for the East Rail Line to Shenzhen during weekends. The Department should therefore introduce whole-day service for the bus routes to meet the residents’ needs.
- (v) Members opposed the proposed cancellation of KMB Route No. 31P on the grounds that the route helped divert passenger flow during peak hours and ease the loading pressure borne by KMB Routes Nos. 31M and 36M. It also provided express bus services to Kwai Fong Station for residents of Shek Lei and Wo Yi Hop Road area. In view of the high passenger demand for KMB Route No. 31M, Members suggested increasing the frequency of the route during morning and afternoon peak hours.
- (vi) Members suggested service enhancement for LWB Route No. A30, such as strengthening the headway of departures to every 30 to 40 minutes for the whole day and introducing overnight departures. Some Members pointed out that due to the low frequency of Route No. A30, some residents would first take a bus from Kwai Chung Northeast to Tai Wo Hau Station and then interchange for LWB Route No. A32 to the airport or the HZMB Hong Kong Port. Therefore, the Department should strengthen the services of LWB Route No. A30 to relieve the loading pressure borne by LWB Route No. A32.

13. Senior Transport Officer/Bus/NTSW, TD responded as follows:

- (i) Given that the routings of KMB Routes Nos. 31 and 235 were overlapping,

and the routing of Route No. 31 was longer, there would be unstable frequencies as both routes were easily affected by road conditions. Therefore, the Department and the bus company proposed a route modification of Route No. 31 in this year's bus route programme by omitting On Yam and Shek Yam East areas, for the sake of shorter journey time and stable frequencies. However, the Department acknowledged the concerns expressed by Members and residents of Kwai Chung Northeast over the proposed route modification, it would consider their views thoroughly before making a decision.

- (ii) The Department would carefully examine and consider Members' suggestions on the bus services between Kwai Chung Northeast and Tsuen Wan. It further responded that at that moment, KMB Routes Nos. 31 and 40P, as well as the GMB services, could serve the residents travelling between Wo Yi Hop Road area and Tsuen Wan.
- (iii) He thanked Members for supporting the introduction of special departures from Shek Yam East Estate during the morning peak hours for KMB Route No. 40P. The Department would closely monitor the ridership of these special departures upon introduction to consider whether service adjustments would be required.
- (iv) He thanked Members for supporting the introduction of return departures for KMB Route No. 43S. The Department would carefully examine and consider Members' views on further strengthening the services of the route and enhancing the public transport services between Kwai Chung Northeast and Shatin.
- (v) Given that the routing of KMB Route No. 31M already served all stops of Route No. 31P, the Department and the bus company proposed cancelling Route No. 31P to redeploy the resources for service enhancement of Route No. 31M to meet the passenger demand. The Department explained that the proposed adjustment would be able to keep up with the passenger demand for the route and better deploy bus resources.

14. Officer (Operations Support), KMB responded as follows:

- (i) He noted the concerns expressed by Members and residents over the

proposed route modification of Route No. 31. KMB would consider the views of different parties thoroughly and it would examine and follow up on the matter with the TD. Furthermore, KMB would carefully consider a replanning of bus services between Kwai Chung Northeast and Tsuen Wan.

- (ii) He thanked Members for supporting the introduction of special departures from Shek Yam East Estate during the morning peak hours for Route No. 40P.
- (iii) He noted Member's views on the bus services of Route No. 43S and those between Kwai Chung Northeast and Shatin. KMB would closely monitor the ridership of the routes concerned, conduct timely reviews and consider discussing with the TD on necessary service adjustments.
- (iv) According to KMB's internal statistics, the ridership of Route No. 31P was rather low. Therefore, the cancellation of this route was suggested to redeploy the saved resources for service enhancement of Route No. 31M which had a higher passenger demand and wider service coverage.

15. Members discussed the aforesaid responses of the department and organisation, and put forth enquiries and opinions as follows:

- (i) Members stressed that residents of Kwai Chung Northeast strongly opposed the proposed route modification of KMB Route No. 31, and they expressed worries that the TD and KMB would implement the plan in the fourth quarter of this year as scheduled despite voices of dissent from the residents. The residents were very concerned that the passenger demand for KMB Route No. 235 would be drastically increased, or even exceed the carrying capacity, if the Department approved the proposal for Route No. 31 to omit the Shek Yam and On Yam areas. Members hoped that the Department would explain as early as possible whether the proposed route modification would be implemented as scheduled.
- (ii) In light of the complex design of road network in Kwai Chung Northeast, Members suggested the Department give holistic consideration when adjusting the bus services in that area, instead of merely modifying one single route.

- (iii) Members pointed out that such a strong opposition to the proposed route modification was rarely seen in recent years and hence suggested that the Department consult the corresponding DC members prior to the preparation of its annual bus route programme. In fact, an easy projection could be made that drastic changes to the residents' travel patterns arising from the proposal would lead to their massive opposition.

16. Officer (Operations Support), KMB noted that Members generally opposed the route modification of Route No. 31, and it would be further examined and followed up with the TD.

17. Senior Transport Officer/Bus/NTSW, TD responded that the Department expressed thanks to Members and it noted their views on public transport services between Kwai Chung Northeast and Tsuen Wan. He reiterated that the Department would consider the views of Members and residents thoroughly before making a decision.

18. The Chairman pointed out that Members generally opposed to the Department's proposed route modification of KMB Route No. 31. He enquired whether the Department would still implement such proposal in the fourth quarter of this year as scheduled.

19. Senior Transport Officer/Bus/NTSW, TD responded that the Department understood Members' general opposition to the proposed route modification of KMB Route No. 31. He said that the Department showed respect for Members' views and it noted the alternatives they provided to service enhancement of Route No. 31.

20. Members discussed the bus services in **Kwai Chung West** and put forth enquiries and opinions as follows:

- (i) Buses of KMB Route No. 37 were often full during the afternoon peak hours when observing Cheung Sha Wan Plaza that passengers could hardly get on board. Members hoped that KMB would arrange special departures from Cheung Sha Wan Plaza to convey residents to Kwai Shing Circuit where railway service was not available.
- (ii) Members suggested that the Department and KMB consider increasing the frequencies of Routes Nos. 30, 32H, 34, 37M, etc.
- (iii) The Department once proposed introducing KMB Route No. 37X in its Bus

Route Programme 2022-2023, in replacement of KMB Route No. 237A to provide express bus services between Kwai Chung Estate and Yau Ma Tei via Kwai Shing Circuit during the morning peak hours. However, the route had still not yet been in operation, therefore Members enquired of the Department about its progress.

(Post-meeting note: For the TD's proposal on introducing KMB Route No. 37X, please refer to TTC Paper No. 8/D/2022.)

21. Senior Transport Officer/Bus/NTSW, TD responded that the Department noted Member's suggestion on arranging special departures from Cheung Sha Wan Plaza during the afternoon peak hours for KMB Route No. 37. It would closely monitor the passenger demand for KMB Route No. 37 and consider the need to adjust the frequency of the route in a timely manner.

22. Officer (Operations Support), KMB responded that KMB was discussing the operational details of Route No. 37X with the TD and it would make timely announcements on the updates.

Issues with regard to the Transport Facilities and Ancillary Services in the Proximity of Lai King Hill

(Proposed by Mr WONG Chun-yeung, Mr NG Chi-wah, Mr NG King-wah, Miss LO Yuen-ting, MH, Mr POON Chi-shing, MH, Ms LEUNG Kar-ming, MH, Mr TSUI Hiu-kit, Ms KWOK Fu-yung, MH, Mr YUEN Yun-hung and Miss WONG Shuk-man)
(TTC Paper Nos. 11/D/2024, 11a/D/2024 and 11b/D/2024)

Suggestion on the Public Transport Service Provided in the Lai King Hill Area

(Proposed by Ms CHAN On-ni, Miss CHAU Kit-ying, Mr LEE Wai-lok, Mr PANG Yap-ming, Ms LAU Mei-lo, Mr AU Chi-fai and Mr SO Pak-tsan, MH)
(TTC Paper Nos. 12/D/2024, 12a/D/2024 and 12b/D/2024)

23. The Chairman said that both items were related to the transportation and ancillary facilities of the Lai King Hill area. To enhance meeting efficiency, he suggested a combined discussion of the two items.

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

- (i) The ancillary transport facilities of the Lai King Hill area were lagging behind and the frequencies of the bus routes and GMB routes were low. Moreover, available seats were very limited and passengers generally could not get on board, given that Cho Yiu Estate was an en-route stop for the GMB routes. Members pointed out that all these had caused serious mobility inconvenience to the residents.
- (ii) Members reiterated that the lost trip problem of the bus routes operating via the Lai King Hill area was serious. They opined that the Department had failed to positively respond to the issue as it merely claimed in its reply that the ridership of the corresponding bus routes was not high. Some Members once conducted on-site inspections to collect data on the frequencies of the bus routes operating via the Lai King Hill area, and had written to KMB to complain about the lost trip problem. Yet, KMB replied in an inactive manner by merely citing reasons such as “malfunction of bus parts”, “absence of bus captains”, etc. Therefore, the Department should seriously face up to the problem.
- (iii) Member raised various suggestions on the bus services in the Lai King Hill area, including introducing two-way section fares for long-haul routes (e.g. KMB Routes Nos. 265B and 269M bound for New Territories West via Kwai Fong and Tsuen Wan), introducing new routes bound for Hong Kong Island and Ma On Shan, increasing the frequencies of the bus routes and GMB routes operating via the area, etc.
- (iv) Members stressed that due to a lack of wet markets and ancillary shopping facilities in the Lai King Hill area to meet the residents’ needs, there was a surging demand for public transport services connecting the area. Some Members pointed out that the issue had been widely reported by the media and they hoped that the Department and bus company would take prompt actions to improve the situation.
- (v) Members pointed out that the rain shelter, which was funded by the K&TDC and managed by the K&T DO, and the promotional banners on the railings might block one’s vision as the person walked past the pedestrian crossing at Lai Yiu Street near Hei Yiu House, Lai Yiu Estate. Given that the location was prone to accidents, Members enquired whether the Department had any solutions.

- (vi) The real-time bus arrival information display panels in Lai King Hill area often malfunctioned. Members enquired whether it was feasible to install information display panel at the “Cho Yiu Shopping Centre (Kowloon bound)” stop.

25. Senior Transport Officer/Kwai Tsing 1, TD responded as follows:

- (i) The Department had been closely monitoring the operation of KMB Routes Nos. 30, 45 and 46. According to its recent on-site inspection, the ridership rate of KMB Route No. 30 during the afternoon peak hours and that of Routes Nos. 45 and 46 during the morning peak hours ranged from about 10% to 60%. The service levels at that time could mostly satisfy passengers' needs.
- (ii) The Department once conducted on-site inspections during the morning peak hours on weekdays and found that the ridership rate of the GMB routes for minibuses departing from Lai King Hill ranged from about 60% to over 90% on reaching Hei Yiu House, Lai Yiu Estate. Although passengers had to “stay behind” on occasions, they could usually board the next minibus within 10 minutes. Besides, the Department noticed that there was greater demand during the afternoon peak hours for New Territories GMB Routes Nos. 91A and 46M respectively departing from Kwai Fong Station and Lai King Station to Lai King Hill area. It would closely monitor the operation of all routes and follow up on the situation with the operators in a timely manner.
- (iii) She noted Members' suggestion on introducing two-way section fares for the bus routes operating via the Lai King Hill area. The Department had been encouraging public transport operators to provide various concessions for passengers as far as possible taking into account their own operation and socioeconomic conditions. Member's suggestions had been referred to KMB for its consideration.
- (iv) She noted Members' suggestion on introducing new bus routes bound for Hong Kong Island and Shatin departing from the Lai King Hill area. To deploy bus resources efficiently, the Department encouraged residents to use the existing bus and railway services to reach Hong Kong Island/Shatin

through interchange. That said, the Department would continue to explore the feasibility of introducing special departures during peak hours.

- (v) The Department would urge KMB to repair the malfunctioned information display panels as soon as possible.

26. Officer (Operations Support) and Assistant Manager (Public Affairs), KMB gave a consolidated response as follows:

- (i) KMB had been closely monitoring the operation of Routes Nos. 30, 45 and 46. According to their respective ridership rates, the service levels at that time could mostly satisfy passengers' needs, especially during the morning peak hours. Moreover, KMB had adjusted the departures from Lai Yiu Bus Terminus for Route Nos. 45 and 46 to provide coordinated services for the whole day with a combined headway of about 15 minutes, to shorten passengers' waiting time because of the simultaneous arrival of the routes.
- (ii) KMB had been reminding frontline bus captains to operate the departures as scheduled, but the actual service arrangements might be subject to adjustment based on factors such as vehicle breakdown, absence of bus captains, etc. It would closely follow up on the situation.
- (iii) KMB noted Members' suggestion on introducing two-way section fares for the bus routes operating via the Lai King Hill area.
- (iv) They said that KMB kept an open mind towards Members' suggestion on introducing special departures to Hong Kong Island during peak hours, and it would consider the suggestion and discuss with the TD in a timely manner. It would also discuss with the TD regarding the feasibility of introducing bus services between the Lai King Hill area and Shatin.
- (v) The operation of real-time bus arrival information display panels installed at bus stops would be subject to the influence of multiple factors, including changing weather conditions, prolonged use, etc., hence there might inevitably be malfunctions. Upon receipt of public feedback and complaints, KMB would repair the malfunctioned panels as soon as possible, the progress might however be affected by factors like the availability of parts. They asked for Members' understanding. Meanwhile,

they emphasised that KMB had been paying close attention to the issue as it had promptly repaired the information display panels installed at the “Princess Margaret Hospital”, “Ching Lai Court” and “Lok King House, Lai King Estate” stops.

27. Members discussed the aforesaid responses of the department and organisation, and put forth enquiries and opinions as follows:

- (i) Members were disappointed with the TD’s response. While KMB responded that it would explore the feasibility of introducing new bus routes bound for more destinations, the Department replied in an inactive manner by merely using the wordings like “noted”, “encouraged residents to use different modes of transport to reach their destinations through interchange”. They opined that the Department had turned a blind eye to the needs of the residents as it simply passed the buck of giving a response to the KMB on the pretext of “the provision of section fares was business decision”.
- (ii) Members requested the TD to provide a detailed report on the lost trip problem of the bus routes and GMB routes operating via the Lai King Hill area.
- (iii) Members invited the TD and KMB to conduct on-site inspections on the ridership rate and collect data on the service frequency at the bus stops in the Lai King Hill area between 7 a.m. and 9 a.m., so as to verify if the Department’s response corresponded with residents’ views.
- (iv) The TD once responded that for safety’s sake, the operation of double-decker buses or buses with longer length via Lai King Hill Road and Lai Cho Road was constrained by the road design of these road sections while the bus type and service frequency would be limited. Members enquired whether the Department would improve the design of the corresponding road sections and arrange bus trial runs, so that double-decker buses could be deployed to increase the carrying capacity. In addition, they enquired whether KMB would purchase more buses with shorter length to operate the corresponding routes.

(Post-meeting note: For details of the TD’s reply on the road design of Lai King Hill Road

and Lai Cho Road which may pose threats to road safety, please refer to TTC Paper Nos. 45/D/2020, 45a/D/2020 and 45b/D/2020 and TTC Circulation Paper No. 43/2020.)

28. Officer (Operations Support), KMB responded as follows:

- (i) He stressed that KMB kept an open mind towards the introduction of more bus routes bound for different destinations, and it would proactively examine the suggestion and follow up on the matter with the TD.
- (ii) He reiterated that the service levels of Routes Nos. 30, 45 and 46 at that time could mostly satisfy passengers' needs, as suggested by their respective ridership rates. Despite this, KMB would continue to closely monitor the passenger demand for these routes and consider deploying special bus type to operate the routes.

29. Senior Transport Officer/Kwai Tsing 1, TD responded as follows:

- (i) She reiterated that the Department had arranged staff from time to time to conduct on-site inspections and collect data on the ridership rates of the bus routes and GMB routes operating via the Lai King Hill area. It would follow up on the matter with the operators as and where necessary.
- (ii) She pointed out that the "HKeMobility" mobile application launched by the Department would enable users to check through their mobile devices for the estimated time of arrival of the GMB routes.
- (iii) She noted Members' suggestions on improving the road design of Lai King Hill Road and Lai Cho Road, as well as on arranging trial runs at these road sections for buses with shorter length. Their views would be relayed to the works section of the Department and stakeholders to facilitate follow-up actions.

30. The Chairman hoped that the TD would examine the feasibility of analysing the lost trip problem of the GMB routes using the data compiled in the "HKeMobility" mobile application and releasing such information in the mobile application.

Suggestions on Improving the Ancillary Transport Facilities at Various Places in Tsing

Yi

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

(TTC Paper Nos. 15/D/2024, 15a/D/2024 and 15b/D/2024)

31. The Chairman pointed out that as Item 7 was also related to the transportation and ancillary facilities of an area, he decided to adjust the order of agenda items and discuss Item 7 first to enhance meeting efficiency.

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

- (i) Members suggested adding a stop outside the West Kowloon Law Courts Building for KMB Routes Nos. 41A and 43C to facilitate students commuting from Tsing Yi to Fr. Cucchiara Memorial School upon its relocation to another district in 2025.
- (ii) Due to the lack of transport services in the Ching Fu Court and Rambler Crest area, residents would need to walk to the nearby bus stops for more route choices. The situation had increased the burden on the nearby stops, in particular the “Ching Tao House, Cheung Ching Estate” stop. Members therefore suggested arranging some of the existing bus routes (e.g. KMB Route No. 43B) to reroute via Ching Fu Court and adding a stop thereat. Besides, they also suggested adding an en-route stop near the roundabout at Ching Hong Road connecting Tsing Yi Road to divert passenger flow.
- (iii) At that time, New Territories GMB Route No. 88F would omit Ching Hong Road and Chung Mei Road during the morning and afternoon peak hours. Members enquired whether the Department would consider resuming the services to operate via the areas for the whole day.
- (iv) Members enquired whether the Department would approve the application for operating residents’ services for Rambler Crest. The services of the GMB routes in the area were, at that time, overburdened with the large amount of tourists accommodating in the three hotels near Rambler Crest. The residents’ services operated by the management company, once obtained approval from the Department, would not only alleviate the traffic pressure during peak hours, but also make it easier for the tourists to travel

between their hotels and tourist spots using the existing public transport services.

- (v) Given that various sites near Rambler Crest (e.g. those along Tsing Hung Road) had been taken over by the Government for development, Members suggested that the Government reserve more parking spaces for large vehicles to alleviate the problem of illegal parking by large vehicles at multiple locations due to the lack of parking spaces in the area.

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

- (i) He noted Member's suggestion on adding a stop outside the West Kowloon Law Courts Building for KMB Routes Nos. 41A and 43C. The Department and bus company would conduct timely reviews and consider service adjustments.
- (ii) The Department noticed that residents of Rambler Crest and Ching Fu Court would simply walk to the "Ching Tao House, Cheung Ching Estate" stop since there were more routes to other districts. It shared the view that there was room for improvement in the waiting environment of the stop and had already contacted the Housing Department for discussion on improvement measures.
- (iii) GMB would remain the major transport choice for Rambler Crest. The Department would closely monitor the commuting demand of the residents and hotel guests, and review the service levels with the GMB operator from time to time.
- (iv) The Department had arranged staff to conduct on-site inspections at the Rambler Crest Terminus during the morning peak hours. Results showed that although minibuses of GMB Routes Nos. 88F and 88G were occasionally full, passengers could usually board the next minibus within 10 minutes. The Department would request the operator to closely monitor the operation of the routes and strengthen services by deploying additional minibuses as and where necessary.
- (v) He noted Members' suggestion on resuming the services of GMB Route No. 88F to operate via Ching Hong Road and Chung Mei Road for the whole

day. He added that besides the express services between Rambler Crest and Tsing Yi Station operating via Tsing Yi Road and Tsing Yi Interchange during the morning peak hours, the operator had arranged some departures of the route to operate via Ching Hong Road and Chung Mei Road.

- (vi) The Department noticed the new development projects at various sites in Tsing Yi Southwest. Officers of the works section would duly take into account the demand for parking spaces for large vehicles during the planning stage of these projects.

34. Officer (Operations Support), KMB responded that KMB kept an open mind towards the proposal of adding a stop outside the West Kowloon Law Courts Building for Routes Nos. 41A and 43C, and it would consider discussing with the TD in a timely manner.

Installation of Real-time Bus Arrival Information Display Panels

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

(TTC Paper Nos. 13/D/2024, 13a/D/2024 and 13b/D/2024)

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

- (i) Members noted that information display panels were installed right next to the regulator kiosks at Kwai Shing (Central) Bus Terminus and Shek Lei (Tai Loong Street) Bus Terminus to show the estimated time of departure from these termini for various bus routes. Yet, the display panels were too small in size and the estimated time of arrival for routes with en-route stop at these termini (such as KMB Route No. 37M with an en-route stop at Kwai Shing (Central) Bus Terminus) was not displayed. Therefore, Members hoped that KMB would install display panels of larger size and with higher resolution, so that the elderly passengers could clearly see the information concerned.
- (ii) There were a large planting strip, a distribution box of the CLP Power Hong Kong Limited and the rain shelter funded by the K&TDC and managed by the K&T DO beside the “On Mei House, Cheung On Estate” stop. In this connection, Members enquired whether the power supply of the stop would be enhanced to facilitate the installation of information display panels by

KMB.

- (iii) Members enquired of the Department and bus company about installing solar panels on top of the bus stops with no power supply, so as to facilitate the installation of information display panels.
- (iv) The information display panels at many KMB bus stops often malfunctioned, Members therefore enquired of KMB about the reasons for that and whether it had set any performance pledge for its maintenance work.

36. Senior Transport Officer/Kwai Tsing 1, TD responded as follows:

- (i) She noted Members' suggestion on installing larger panels at Kwai Shing (Central) Bus Terminus and Shek Lei (Tai Loong Street) Bus Terminus, and had relayed the suggestion to KMB for follow-up actions. Moreover, KMB would conduct an on-site inspection with Members in a timely manner.
- (ii) Given that the two bus shelters of the stop at Tai Wo Hau Estate and the "On Mei House, Cheung On Estate" stop, as mentioned by the Members, were not owned by KMB, the installation of information display panels was not possible at that stage. However, she noted Members' suggestions and the Department would recommend KMB proactively examine the feasibility of installing information display panels at these stops.

37. Assistant Manager (Public Affairs), KMB responded that the company would examine the feasibility of installing larger information display panels at Kwai Shing (Central) Bus Terminus and Shek Lei (Tai Loong Street) Bus Terminus.

Concern over the Matters regarding the Pedestrian Crossing Facilities connecting from Shek Yam Road to Shek Yi Road

(Proposed by Miss WONG Shuk-man, Ms KWOK Fu-yung, MH and Mr YUEN Yun-hung)
(TTC Paper Nos. 14/D/2024 and 14a/D/2024)

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

- (i) Members noticed that the TD mentioned in its written reply about its plan to widen a section of the pavement on Shek Yam Road and relocate the

existing pedestrian crossing at the junction of Shek Yam Road and Shek Yi Road to such location. Therefore, Members enquired of the Department about the exact location of the section concerned and the expected effect.

- (ii) The Bank of China branch (“BOC branch”) and Qiandama Fresh Food Shop (“food shop”) located nearby had a very high footfall. The Department was suggested to, apart from the proposed improvement measures, consider providing additional railings along the pavement outside the BOC branch, adding a zebra crossing at the pedestrian crossing outside the food shop, changing the lane lines at the road section into broken double white lines, adding a speed bump to the road section, as well as installing a convex mirror, in order to prevent residents from crossing the road other than using the official pedestrian crossing, and alert drivers to reduce speed and pay attention to the road conditions when approaching the road section.

39. Engineer/Kwai Chung, TD responded as follows:

- (i) The Department planned to widen the pavement on Shek Yam Road near lamppost no. FB5652 (i.e. the location off Shek Yi Road Refuse Collection Point under the Food and Environmental Hygiene Department) and relocate the pedestrian crossing to such location.
- (ii) The Department noticed that most pedestrians would walk along Shek Yam Road and Shek Yi Road to Wo Yi Hop Road from the “Shek Yam Road, Kwai Chung” stop. Therefore, it opined that relocation of the pedestrian crossing would bring convenience to the public on road crossing and enhance traffic safety.

40. Members discussed the aforesaid responses of the department, and put forth enquiries and opinions as follows:

- (i) Members noted that the Department suggested relocating the pedestrian crossing to a location outside the refuse collection point. They expressed concerns that the access of large refuse collection vehicles might cause inconvenience and pose safety risks to pedestrians.
- (ii) Members thanked the Department for actively proposing improvement measures for the road section concerned and invited the Department to

arrange staff for site inspection to examine the feasibility of the proposed arrangements.

41. The Chairman hoped that the TD representative would take the initiative to invite Members for a site inspection after the meeting.

(Post-meeting note: The TD had arranged a joint site inspection at the junction of Shek Yam Road and Shek Yi Road with Members on 17 April.)

Motion: Request for periodic reporting to our Committee the project progress of Central Rail Link, as well as consulting K&TDC about the site selection and ingress/egress locations of Northeast Kwai Chung Station

(Moved by Ms KWOK Fu-yung, MH and Mr YUEN Yun-hung, seconded by Miss WONG Shuk-man and Mr NG Yam-fung, Benny)

(TTC Paper Nos. 10/D/2024 and 10a/D/2024)

42. The Chairman said that Railway Development Office, HyD notified him that it was unable to send a representative to attend the meeting. It also explained that as the Central Rail Link (“CRL”) project was still in the initial planning stage, project details were yet to be confirmed. The Department would brief the K&TDC about the railway scheme concerned in a timely manner.

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

- (i) Members were disappointed that the Department was unable to send a representative to attend the meeting to answer Members’ questions.
- (ii) With the increasing population in Kwai Chung Northeast while railway service was not available, residents still relied mainly on bus and minibus services for commuting. Therefore, they looked forward to the railway project which was proposed to connect Kwai Chung Northeast. Yet, no further update on the project was available after it was first announced in the Policy Address 2023. Members hence enquired of the Department about the progress of the project.
- (iii) Members strongly hoped that the Government would confirm the implementation of the CRL project as soon as possible, and they requested

the Department to consult Members regarding the site selection and design of the station concerned.

44. The Chairman put the motion to the vote. Of the Members who participated in the vote, 0 vote against it and 0 abstained. Members endorsed the motion.

45. The Chairman instructed the Secretariat to follow up with the Department on Members' questions, the motion moved and resolution made at the meeting and then seek their reply.

(Post-meeting note: Railway Development Office, HyD had given a reply in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper No. 22/2024.)

Any Other Business

46. There was no other business.

Date of Next Meeting

47. The next meeting was scheduled to be held on 13 June 2024 (Thursday).

Kwai Tsing District Council Secretariat
June 2024