

(Translation)

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

Date: 15 August 2024

Time: 2:30 p.m. – 4:25 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	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
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
Mr LI Wong-dong (Co-opted member)	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

**Responsible
Department**

Mr WONG Kin-chun, Kinox	Engineer/ Tsing Yi, Transport 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	Manager (Operations) (Acting), 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

Representatives of Departments and Institutions Attending by Invitation

Ms LO Wen-shin, Celia	Senior Engineer 5/ Works Division, Highways Department
Ms WANG Ze-yu	Engineer 5-2/ Works Division, Highways Department
Mr CHEUNG Martin	Vice Chairman, Mannings (Asia) Consultants Limited
Mr NGAN Philip	Deputy Project Manager, Mannings (Asia) Consultants Limited
Mr KU Paul	Project Engineer, Mannings (Asia) Consultants Limited
Ms LUI Lay-ying, Hallie	Engineer 9-2/ Works Division, Highways Department
Mr LEUNG Ka-yau	Resident Engineer, WSP (Asia) Limited
Mr TANG Chung-hang	Site Agent, Build King Civil Engineering Limited
Mr TSE Ching-man, Benjamin	Electronic Engineer/Project 2/1, Transport Department
Miss HO Yin-king, Susanne	Senior Liaison Officer 1/ Acting Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Mr LIU Ho-wui, Percy	Executive Officer (General), Kwai Tsing District Office

Absentee

Ms LAU Mei-lo	(Sick leave)
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Secretary

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

The Chairman welcomed Members to the 4th meeting of the Traffic and Transport Committee (“TTC”) (2024) of the Kwai Tsing District Council (“K&T DC”).

Confirmation of Minutes of the 3rd Meeting (2024) held on 13 June 2024

2. Members endorsed the minutes unanimously.

Discussion Items

Provision of Walkway Covers Connecting to Princess Margaret Hospital

(Proposed by Highways Department)

(TTC Paper No. 26/D/2024)

3. Senior Engineer 5/ Works Division, Highways Department (“HyD”) and Vice Chairman, Mannings (Asia) Consultants Limited introduced the papers with presentation slides.

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

- (i) It was hoped that the department could submit the presentation slides for Members’ reference within the same day of the meeting;

(Post-meeting note: HyD provided the presentation slides to Members via the DC Secretariat on the same day after the meeting had ended.)

- (ii) Enquired about the impact of the works on surrounding pedestrians and the traffic system during the construction period, such as whether construction materials would occupy traffic lanes, whether walkways would be closed, and whether the bus stop would be temporarily relocated during the construction. Meanwhile, they also enquired whether the works covered the locations of the trees listed in the *Register of Old and Valuable Trees* and showed concerns about whether special relocation arrangements would be made for these trees;

- (iii) Enquired whether the relevant covers could completely cover the entire pedestrian walkway between the subway exit of Princess Margaret Hospital and “Ching Lai Court” Bus Stop to optimise pedestrian experience;
- (iv) Enquired about the design details of the walkway covers, such as whether the use of all-aluminium materials would cause any problems of light reflection to nearby residences; the lighting situation of the subway; and the mechanisms for rainwater drainage and cleaning of miscellaneous articles; and
- (v) Asked for the estimated time of completion and the total construction cost of the project.

5. Vice Chairman, Mannings (Asia) Consultants Limited responded as follows:

- (i) The works would be carried out in phases and part of the walkway would be closed at night for construction and material lifting. During the daytime, there would be no impact regarding the walkway, the bus stops, or the traffic lanes. In addition, it was suggested that temporary arrangements such as pedestrian diversion measures and one-lane-two-way traffic at night should be implemented at the construction site. The Department and the consultant company would further discuss the arrangements for surrounding walkways and traffic systems with Transport Department (“TD”);
- (ii) It was predicted that the walkway covers would have an inclined design with a shape of the number “7”, which would be helpful in draining rainwater and small articles. The Department would also deploy staff to carry out inspections and clearance regularly to prevent accumulation of rainwater and litter, which could lead to the breeding of mosquitoes. Additionally, it was suggested that the covers should be made of opaque aluminium materials and equipped with lightings to provide sun shading and rain sheltering for pedestrians;
- (iii) The proposed walkway covers would be connected to the subway exit of Princess Margaret Hospital and cover the entire walkway section from the exit to “Ching Lai Court” Bus Stop;
- (iv) There was no Old and Valuable Trees inside the works area; and

- (v) The works were still in the preliminary design stage, with the construction expected to commence in the second quarter of 2025 and the completion was tentatively set for the fourth quarter of 2026. The cost was yet to be estimated.

6. Members discussed the response of the organisation, and put forth opinions and enquiries as follows:

- (i) Noted that the works would be carried out at night, and therefore enquired with the Department about the arrangements for the temporary storage of construction materials and noise management measures;
- (ii) Suggested that the Department and the consultant company should consult with the Hospital Authority and TD about the content, design, and arrangements for temporary traffic measures regarding the works; and
- (iii) Requested HyD to consult with TTC again, once the work enters the detailed design stage.

7. Vice Chairman, Mannings (Asia) Consultants Limited responded as follows:

- (i) During the construction period, specific work areas would be designated for the storage of materials in phases, which avoids the occupation of walkways or traffic lanes; or the obstruction of pedestrian or vehicular access to Princess Margaret Hospital;
- (ii) Mannings (Asia) Consultants Limited had already sent a letter to the Hospital Authority to consult its view on the captioned work; and
- (iii) The Department and the consultant company would consider adjusting the design of the work based on Members' opinions and technical feasibility. If there was any change on the design of the work during the detailed design stage, they would consult with TTC again on this matter.

8. 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 matter.

Concern about the Operation of the Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung

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

(TTC Paper Nos. 27/D/2024 and 27a/D/2024)

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

- (i) The lift between Castle Peak Road and Kung Yip Street frequently broke down since its initial service at the beginning of the year, causing residents to take a detour to travel between Kwai Hing Station and the northeast part of Kwai Chung. Therefore, Members requested that the Department should follow up on this issue seriously and provide an explanation of its regulatory mechanism;
- (ii) Enquired about the reasons for the frequent breakdowns of the lift (for example, whether it was related to bad weather or malicious destruction), and pointed out that residents initially thought the lift would greatly increase their convenience in traveling between Kwai Hing Station and the northeast part of Kwai Chung. Those frequent breakdowns, however, had caused them to lose confidence in the facility; and
- (iii) Asked why no staircase was built besides the lift, for the residents might use the staircase in case of the lift being out-of-order.

10. Engineer 9-2/ Works Division, HyD responded as follows:

- (i) According to the records of the Department, the two lifts near Shek Lei (I) Estate experienced a total of seven breakdowns between 29 January and 31 July. The causes of the breakdowns included obstacles, such as garbage and miscellaneous articles, preventing the lifts or signal receivers from closing the doors properly; as well as mechanical failures due to damp weather;
- (ii) The Department had thoroughly inspected the components of the lifts. Based on the inspection report, the Department instructed the consultant company and the contractor to take mitigation measures, such as cleaning

the lift lobbies and the signal receivers on the lifts' doors more frequently, so as to reduce the occurrence of breakdowns caused by obstructions or poor signal receptions; and

- (iii) The Department had requested the consultant company and the contractor to enhance the reporting mechanism for lift malfunctions and corresponding repair work, and to arrange personnel to carry out emergency repairs as soon as possible in order to restore the lifts for residents.

11. Members discussed the response of the concerned departments, and put forth opinions and enquiries as follows:

- (i) The Department suggested that lift malfunctions were caused by damp weather, but this explanation was not acceptable. Members pointed out that lift towers were sealed-off structures, so rainwater could not easily penetrate into them. Therefore, they enquired whether there had been any construction errors during the construction of the lifts;
- (ii) As the Department previously mentioned that the accumulation of obstacles prevented the doors of the lifts from being closed properly, members enquired whether the accumulation was due to improper disposal of rubbish or malicious damage to the lifts. Members suggested the Department should consider installing CCTV cameras to the lifts and pedestrian walkway system, as well as posting warning notices within Shek Lei (I) Estate to enhance security for the lift system; and
- (iii) Requested the Department to research about the installation of electronic display screens and sound reminder systems at both ends of the lift and pedestrian walkway system (i.e., Kung Yip Street and the entrance of the pedestrian walkway at Shek Lei (I) Estate), in order to inform residents of lift malfunctions in advance, so that they would not discover malfunctions halfway and then be forced to go back.

12. Engineer 9-2/ Works Division, HyD responded as follows:

- (i) The lifts were equipped with a moisture protection device. After the malfunctions occurred, the Department had requested the consultant company and the contractor to adjust the operational mechanism of the moisture protection device so to prevent the same incidents from happening

again;

- (ii) Emphasised that the Department had taken weather factors into consideration while designing the lifts. Water seepage was also thoroughly tested during the acceptance process, to ensure that the lifts could operate smoothly and safely even under adverse and extreme weather conditions. Regarding the lift malfunctions due to humidity, the Department had arranged for the consultant company and the contractor to conduct a thorough inspection of the lift towers and repair suspected areas of water seepage, so as to prevent the lifts from malfunctioning again because of humidity or water seepage;
- (iii) Miscellaneous articles hindering the doors of the lifts from closing properly were mainly garbage, such as plastic bottles and cardboard, and no suspected malicious damage had been found so far; and
- (iv) The Department had installed display screens at several entrances and exits of the pedestrian walkway system, showing the operational status of the lifts and allowing residents to plan their travel arrangements in advance.

13. Members discussed the response of the concerned departments, and put forth opinions and enquiries as follows:

- (i) Emphasised that the lifts had broken down much more frequently, with the number of malfunctions far exceeding the seven occurrences mentioned by the Department in its response. This had been a point of criticism from nearby residents. As a result, Members urged the Department to tackle the problem;
- (ii) Suggested that the Department should install CCTV cameras near the lifts and the walkway for monitoring purposes; and
- (iii) Suggested that the Department should accelerate the process of digitalisation by setting up a central control room to receive transmission of real-time CCTV footage over the Internet, so as to monitor the operations of lifts and pedestrian walkways across various districts in Hong Kong. The data should be uploaded to a real-time information system, allowing the public to gain access to the information at any given time.

14. Engineer 9-2/ Works Division, HyD replied that she noted Members' suggestions on setting up CCTV and a central control room for the Pedestrian Walkway System, and would refer the suggestions to the corresponding sections of the Department for further investigation and follow-up actions.

Auxiliary Devices to Enhance Pedestrians' Safety at Road Crossings

(Proposed by Transport Department)

(TTC Paper No. 28/D/2024)

15. Electronic Engineer/Project 2/1, TD introduced the papers with presentation slides.

16. Members discussed the items and put forth opinions and enquiries as follows:

- (i) Expressed concerns over the effectiveness of auxiliary devices at road crossings in improving traffic safety, and believed that the Department's claim of reducing the likelihood of pedestrians crossing during the red light by approximately 25% was too low. Therefore, Members enquired whether the Department had conducted any in-depth research regarding the ineffectiveness;
- (ii) Expressed concerns over the mechanism of auxiliary devices at road crossings, and put forward several suggestions, including reducing the brightness of the red light, changing the installation position of the devices from being suspended above crossings (projecting light from top to bottom) to being laid on road surfaces (projecting light from bottom to top), and adding a green light to inform pedestrians that it was safe to cross when the traffic light showed a "green person";
- (iii) Asked the Department for details regarding its plan to install auxiliary crossing devices at the junction of Wo Yi Hop Road / Tai Loong Street in mid-September, including the exact location of the crossing, the turn-on time of the facility and other related details. The area around Wo Yi Hop Road / Tai Loong Street had numerous private buildings, many of which were elderly care homes on lower floors. Therefore, Members were concerned that the red light projected by the proposed auxiliary devices might cause discomfort to residents, and asked whether the Department had notified local groups about the implementation plan;

- (iv) Enquired about the factors or mechanisms that the Department considered when selecting the locations for the installation of auxiliary devices (for example, whether priority was given to traffic black spots). Members provided an example: two fatal traffic accidents had occurred at the junction of Chung Mei Road / Sheung Ko Tan Street, as a result, the Members reckoned that installing auxiliary devices at that location would be more effective than at the currently proposed junction of Chung Mei Road / Ching Hong Road;
- (v) In addition to the installation of auxiliary devices at road crossings, the Department should also take continuous measures to improve roads crossings listed as traffic black spots (for example, widening zebra crossings) to enhance road safety comprehensively for pedestrians; and
- (vi) Enquired the Department which road crossings in Kwai Tsing District were included in its plan for the installation of auxiliary devices. Members suggested that the Department should regularly report the progress of the implementation plan to TTC and send informational documents to other District Council Members so that they could disseminate the relevant information.

17. Electronic Engineer/Project 2/1, TD responded as follows:

- (i) According to the research data, the number of pedestrians crossing against the red light at the same crossing decreased by about 25% after the auxiliary devices were installed. Although the reduction was not significant, the Department believed that pedestrians crossing against the red light was a high-risk behaviour. If the proportion of pedestrians crossing against the red light could be reduced, it would have a symbolic significance in maintaining traffic safety. The Department was currently arranging for a second round of evaluation and would continue to study how to improve the effectiveness of auxiliary devices at road crossings;
- (ii) The Department planned to prioritise the installation of auxiliary devices at 100 locations across Hong Kong, with two selected locations being in Kwai Tsing District: one at the junction of Chung Mei Road / Ching Hong Road (which had been activated since 11th June) and the other at the junction of

Wo Yi Hop Road / Tai Loong Street (expected to be activated in mid-September). No other sites in Kwai Tsing District were planned for installations at the moment. The Department's selection of sites for setting up auxiliary devices was mainly based on traffic data (such as whether the crossing was a traffic blackspot, the number of traffic accidents and their severity, etc.) and environmental factors (such as the duration and extent of sunlight at the crossing, the width of the crossing, the width of the zebra crossing, etc.);

- (iii) Auxiliary devices would be set up at several crossings at the junction of Wo Yi Hop Road / Tai Loong Street. The specific locations of the crossings and the installation schedule would be notified to Members once the arrangement was finalised;

(Post-meeting note: TD has given a reply in respect of the above motion, i.e. TTC Circulation Paper (Information) No. 39/2024.)

(Post-meeting note: The auxiliary devices proposed to be installed at the junction of Wo Yi Hop Road / Tai Loong Street have been installed and activated since 12th September.)

- (iv) Noted Members' concerns and suggestions regarding the light projecting mechanism of auxiliary devices at road crossings. However, he pointed out that the decision to install light projecting devices in a suspended manner was made after taking various factors into consideration, such as environmental factors (for example, the frequent heavy rains during the rainy season in Hong Kong), technical factors, and cost-effectiveness (for example, the installation of light projecting devices on road surfaces would require excavation and road closures). Furthermore, since the current auxiliary devices at road crossings only had a red signal, they were unable to project a green light when the traffic light showed the "green person". The Department, however, noted Members' suggestions and would conduct further study in the future;
- (v) Noted Members' concern that the red light might cause discomfort to nearby

residents and explained that the original intention of using a red light in auxiliary devices at road crossings was to align with the “red person” on the traffic light, as well as symbolising danger. This helped reminding pedestrians not to rush onto the road. Furthermore, the red light of auxiliary devices at road crossings had been scientifically certified that it would not cause any harm to the human body. The Department had also not received any reports of being disturbed by the lights from residents in areas where similar devices had been installed. Nevertheless, the Department would still dispatch staff to strengthen communication with local groups around the selected location of Wo Yi Hop Road / Tai Loong Street;

- (vi) Ever since the Chief Secretary for Administration announced the plan to install auxiliary devices at road crossings that were regarded as black spots across various districts in 2023, the Department had disseminated information about the plan via various media channels, including newspapers and television programmes (for example, TVB’s program “A Closer Look”). The Department would also strengthen publicity efforts to local groups regarding the installation of auxiliary devices at road crossings and inform TTC about the latest information of the plan; and
- (vii) Some Members put forward the suggestion of installing auxiliary devices at the junction of Chung Mei Road / Sheung Ko Tan Street. After research, the Department found that the serious traffic accidents that occurred at this location were not related to pedestrians crossing against the red light, so it had not prioritised the installation of auxiliary crossing devices at this location.

18. Members discussed the response of the concerned departments, and put forth opinions and enquiries as follows:

- (i) Enquired about the progress of the Department’s plan to install auxiliary devices at road crossings, and suggested that the Department should consult District Council Members while selecting sites for installation;
- (ii) Doubted the statement made by the Department that it had not prioritised the installation of auxiliary crossing devices at the junction of Chung Mei Road / Sheung Ko Tan Street, because the traffic accidents were unrelated to pedestrians crossing against the red light. They pointed out that the

installation of auxiliary crossing devices could alert pedestrians and enhance their traffic safety awareness; and

- (iii) Suggested the Department to adopt auxiliary devices that could project both red and green light.

19. Electronic Engineer/Project 2/1, TD responded as follows:

- (i) According to the current plan of the Department, it currently decided to install auxiliary crossing devices at 100 locations throughout Hong Kong. Future plans would be made after reviewing the effectiveness of the pilot plan;
- (ii) Noted the proposal made by Members about consulting District Council Members on the site selection for the installation of auxiliary crossing devices and adopting devices that could simultaneously project red and green lights. However, he emphasised that any further study and adjustments could only be made after the completion of a further effectiveness report on the relevant plan; and
- (iii) Regarding the suggestion of Members on installing auxiliary crossing devices at the junction of Chung Mei Road / Sheung Ko Tan Street, the Department once conducted an on-site inspection and found that engineering works were required to install auxiliary crossing devices there, which would take a longer time. In addition, after the Department's research, it was believed that the serious traffic accidents that occurred there were not solely related to pedestrians crossing against the red light. Therefore, it had not prioritised the installation of auxiliary crossing devices at this location.

Concern about the Matters regarding Illegal Parking and Prolonged Occupation of Roadside Parking Spaces by Motorcycles in Kwai Ching District

(Proposed by Mr YIP Cheung-chun, MH)

(TTC Paper Nos. 29/D/2024, 29a/D/2024 and 29b/D/2024)

20. Members discussed the items and put forth opinions and enquiries as follows:

- (i) illegal parking often occurred at various locations of Kwai Tsing District,

especially in industrial areas such as Tai Lin Pai Road and Tsing Yi Road West, exacerbating road congestion in the district. Therefore, Members hoped that the police and TD would strengthen their crackdown efforts. They also suggested installing CCTV cameras at more illegal parking black spots to assist the police and TD in carrying out law enforcement actions;

- (ii) Enquired about the procedure for clearing abandoned vehicles by the police or TD, including how the Department would notify vehicle owners, confirmed whether a vehicle was unclaimed and the operational and administrative costs involved. And Members were concerned about the current mild impact of the Department's towing actions on vehicle owners and the low penalties imposed, which would make it difficult to claim related payment from the vehicle owners. This might encourage owners to abandon their old vehicles directly. Therefore, Members suggested that the Department should increase penalties and take more rigorous follow-up actions; and
- (iii) Enquired if there were occurrences of unauthorised parking or illegal parking of motorcycles in properties under the regulation of the Housing Authority ("HA") and the Hong Kong Housing Society ("HKHS"), or private properties, or if vehicles were obstructing fire passages, whether the police or TD would provide assistance.

21. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force ("HKPF") responded as follows:

- (i) HLPF had been committed to cracking down on illegal parking in the district and usually prosecuted car owners who violated parking regulations by issuing fixed penalty notices. The police would only consider taking towing actions when illegal parking caused congestion on the roads in the district;
- (ii) In general, the police would carry out joint actions with other government departments (including the District Office) to clear abandoned vehicles that posed no immediate danger;
- (iii) Currently, the penalty of a fixed penalty notice issued against parking related offences was HK\$320. If the vehicle owner did not remove the vehicle after

the notice was issued, the police could issue a new fixed penalty notice every 30 minutes. If the vehicle was impounded by the police, the owner would be required to pay an impound fee of HK\$560 to retrieve the vehicle. According to present prices, the administrative cost for the police to impound a vehicle was approximately HK\$1,100 and above; and

- (iv) The Road Traffic Ordinance granted the police enforcement powers regarding illegal parking, and therefore, the scope of enforcement was limited to public roads under the regulation of the Government. As a result, illegal parking within properties managed by HA or HKHS was generally handled by HA. However, in cases of special circumstances (such as obstruction of fire passages), HA could consider seeking police assistance as needed. As for illegal parking in private properties, it was the responsibility of the property management to address the problem.

22. Senior Liaison Officer 1/ Acting Assistant District Officer (Kwai Tsing), Kwai Tsing District Office responded as follows:

- (i) The Kwai Tsing District Office was responsible for coordinating and planning interdepartmental joint actions to handle abandoned vehicles within the district. Before processing an abandoned vehicle, each government department had to affix a notice on the vehicle, informing the owner to remove the vehicle within a specified period. If the vehicle was not removed by the deadline, it would be considered abandoned and processed accordingly. This could ensure that the vehicle was deemed unclaimed, allowing the implementation of abandonment procedure; and
- (ii) Abandoned vehicles processed in interdepartmental joint actions were considered to be owned by the Government, and in theory, the owners could not retrieve them.

23. Some Members believed that, even if the Government proactively cleared abandoned vehicles for the public interest, it should check the vehicle identification numbers and registration information of relevant vehicles to charge the last registered owner a removal fee, serving as a deterrent to violators.

Request for Enhancing the Service of KMB Route No. 49P

(Proposed by Mr CHAN Chi-wing, MH)

(TTC Paper Nos. 30/D/2024, 30a/D/2024 and 30b/D/2024)

24. Members pointed out that during the discussion of the “Bus Route Planning Programme 2021-2022 of Kwai Tsing District” at previous TTC meetings, some Members suggested enhancing the service of Route No. 49P of The Kowloon Motor Bus Company (1933) Limited (“KMB”). However, TD said at that time that it had “reminded the bus company to review the service arrangements to meet passenger demand”. Therefore, Members raised the issue again at this meeting and requested a response from both TD and KMB.

(Post-meeting note: For Members’ proposal of enhancing the service of KMB Route No. 49P, and replies of TD and KMB towards that proposal, please refer to TTC Paper Nos. 22f/D/2021, 22g/D/2021, 22h/D/2021 and 22u/D/2021.)

25. Officer (Operations Support), KMB pointed out that the services of Route 49X and Route 49P could already meet passenger demand, and said that the services of these routes would be reviewed as necessary.

26. Members enquired about the methods used by TD and KMB to calculate the loading of the relevant bus routes, as well as the criteria used by the Department and the bus company to determine whether to enhance the services of specific bus routes.

27. Officer (Operations Support), KMB claimed that KMB would take reference of the occupancy rates of its bus routes and the guidelines made by TD on bus service adjustment, when raising a proposal on service adjustments to TD.

28. Senior Transport Officer/ Kwai Tsing 2 responded as follows:

- (i) if the loading of a bus reached 90% during the busiest half hour and 75% during the busiest hour in peak periods, or if the loading reached 60% during the busiest hour in off-peak periods, the Department would generally encourage the bus company to consider increasing the frequency of the relevant route. According to the above standards, the loading of KMB Route No. 49P had not yet reached the level which required service enhancement; and
- (ii) the consultation papers on the annual Bus Route Planning Programme

issued by the Department listed the guidelines for increasing or reducing bus services.

Request for Upgrading the Services of KMB Bus Route Nos. 242X & X42C

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

(TTC Paper Nos. 31/D/2024, 31a/D/2024 and 31b/D/2024)

29. Members discussed the items and put forth opinions and enquiries as follows:
- (i) KMB Route Nos.242X and X42C did not have a stop at Ching Fu Court at the time. The residents of Ching Fu Court had to walk for approximately 10 minutes to the stop “Ching Tao House Cheung Ching Estate” to wait for buses of these two routes. Therefore, Members suggested adding a stop at Ching Fu Court for these two bus routes;
 - (ii) suggested rerouting some of the trips of Route No. X42C, which departed from “Cheung Hang Bus Terminus” in the morning, via Tsing Yi Road West and Ching Hong Road. After stopping at the stop “Hong Shun House Cheung Hong Estate”, the buses would travel along the original route towards East Kowloon. This change aimed to shorten the overall travel time for passengers boarding at “Cheung Hang Bus Terminus”;
 - (iii) commercial activities in Yau Tsim Mong District primarily focused on the retail, dining and service industries. Employees’ working hours might not align with general office hours. Therefore, Members suggested extending the service hours of Route No. 242X. This move would allow passengers from Tsing Yi Southwest to travel directly to and from Tsim Sha Tsui without having to transfer from Route No. 42A to Route No. 41A, and this would also increase the loading of Route No. 242X;
 - (iv) with the population increase in Tsing Yi Southwest, the commuter flow between Yau Tsim Mong District and Kowloon East had risen. Therefore, Members suggested that the Department and the bus company should increase the frequency of buses of Route Nos. 242X and X42C; and
 - (v) some bus routes with moderate loading (for example, Citybus Route 20A to and from West Kowloon Station and Kai Tak Cruise Terminal) were

approved by the Department to be upgraded to providing full-day services with increased frequencies. Therefore, the Department and KMB should take the rapid population growth in Tsing Yi Southwest into consideration and strengthen the service of Route No. 242X.

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

- (i) the average loading of KMB Route No. 242X during the morning and evening peak hours was 65% and 35% respectively, which had not yet reached the level which required service enhancement; and
- (ii) noted Members' suggestion regarding the addition of special trips on KMB Route No. X42C that were routed via Ching Fu Court, and pointed out that the Department understood the demand for full-day bus services of the residents of Ching Fu Court. Discussions would be made with the bus company to assess the feasibility of adjusting the services.

31. Officer (Operations Support), KMB noted the suggestions made by Members on Route Nos. 242X and X42C. Stating that they understood the needs for bus services for residents of Ching Fu Court, KMB would follow up on the issue with TD from time to time.

32. Members asked TD if it was possible to re-route KMB Route no. 241X to run between Tsing Yi and Tsim Sha Tsui, as the occupancy rate of the existing route running between Tsing Yi and Kowloon City was quite low.

33. Senior Transport Officer/ Kwai Tsing 2, TD replied that KMB Route No.. 241X now served passengers travelling between Kwai Tsing District and Kowloon City District. If the route was to be re-routed to travel between Kwai Tsing District and Tsim Sha Tsui, the travelling pattern of the existing passengers could be affected. Yet, Members' suggestion was noted and would be put into consideration from time to time.

The Arrangement of Adopting Special Timetables on Weekdays by KMB Bus Route No. 44M

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

(TTC Paper Nos. 32/D/2024, 32a/D/2024 and 32b/D/2024)

34. Members discussed the items and put forth opinions and enquiries as follows:

- (i) noted that KMB had reduced the frequency of Route 44M due to the expected decline in loading during the summer holiday, and TD's reason for approving the relevant decision. However, Members pointed out that this bus route was the main mode of transport of residents to and from Kwai Chung and Tsing Yi. Therefore, both the Department and KMB should monitor changes in loading and adjust the service frequency as needed to meet passenger demand;
- (ii) noted that KMB and TD had replied in writing that Route No. 44M would resume its normal service schedule after 30 August. Therefore, Members suggested that KMB and TD should deploy field workers during the first week of school in September to assist in maintaining order and directing passengers at stops with a longer queue of waiting passengers; and
- (iii) in response to the suspension of services or reduction in frequency of several KMB routes (such as Route No.43A, Route No.43D and Route No.31A) during the summer holiday, Members suggested that, in addition to posting notices at relevant bus stops and releasing information via mobile apps, KMB could also send information papers to TTC and other District Council Members, so that District Council Members could convey relevant information to residents.

35. Manager (Operations) (Acting), KMB responded as follows:

- (i) KMB would submit an application to TD every year, proposing to suspend or reduce the frequency of buses routed via school areas during school holidays, so as to allocate resources more flexibly;
- (ii) noted Members' suggestion on improving the mechanism of releasing updates of service information and would carefully study the mechanism; and
- (iii) noted Members' suggestion on dispatching field workers to assist in maintaining order during the first week of school in September, and said that he would actively follow up on this matter.

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

- (i) the Department would decide to approve or reject bus companies' request to suspend services or reduce the number of trips on specific routes during school holidays after taking into account such factors as the impact on passengers and the actual holiday schedule of schools; and
- (ii) the Department had arranged to elevate the operation mode of the Emergency Transport Co-ordination Centre to the highest level of joint supervision on first school day on 2 September. And the Department would also deploy staff to conduct on-site inspections in school areas to monitor whether the level of bus services could meet passenger demand. If necessary, the Department would require the bus companies to allocate resources to strengthen relevant services.

Request for Increasing the Frequency of KMB Bus Route No. 32H

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

(TTC Paper Nos. 33/D/2024, 33a/D/2024 and 33b/D/2024)

37. Members discussed the items and put forth opinions and enquiries as follows:

- (i) the service of KMB Route No. 32H covered a wide range of area, resulting in unstable arrival times. In addition, this route had a low frequency, with buses operating at hourly intervals for most of the day. This caused inconvenience to passengers traveling to and from Princess Margaret Hospital for follow-up consultations. Therefore, Members suggested that the Department and KMB consider increasing the frequency of this route; and
- (ii) buses of Route No. 32H travelled to and from the hospital. However, the route was circuitous, almost passing through all the residential areas in the central and western parts of Kwai Chung. Therefore, Members suggested that the Department and KMB should consider merging some bus stops or shortening the route in response to community demand.

38. Officer (Operations Support), KMB replied that according to operational data, he believed the current service of Route No. 32H was sufficient to meet passenger demand.

However, KMB noted that Members pointed out that some passengers might not be used to the operation of this route at hourly intervals for most of the day. KMB would closely monitor the loading of this route and review the situation with TD as needed.

39. Senior Transport Officer/ Kwai Tsing 1, TD replied that TD would monitor the distribution of passenger flow for each of the bus stops, and review from time to time if there was room for improvement on the service of KMB Route No. 32H.

Any Other Business

40. There was no other business.

Date of Next Meeting

41. The next meeting was scheduled to be held at 2:30 p.m. on 17 October 2024 (Thursday).

Kwai Tsing District Council Secretariat
October 2024