

(Translation)

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

Date: 13 June 2024

Time: 2:30 p.m. – 3:58 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	2:37 p.m.	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
Miss LO Yuen-ting, MH	Start of Meeting	End of Meeting

Standing Representatives of Departments and Institutions

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, Kinox	Engineer/Tsing Yi, Transport Department

**Responsible
Department**

Mr TSANG Yiu-tim	Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Ms NG Wai-ki	District Engineer/Kwai Tsing (West), Highways Department
Mr FAN Chin-wai, Joseph	Engineer/14 (West), Civil Engineering and Development Department
Ms LAM Hang-ling, Sara	Acting Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr WONG Tim	Acting 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

Representatives of Departments and Institutions Attending by Invitation

Mr MAK Ka-ming, Terence	Housing Manager/Kwai Chung 1, Housing Department
Miss KWOK Miko	Corporate Communications Officer, Citybus Limited

Secretary

Mr CHOI Man-kit, Angus	Executive Officer (District Council) 1, Kwai Tsing District Office
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Opening Remarks

The Chairman welcomed Members to the 3rd meeting of the Traffic and Transport Committee (“TTC”) (2024) of the Kwai Tsing District Council (“K&T DC”).

Confirmation of Minutes of the 2nd Meeting (2024) held on 11 April 2024

2. The Chairman said that the Secretariat had consulted the departments concerned on the afrosaid draft minutes, and received a proposal for further amendment from the Transport Department (“TD”) prior to the meeting. Therefore, paragraph 5(iv) of the draft was amended to read: “The Department would regularly review the effectiveness of the Pilot Scheme in order to further consider testing the application of other smart motorways and formulate a broader implementation strategy”.

3. Members endorsed the minutes unanimously.

Discussion Items

Request for Operating Bus Route No. 948 on a Full-day Basis and Adjusting its Routing to Meet the Residents’ Needs and Mitigate Traffic Congestion

(Proposed by Miss LO Yuen-ting, MH, Mr TSUI Hiu-kit, Mr POON Chi-shing, MH, Ms LEUNG Kar-ming, MH, Miss MOK Yee-ki and Mr NG King-wah)

(TTC Paper Nos. 17/D/2024, 17a/D/2024, 17b/D/2024 and 17c/D/2024)

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

- (i) There is a great passenger demand for Cross Harbour Bus Route No. 948 serving Tsing Yi District. Apart from residents commuting between home and work, tourists who stay in various hotels in the district also take that bus route. Moreover, for passengers who travel between Tsing Yi and Hong Kong Island, it would be more direct and convenient to take that bus route than to travel to Tsing Yi Station for interchange with Mass Transit Railway (“MTR”) trains heading for Hong Kong Island, hence the greater attractiveness of the former to passengers. Members therefore hoped that TD and the bus companies would consider extending the service hours of the bus route running between Tsing Yi and Hong Kong Island to 24 hours a day;

- (ii) Over the years, Members have been requesting TD and the bus companies to extend the service hours of Route No. 948 to 24 hours a day, but TD only proposed in the Bus Route Planning Programme that the service hours of the bus route be extended for one hour each year . Therefore, TD was requested to upgrade the route to provide whole-day service as soon as possible. Moreover, Members enquired of Citybus Limited (“Citybus”) about the ridership rate of Bus Route No. 948 departing from Tsing Yi after 4 p.m.;
- (iii) Cross Harbour Bus Route Nos. 930 and 930X travelling between the neighbouring district Tsuen Wan and Hong Kong Island had long been providing whole-day service. Members enquired why the Department and the bus companies failed to make the same arrangement for Route No. 948 serving Tsing Yi; and
- (iv) Reports had been received from residents, stating that traffic congestion frequently occurred as the buses of Route No. 948 travelling from Hong Kong Island to Tsing Yi reached the road section between the “Wing Kut Street” bus stop and the “Queen Street” bus stop during afternoon peak hours. The duration of such traffic congestion was up to two hours. Therefore, Members requested the Department to study adjusting its routing in order to avoid the congested road section.

5. Corporate Communications Officer, Citybus, responded as follows:

- (i) According to operational record, departures operated by Citybus could broadly satisfy the travelling needs of passengers at that time. Citybus, however, noted and would examine Members’ views on the extension of service hours; and
- (ii) The ridership rate of the departures from Tsing Yi after 4 p.m. was unavailable at the moment. Citybus would take the initiative to contact Members and provide relevant information.

6. Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited (“KMB”), said that KMB kept an open mind towards extending the service hours of Cross Harbour Bus Route No. 948 to 24 hours a day, and would discuss the

recommendation with Citybus and TD.

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

- (i) At that time, Cross Harbour Bus Route No. 948 and its supplementary routes provided bus service bound for Hong Kong Island from 6:40 a.m. to 5 p.m. Outside the service hours, residents can take MTR to travel between Tsing Yi and various districts of Hong Kong Island. In the Bus Route Planning Programme 2023-2024, the Department had proposed to extend the service hours of Cross Harbour Route No. 948 bound for Hong Kong Island from 5 p.m. to 6 p.m. on weekdays. The adjustment was scheduled to implement within this year. The Department and the bus companies would closely monitor changes in passengers' demands and discuss any adjustment to the service in a timely manner in order to align with the passengers' needs;
- (ii) Reiterated that the position of the Department is to encourage residents to utilise existing public transport services as well as make full use of the interchange arrangements between bus and railway services, so as to optimise the use of resources, thereby enhancing the efficiency of public transport services; and
- (iii) Noted Members' recommendation for adjusting the routing of Route No. 948 departing from Hong Kong Island to Tsing Yi during afternoon peak hours. The Department would discuss with the two bus companies before further consideration.

Enquiry about the Matters related to Motorcycle Parking Spaces and Night-time Parking Spaces in Kwai Tsing District

(Proposed by Ms LAU Mei-lo, Mr LEE Wai-lok, Ms CHAN On-ni, Miss CHAU Kit-ying, Mr PANG Yap-ming, Mr AU Chi-fai and Mr SO Pak-tsan, MH)
(TTC Paper Nos. 21/D/2024, 21a/D/2024 and 21b/D/2024)

Request for Providing Additional On-Street Parking Spaces on Lai Chi Ling Road and Providing Additional On-Street Motorcycle Parking Spaces on Tai Wo Hau Road (near Kwai Fuk Court)

(Proposed by Mr WONG Chun-yeung, Mr NG Chi-wah and Mr NG King-wah)
(TTC Paper Nos. 22/D/2024 and 22a/D/2024)

8. The Chairman said that the two items were both related to parking spaces in Kwai Tsing District, so the discussion of such items would be combined to enhance meeting efficiency.

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

- (i) The usage rate of on-street motorcycle parking spaces in Kwai Tsing District had reached 100% for three consecutive years, which reflected that there was a shortage of motorcycle parking spaces in the district. Members recommended departments such as TD and Housing Department (“HD”) to identify sites in the district for providing additional motorcycle parking spaces;
- (ii) TD mentioned in its written reply that additional motorcycle parking spaces would be provided in Kwai Tsing District. Thus, Members requested the Department to offer supplementary information on the sites selected for the motorcycle parking spaces (including Kwai Hau Street near Kwai Shing Circuit, Tai Wo Hau Road near On Kwai House of Kwai Fuk Court, Kwai Luen Road near Horizon Place, and Hang Mei Street in Tsing Yi near S.K.H. Ho Chak Wan Primary School). Members also enquired whether the Department could provide more parking spaces than what had been originally planned at the proposed sites in response to the keen local demand for motorcycle parking spaces;
- (iii) Regarding the locations of the existing on-street motorcycle parking spaces in Kwai Tsing District, which were mentioned in the written reply from TD, Members requested the Department to offer descriptions in greater detail (e.g. names of the nearby buildings);
- (iv) Requested HD to elucidate which two existing car parks in the district had been identified as the suitable locations for providing 5 additional motorcycle parking spaces, as well as to give an account of the project progress;
- (v) In August of the previous year, TD and Members conducted a site visit at the location selected for providing motorcycle parking spaces outside Shek Wai House on Shek Li Street. However, TD stated in the written reply that

the project was still “under planning or development”. Members were concerned about the slow progress of the works and hoped that the Department could give an account of the actual progress;

- (vi) Even though there were vacant private car parking spaces in private car parks of Kwai Tsing District at that moment, those parking spaces might be unable to be converted into motorcycle parking spaces for rental due to conditions such as plot ratio restrictions. Therefore, an enquiry was made to Lands Department about the details of relevant policies; and
- (vii) Noted that TD considered providing 40 additional night-time commercial vehicle parking spaces on Ching Hong Road near TWGHs Chow Yin Sum Primary School. The Department was thus requested to provide supplementary information on the plan, such as the specific site and the layout plan.

10. Housing Manager/Kwai Chung 1, HD, pointed out that the Department had intended to provide 3 and 2 additional motorcycle parking spaces in the car parks of Kwai Chung Estate and Kwai Shing West Estate respectively. Since the plan was still at study stage, the Department could not offer further details such as the specific locations of the parking spaces and the completion time at that moment.

11. Engineer/Kwai Chung, TD, pointed out that the Department had all along been proactive in identifying suitable locations in the district for providing additional motorcycle parking spaces of various scales. As for Members’ enquiries about the sites selected, the supplementary information provided by the Department are as follows:

- (i) Regarding the site on Kwai Hau Street near Kwai Shing Circuit, the exact location was the layby outside Kwai Shing Rhenish Church Kindergarten;
- (ii) Regarding the site outside Shek Wai House on Shek Li Street, the Department had issued a works permit for follow-up actions to be taken by other works departments;
- (iii) Regarding the site selected on Tai Wo Hau Road near On Kwai House of Kwai Fuk Court, the location could only provide up to 6 additional motorcycle parking spaces where no parking space could be further provided; and

- (iv) Regarding the site on Kwai Luen Road near Horizon Place, the Department had completed local consultation. Opinions would be consolidated and the final proposal would be revised.

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

- (i) In recent years, the Government had reclaimed multiple sites for development from lands in Tsing Yi District originally designated for use as temporary car parks. As a result, many vehicles such as large commercial vehicles and private cars lost their original parking spaces. The Government was recommended to reserve sufficient parking spaces, e.g. large commercial vehicle parking spaces and night-time parking spaces, when planning to build such extra facilities as logistic centres and warehouses in Tsing Yi area, with a view to improving the planning and supporting the development of the logistics industry in the district;

- (ii) Enquired of TD about the progress of the project of modern logistics facilities and lorry park at the junction of Tsing Yi Road and Tsing Hung Road;

(Post-meeting note: For matters regarding the modern logistics facilities and lorry park at the junction of Tsing Yi Road and Tsing Hung Road, refer to K&T DC Circulation (Consultation) Paper No. 5/2023 submitted by Transport and Logistics Bureau and Civil Engineering and Development Department.)

- (iii) Recommended TD provide additional electric vehicle charging facilities in newly built car parks and parking spaces in the district; and
- (iv) Apart from providing additional parking spaces, it is equally important to prevent the abuse of existing motorcycle parking spaces. TD was recommended to install video cameras at on-street motorcycle parking spaces in order to assist the Department or the Police in monitoring or taking enforcement actions against cases such as illegal prolonged parking or intentional damage of motorcycles.

13. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force (“HKPF”), pointed out that the Police has been strictly combating prolonged parking of motorcycles. In April this year, Kwai Tsing Police District initiated a total of 31 prosecutions against motorcycles owners who had parked in a parking space for over 24 hours. The Police welcomed the public to report illegal prolonged parking of motorcycles. Moreover, the Police would continue to step up inspection of motorcycle parking spaces in the district in order to prevent the abuse of the parking spaces.

14. Engineer/Tsing Yi, TD, replied as follows:

- (i) The proposed modern logistic facilities and lorry park in Tsing Yi will provide 750 public parking spaces for various types of vehicles. When selling the site and the operating right of the logistic facilities, the Government will stipulate that the operator must spare a certain proportion of night-time parking spaces for public use; and
- (ii) Noted Members’ recommendation on installing video cameras at on-street motorcycle parking spaces to monitor illegal prolonged parking of motorcycles, and would study the recommendation with other sections of the Department.

Issues regarding the Delay and Lost Trips of Bus Route Nos. 30 and 46 Serving Lai Yiu Estate

(Proposed by Ms KWOK Fu-yung, MH)

(TTC Paper Nos. 24/D/2024, 24a/D/2024 and 24b/D/2024)

15. Members pointed out that as Lai Yiu Estate is located on a hill, its residents rely on bus services to travel to and from the estate. However, the quality of the bus services in the area was poor. In particular, trips of KMB Route Nos. 30 and 46 were frequently delayed or lost. Route No. 30 had even been operated with single-decker buses during peak hours. Therefore, Members hoped that TD and the bus company would monitor and improve the situation.

16. Acting Manager (Operations) and Assistant Manager (Public Affairs), KMB, gave a consolidation response as follows:

- (i) According to KMB’s internal data, the trips of KMB Route Nos. 30 and 46 departed on schedule in general while some were delayed, possibly due to a

lack of bus captains on duty or a large number of passengers boarded and alighted from the buses during peak hours. KMB would proactively recruit bus captains and flexibly deploy resources for maintaining the normal operations of its bus trip services; and

- (ii) Not all trips of Route No. 30 were operated with single-decker buses. Based on the ridership rate, KMB opined that the existing service mode could already satisfy passengers' demands. However, KMB noted Members' views and would take them into account when adjusting the service of the bus route in the future.

Request for Providing an Additional “Kwun Tong (Tsun Yip Street)” Bus Stop for KMB Route No. 49

(Proposed by Mr CHAN Chi-wing, MH)

(TTC Paper Nos. 19/D/2024, 19a/D/2024 and 19b/D/2024)

17. Members indicated that they had already requested the addition of a stop on Tsun Yip Street for KMB Route No. 49 during the discussion of “Bus Route Programme 2024-2025 of Kwai Tsing District” in the previous TTC meeting. However, TD and KMB had said that they had to consider the operations of bus trips and passengers' demands first. Therefore, Members made the request again in the meeting and invited the Department and KMB to respond.

(Post-meeting note: For Members' recommendation that a stop should be added on Tsun Yip Street for KMB Route No. 49, as well as the relevant replies from TD and KMB, refer to TTC Paper Nos. 8d/D/2024, 8h/D/2024 and 8o/D/2024.)

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

- (i) According to the ridership survey conducted by the Department, the average ridership rates of the trips of KMB Route No. 49 bound for Tseung Kwan O in the morning and Tsing Yi in the afternoon were about 77% and 27% respectively. The Department reckoned that the existing service could already satisfy passengers' needs; and
- (ii) At that time, the “Tsun Yip Street” stop located at 209 Wai Yip Street was a temporary bus stop. It was set up temporarily to facilitate the modification

works of the nearby Kwun Tong Ferry Bus Terminus. KMB Route Nos. 33, 40 and T277 were among routes that were serviced by the temporary bus stop. The Department noted Members' recommendation that a stop should be added on Tsun Yip Street for KMB Route No. 49, but had to prudently consider it as the stop was located in the redevelopment project area of Kwun Tong Action Area.

19. Acting Manager (Operations), KMB, pointed out that KMB held an open attitude towards adding a stop on Tsun Yip Street for Route No. 49 and would follow up the recommendation with TD.

Motion: Request for Providing Special Departures of Route No. 279X Running via Lok Ma Chau (San Tin) Public Transport Interchange

(Moved by Mr TSUI Hiu-kit, seconded by Miss LO Yuen-ting, MH and Ms LEUNG Kar-ming, MH)

(TTC Paper Nos. 16/D/2024, 16a/D/2024 and 16b/D/2024)

20. Members pointed out that many residents in the district travel to Mainland China during holidays, so there is quite a strong demand for KMB Route No. 279X running between Tsing Yi and North District on holidays. As the route already runs along San Tin Highway, Members recommended allocating more resources to the route for introducing special departures which run via Lok Ma Chau (San Tin) Public Transport Interchange on holidays. Such a routing will provide convenience to residents travelling to and from the Mainland via Huanggang Port or Lok Ma Chau Spur Line Control Point, thereby alleviating the loading pressure of Route No. 279X.

21. Acting Manager (Operations), KMB, said that KMB noticed passengers' keen demand for Route No. 279X to travel to and from the boundary control point via North District. KMB held an open attitude towards the introduction of special departures running via Lok Ma Chau (San Tin) Public Transport Interchange on holidays, and would follow up the introduction with TD.

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

- (i) In the event that the introduction of special departures running via Lok Ma Chau (San Tin) Public Transport Interchange for KMB Route No. 279X is approved, the overall travelling time will increase by 5 to 10 minutes, hence an impact to existing passengers; and

- (ii) At that time, passengers departing from Tsing Yi for Lok Ma Chau Spur Line Control Point could take KMB Route No. 68E to Yuen Long Station and then interchange with KMB Route No. B1 at a concessionary fare. The total fare for the two journeys was \$13.2, which was cheaper than the single journey fare of Route No. 279X (\$16.4).

23. Members discussed the aforesaid responses of the departments and organisations, and put forth enquiries and opinions as follows:

- (i) Considering that KMB held a positive attitude towards Members' recommendation, an enquiry was made to TD on its reasons for rejecting the recommendation; and
- (ii) Though the introduction of special departures running via Lok Ma Chau (San Tin) Public Transport Interchange will increase the travelling time by 5 to 10 minutes, it will actually have a minimal impact on the existing passengers of KMB Route No. 279X. Rather, it could help divert passengers who used to take the bus route to reach North District. Therefore, Members opined that the Department should consider accepting their recommendation. Moreover, they said that the Department and KMB could first consider operating the special departures on a trial basis at intervals of 30 minutes on holidays, and then regularising the service and increasing frequency upon satisfactory result.

24. Senior Transport Officer/Kwai Tsing 2, TD, said that he would forward the views to other sections of TD for studies and consideration.

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

(Post-meeting note: TD had already given a reply in respect of the aforesaid matter. For details, refer to TTC Circulation (Information) Paper No. 30/2024.)

Request for Reviewing the Service Quality of Minibus Route Nos. 313 and 89B

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

(TTC Paper Nos. 23/D/2024 and 23a/D/2024)

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

- (i) Lost trips or “bus stop skipping” were issues frequently found in New Territories Green Minibus (“GMB”) Routes Nos. 313 and 89B which travel around the vicinity of Tsuen Wan, Kwai Chung West and Princess Margaret Hospital. A Member reported some departures of those two minibus routes had failed to run along their scheduled routes on Shek Tau Street to pick up passengers, thus requesting TD to conduct follow-ups;
- (ii) Enquired whether TD had checked the Global Positioning System (“GPS”) records of minibuses to monitor their operators’ compliance with the requirements set out in the Schedule of Service in running franchised minibus routes. Also, Members enquired how the Department would punish the operators in cases of non-compliance; and
- (iii) Enquired of TD about its selection criteria of franchised minibus operators.

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

- (i) According to the data collected from the Department’s site investigation, the average ridership rates of New Territories GMB Routes Nos. 313 and 89B were about 70% and 60% respectively during afternoon rush hours, indicating the service capacities of such routes generally met passengers’ demands at that time. Notwithstanding, the Department noted Member’s report on some departures failing to run along their scheduled routes on Shek Tau Street to pick up passengers. The Department would remind the operators about their obligation to provide service in accordance with the requirements set out in the Schedule of Service;
- (ii) The Department has been closely monitoring the operations of franchised minibus routes via different means, including sending representatives to conduct site inspections at en-route minibus stops and getting aboard minibuses for investigation. Upon receipt of complaint against a franchised minibus (including suspected violation of operating conditions or Schedule of Service requirements by a franchised minibus operator) from the public,

the Department shall request the operator to follow up and submit a written explanation; and

- (iii) Some operators might attach GPS records when submitting their written explanations for the Department's reference. The Department noted Members' recommendation of using GPS records to monitor the service quality of franchised minibuses routes.

Request for Increasing the Frequencies of Minibus Heading from Kwai Chung North East to Sha Tin

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

(TTC Paper Nos. 25/D/2024 and 25a/D/2024)

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

- (i) Lost and insufficient trips during peak hours frequently occurred in both New Territories GMB Route No. 403 and its route series running between Kwai Chung Northeast and Shatin. A Member cited an example in which Route No. 403X (Kwai Chung bound) was supposed to run at intervals of 12-15 minutes during afternoon rush hours but then they actually turned out to be 20-30 minutes. Owing to the sizable crowd of passengers waiting for minibuses, the passengers usually had to wait for at least one more minibus before they could get aboard, hence the excessively long minibus waiting time;
- (ii) Irregular bus services were often found in Route No. 403 and its route series. Even though the public could check the estimated arrival time through various mobile applications, they were still unable to estimate their travelling time accurately. Members recommended TD encourage the operator to follow the practice of New Territories GMB route No. 481B, which is also run by the same operator, by showing the actual departure times on minibus stop poles for the public's reference;
- (iii) Enquired whether the frequent lost and insufficient trips of Route No. 403 and its route series were attributable to manpower shortage. A Member noticed in TD's written reply that the operator had already applied for

importation of foreign drivers and would, therefore, like the Department to provide more information; and

- (iv) Enquired of TD about the strength and vacancies of drivers in Route No. 403 and its route series at that time.

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

- (i) According to the findings from the Department's site investigation, the number of passengers waiting for New Territories GMB Route No. 403 and its route series were higher during afternoon rush hours, resulted in some passengers "staying behind". Those who "stayed behind", however, could generally board the following or the second following minibus. The Department would continue to keep an eye on the service standards of the routes concerned;
- (ii) The actual arrival time of a franchised minibus would be affected by factors such as its actual departure time at terminus, road traffic conditions along its route, and passengers' boarding and alighting frequencies;
- (iii) Route No. 403 and its route series run in circular routes, hence posing difficulty in following the arrangement of New Territories GMB Route No. 481B where its minibuses depart from terminus at fixed times;
- (iv) The operator applied for importation of 2 foreign drivers for Route No. 403 and its route series during the first round of the Labour Importation Scheme for Transport Sector. One of the drivers had passed examination and joined the service of the minibus route, while the other had also recently passed the examination and would join the service as soon as all administrative procedures were completed. The Department would closely monitor the service quality of the foreign drivers; and
- (v) The strength of the drivers of Route No. 403 and its route series was not yet available. The Department would supplement Members with information on the operations after the meeting.

(Post-meeting note: TD had already contacted Members on 9 July to supplement information on the operations of Route

No. 403 and its route series. Meanwhile, TD indicated that the other foreign driver of Route No. 403 had already joined the service of the minibus route in late June.)

Request for Completely Resurfacing the Road Entrance to Shek Lei (Tai Loong Street) Bus Terminus and Resolving the Long-standing Problem of Potholes on Road Surface

(Proposed by Mr YUEN Yun-hung, Ms KWOK Fu-yung, MH, Mr NG Yam-fung, Benny, Miss WONG Shuk-man and Mr NG King-wah)
(TTC Paper Nos. 18/D/2024 and 18a/D/2024)

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

- (i) Design issues were found on the road surface of the entrance of Shek Lei (Tai Loong Street) Bus Terminus where large vehicles constantly pass by, hence the formation of long-term potholes and arousal of public concern; and
- (ii) Thanked Highways Department (“HD”), TD and KMB for assisting to close the terminus between 8 and 11 June for urgent road resurfacing. Government departments and organisations were also complimented for completing repairs expeditiously under inclement weather conditions which allowed early restoration of normal traffic conditions in the area of Kwai Chung Northeast.

31. District Engineer/ Kwai Tsing (West), HD thanked Members for supporting the Department’s work.

Request for Optimising the Bus Waiting Areas in the Proximity of Cheung Ching Estate

(Proposed by Miss MOK Yee-ki, Miss LO Yuen-ting, MH and Mr TSUI Hiu-kit)
(TTC Paper Nos. 20/D/2024 and 20a/D/2024)

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

- (i) There were multiple problems (e.g. narrow road surfaces, pavement obstructions caused by pedestrian queues, etc.) at different bus stop waiting areas in the vicinity of Cheung Ching Estate . In view of the issues, Members hoped for proposing improvement schemes for TD's consideration and thanked the Department's for its proactive response in its written reply;
- (ii) Requested TD to elaborate further on the content of its written reply, such as the schedules of improvement works at different bus stops, and the arrangements of the queue markings on the ground at "Mayfair Gardens" bus stop and "Ching Wai House, Cheung Ching Estate" bus stop;
- (iii) As the Department had mentioned in its written reply that the proposed improvements works at the "Ching Tao House, Cheung Ching Estate" bus stop fell within the purview of HD, the Department was requested to give a detail account of the distribution of work among different departments;
- (iv) Enquired of the Department about its opinion on widening the lay-by of the "Ching Wai House, Cheung Ching Estate" bus stop and reckoned that merely rearranging the queue markings on the ground would be of limited use in improving the bus waiting environment; and
- (v) Requested the Department to conduct a site inspection with Members at various bus stops in the vicinity of Cheung Ching Estate, as well as to explain to Members about the improvement schemes and the temporary traffic arrangements during the course of the works.

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

- (i) As the proposed improvement works at the "Mayfair Gardens" bus stop would involve reinstating the lay-by as pavement, the Department was in the process of conducting district consultation. Therefore, the exact commencement date could not be determined at that moment;
- (ii) The proposed works for reducing the planter area and widening pavement at "Ching Tao House, Cheung Ching Estate" bus stop were under the purview of HD. The Department would consult HD about arrangements such as traffic diversion and closure. Thereafter, Members would be invited

to conduct a site inspection; and

- (iii) The Department would invite Members to conduct a site inspection at various bus stops in the vicinity of Cheung Ching Estate.

(Post-meeting note: As regards the improvement works of the “Mayfair Gardens” bus stop, TD had already completed the district consultation and would commence the works as soon as possible.)

Any Other Business

34. Members put forth the following enquiries and views regarding the “new auxiliary devices” at the pedestrian crossing at the junction of Ching Hong Road and Chung Mei Road:

- (i) TD installed and started using the “new auxiliary devices” at extremely short notice without fully explaining the scheme and the use of those devices to members of the local community. Many residents and drivers were doubtful and shocked when seeing the devices;
- (ii) The Department never consulted K&T DC or its committees on the installation of new auxiliary devices in Kwai Tsing District. Therefore, Members requested the Department to send a representative to attend the subsequent committee meeting for explaining to Members the background of the scheme, as well as the details and timetable of installing “new auxiliary devices” in Kwai Tsing district in the future;
- (iii) Members approved of the “new auxiliary devices” being helpful in alerting pedestrians to be more mindful of traffic safety. As the red light of the devices is rather eye-irritating, pedestrians waiting to cross may feel uncomfortable. Therefore, Members recommended adjusting both the brightness and illuminated areas of the devices; and
- (iv) Members recommended that the Department should consult Members and local stakeholders about the suitability of locations before device installation in the future. Members cited an example in which two fatal traffic accidents had occurred at the junction of Chung Mei Road and

Sheung Ko Tan Street near Hong Fu House. In this regard, installation of the “new auxiliary devices” at traffic black spots would promote greater effectiveness in raising public awareness on traffic safety.

35. Engineer/ Tsing Yi, TD noted Members’ concern about the “new auxiliary devices” installed at the pedestrian crossing at the junction of Ching Hong Road and Chung Mei Road, and would relay Members’ request to relevant sections for follow-ups on arranging for Departmental representative to offer explanation .

(Post-meeting note: A representative of TD’s Traffic Control Division phoned the Chairman, Mr TSUI Hiu-kit, on 12 June 2024 to explain the purposes of installation and functions of the “new auxiliary devices”, as well as to introduce the installation plan in Kwai Tsing District. A representative of TD’s Traffic Control Division would also attend the following K&T DC TTC meeting on 15 August 2024 to further introduce and elaborate both the installation plan and the timetable of the “new auxiliary devices”).

36. Members enquired of TD about the works progress of widening the pavement of Shek Yam Road near lamp post No. FB5652 (i.e. the location off the Shek Yi Road Refuse Collection Point of Food and Environmental Hygiene Department). A Member pointed out that, at the pedestrian crossing outside the Bank of China branch at the junction of Shek Yam Road and Shek Yi Road, another traffic accident had recently occurred in which an old lady was injured. In this context, the Member opined that the Department had to expedite the works progress and consider adopting other improvement measures to enhance traffic safety.

37. Engineer/ Kwai Chung, TD pointed out that, following the previous meeting, the Department conducted district consultation on both widening the pavement of Shek Yam Road near lamp post No. FB5652 and relocating pedestrian crossing to the location concerned. The Department would conduct investigate and commence improvement works as soon as possible upon completion of the consultation.

(Post-meeting note: For the discussion on “Concern over the Matters regarding the Pedestrian Crossing Facilities connecting from Shek Yam Road to Shek Yi Road” during the K&T DC TTC meeting on 11 April 2024, please refer to TTC Paper Nos. 14/D/2024 and 14a/D/2024.)

38. Members enquired of TD about the progress of setting up a pair of bus stop and minibus stop (each pair in both directions) outside Ching Fu Shopping Centre on Tsing Yi Road and beside the planters outside Tsing Yi Road Tennis Court, as well as enquired of KMB about its views on setting up bus stops at those two spots for routes (including Route No. 49M) within its purview.

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

- (i) As removal of railings was required to set up bus stops outside Ching Fu Shopping Centre on Tsing Yi Road, the Department was conducting district consultation through K&T DO. In case no objection would be received and a permit to commence works would be granted by engineers, the works should be carried out as soon as possible;
- (ii) Part of the road section outside Ching Fu Shopping Centre on Tsing Yi Road is not a stopping zone. Passengers of franchised minibus routes (e.g. GMB Route No. 88C) can board and alight there; and
- (iii) Regarding Members' another proposed bus stop location (i.e. the spot beside the planters outside Tsing Yi Road Tennis Court), setting up a bus stop there would be relatively technical difficult as there are underground facilities and planters in the vicinity. Nevertheless, the Department noted Members' proposal and would consider it shortly afterwards. At that stage, the Department would accord priority to the setting up of a bus stop outside Ching Fu Shopping Centre on Tsing Yi Road.

40. Acting Manager (Operations), KMB pointed out that KMB held an open attitude towards setting up a bus stop outside Ching Yu Shopping Centre on Tsing Yi Road, and would follow it up as soon as possible after the grant of TD's approval and works completion.

41. Members noted a rumour that the franchised minibus operator Kwai Tsing United Green Public Light Bus Company Limited were facing financial difficulties, so they were worried about the operations of the five GMB routes run by that operator in the district (i.e. GMB Routes Nos. 88A, 88C, 88F, 88G and 88M). In this connection, Members enquired about the tactics to be deployed by the Department in handling the situation.

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

- (i) The Department had been maintaining close contact with the operator and had been informed of the company being involved in a case under proceedings, hence a freeze of its bank account. The franchised minibuses services, however, were unaffected at that stage; and
- (ii) The Department dispatched representatives to conduct site inspections at the termini of the routes operated by the operator on 12 June and found that the operations of those routes remained normal. The Department would continue to closely monitor the operations of those routes to ensure that the franchised minibuses services would not be affected by the proceedings.

Date of Next Meeting

43. The next meeting was scheduled to be held on 15 August 2024 (Thursday).

Kwai Tsing District Council Secretariat
August 2024