

(Translation)

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

Date: 17 October 2024

Time: 2:30 p.m. – 2:55 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 CHAN On-ni	Start of Meeting	End of Meeting
Mr CHAN Chi-wing, MH	Start of Meeting	End of Meeting
Mr PANG Yap-ming	Start of Meeting	End of Meeting
Mr WONG Chun-yeung	Start of Meeting	End of Meeting
Miss WONG Shuk-man	Start of Meeting	End of Meeting
Mr YIP Cheung-chun, MH	Start of Meeting	End of Meeting
Ms LAU Mei-lo	Start of Meeting	End of Meeting
Mr AU Chi-fai	Start of Meeting	End of Meeting
Mr POON Chi-shing, MH	Start of Meeting	End of Meeting
Miss LO Yuen-ting, MH	Start of Meeting	2:49 p.m.
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
Mr WONG Kin-chun, Kinox	Engineer/Tsing Yi, Transport Department

Mr LEE Ying-yin	Engineer/Special Duties, 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
Miss CHU Si-man, Amy	District Engineer/General (1) A, 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

Miss KWOK Miko	Senior Corporate Communications Officer, Citybus Limited
Mr YIP Dennis	Senior Planning Officer, Citybus Limited

Absentee

Ms KWOK Fu-yung, MH	(On leave due to confinement)
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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 5th meeting of the Traffic and Transport Committee (“TTC”) (2024) of the Kwai Tsing District Council (“K&T DC”).

2. Members endorsed the application for absence by Ms KWOK Fu-yung, MH unanimously.

Confirmation of Minutes of the 4th Meeting (2024) held on 15 August 2024

3. Members endorsed the minutes unanimously.

Discussion Items

Follow up on the Ridership Data of KMB Route No. 948 during Non-peak Hours

(Proposed by Mr NG King-wah)

(TTC Paper Nos. 34/D/2024, 34a/D/2024, 34b/D/2024 and 34c/D/2024)

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

- (i) During the 3rd Meeting of the year, a Member proposed to extend the service hours of Cross Harbour Bus Route No. 948 to operate on a full-day basis and requested the bus companies to provide information on the ridership rate of the Tin Hau-bound departures after 4 p.m. However, neither the bus companies nor Transport Department (“TD”) had adopted the suggestion, Members hence requested them to provide relevant information again;

(Post-meeting note: For Members’ proposal of extension of service hours of Cross Harbour Bus Route No. 948 to operate on a full-day basis, and replies from The Kowloon Motor Bus Company (1933) Limited (“KMB”), Citybus Limited (“Citybus”) and TD, please also refer to TTC Paper Nos. 17/D/2024, 17a/D/2024, 17b/D/2024 and 17c/D/2024.)

- (ii) It was considered that there was certain demand from residents for Tin Hau-bound services of Route No. 948 after the end of its service (i.e. after 5 p.m.).

Therefore, TD and the bus companies had been receiving proposals to extend the service hours of the route to operate on a full-day basis over the years; and

- (iii) The buses of Route No. 948 bound for Tsing Yi were often full during the afternoon peak hours. Many residents had reported that they could hardly get on board at the “Western Harbour Crossing Bus-Bus Interchange (BBI)” stop. Therefore, it was suggested to strengthen the frequency of the route during the afternoon peak hours.

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

- (i) According to the recent operational data of the company, the ridership rate of the last Tin Hau-bound departure of Route No. 948 operated by Citybus was lower than 30% on weekdays;
- (ii) Noted Members’ proposal to extend the service hours of the route to operate on a full-day basis. Citybus would closely monitor the operation of the route and make timely service adjustments upon the implementation of relevant changes in the Bus Route Planning Programme 2023-2024 (i.e. extending the service hours of the route bound for Tin Hau from 5 p.m. to 6 p.m. on weekdays), based on changes in ridership and passengers’ travel needs; and
- (iii) Citybus had noticed the high ridership rate of the Tsing Yi-bound departures during the afternoon peak hours, thus they had been increasing the frequency of the route to meet passengers’ demand.

6. Officer (Operations Support), KMB, responded that they had taken note of Members’ proposal to extend the service hours of Route No. 948 to operate on a full-day basis. KMB would closely monitor the operation of the route and actively follow up with TD to implement the arrangement of extending the Tin Hau-bound services of the route to 6 p.m. on weekdays.

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

- (i) According to the on-site survey conducted by the Department, the ridership rate of the first two Tsing Yi-bound departures and the last two Tin Hau-bound departures of Cross Harbour Bus Route No. 948 on weekdays were about 50%

and 40% respectively, indicating that the existing service level of the route could meet the needs of passengers; and

- (ii) The Department would review the services of the route from time to time and strive to extend the Tin Hau-bound services of the route to 6 p.m. on weekdays within this year.

Recommendation to Upgrade KMB Route No. 37X to Full-day Service and Establish En-route Stops at Kwai Shing West Estate

(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. 35/D/2024, 35a/D/2024 and 35b/D/2024)

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

- (i) Since its service commencement in August, KMB Route No. 37X had only been providing a total of six departures during the morning peak hours. Therefore, it was suggested that the service hours of the route be extended to operate on a full-day basis; and
- (ii) Although the route operated via the vicinity of Kwai Shing Circuit, there was no en-route stops at Kwai Shing West Estate. Therefore, it was suggested that relevant en-route stops be added for the convenience of residents of the estate.

9. Senior Transport Officer/Kwai Tsing 1, TD, responded that according to the on-site survey conducted by the Department, the highest ridership rate of Route No. 37X on the survey day was about 30%. The existing services could therefore meet the needs of passengers. The Department noted Members' suggestion and would closely monitor the travel patterns of passengers and the operation of the route.

10. Officer (Operations Support), KMB, responded that the company was open to the addition of en-route stops of Route No. 37X in the vicinity of Kwai Shing West Estate and would work with TD to study the implementation of relevant arrangements.

Issue regarding the A1 and A2 Platforms at Tai Wo Hau Bus-Bus-Interchange

(Proposed by Mr NG King-wah, Mr NG Chi-wah and Mr WONG Chun-yeung)

(TTC Paper Nos. 36/D/2024, 36a/D/2024 and 36b/D/2024)

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

- (i) A number of improvement suggestions had been put forward with respect to the waiting facilities at the “Tai Wo Hau BBI”, including enhancement of the bus shelters, re-planning of the queuing lines, and provision of fans, seats, etc; and
- (ii) Given the large number of bus routes calling at the above interchange, it was suggested that KMB follow the arrangement of the “Tuen Mun Road BBI” by displaying route maps for passengers’ information on the destinations of the bus routes observing the interchange.

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

- (i) Would actively study measures for enhancing the bus shelters of the “Tai Wo Hau BBI”; and
- (ii) KMB noted that Members had proposed in the paper to install large signs above the bus shelters to display the destinations of relevant bus routes observing the interchange. However, given the large number of bus routes calling at the “Tai Wo Hau BBI” and the limited space of the interchange, such suggestion was deemed not feasible. KMB would consider adopting other suggestions put forward by Members at the meeting (i.e. providing bus route maps at the interchange) to allow passengers to choose the most appropriate route to reach their destinations.

Concern about the Problem of Frequent Traffic Accidents at the Junction of Kwai Fuk Road and Shing Fuk Street

(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. 37/D/2024 and 37a/D/2024)

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

- (i) Traffic accidents often occurred at the junction of Kwai Fuk Road and Shing

Fuk Street, and it took time for clearance to be done afterwards, leading to serious traffic congestion in the vicinity of Kwai Shing Circuit in between. Therefore, TD was enquired about the causes of the frequent traffic accidents at the location concerned; and

- (ii) Noted that a “Beware of Oncoming Traffic” sign would be erected at the above-mentioned junction by the first quarter of 2025 as stated in the Department’s written reply. Therefore, a Member enquired whether it was feasible to erect the sign earlier and whether other improvement measures would be implemented in the future.

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

- (i) There was a right-turn pocket at the junction, where vehicles were not restricted by traffic signals and could turn right to Shing Fuk Street when it was safe to do so. The Department believed that such road feature was suitable; and
- (ii) According to the records of the Department, there had been a total of nine traffic accidents involving minor injuries on drivers or passengers at the junction concerned since 2022, mainly attributed to driver-related factors such as inattentive driving or disobeying road markings. In view of this, the Department would erect a “Beware of Oncoming Traffic” sign at an appropriate location ahead of the junction to remind drivers to pay attention to the road condition.

Recommendation on Adding Traffic Lights at the Crossing Place off Kwai Shing East Bus Terminus

(Proposed by Mr NG Chi-wah, Mr WONG Chun-yeung and Mr NG King-wah)
(TTC Paper Nos. 38/D/2024 and 38a/D/2024)

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

- (i) The crossing off Kwai Shing East Bus Terminus was just a zebra crossing but not signal-controlled. Given that this was the only route for residents of Kwai Shing East Estate to cross the road and taking into account the high pedestrian flow which would easily lead to traffic accidents, it was suggested that traffic lights be installed at the junction;

- (ii) Since the conversion of the first floor of Kwai Shing East Shopping Centre into an elderly home in 2022, the escalator connecting the first and ground floors of the Shopping Centre had been closed. Residents could no longer cross the road via the passageway on the first floor of the Shopping Centre. Instead, they had to use the at-grade crossing, giving rise to a vast increase in pedestrian flow at the location concerned. It was unfair that the Department compared the data on pedestrian and traffic flows collected in 2023 to that in 2024 as cited in its written reply. It would be more reasonable to compare relevant data of 2022 to that of 2024; and
- (iii) It was suggested traffic lights be installed at the crossing concerned. Meanwhile, the crossing should be equipped with smart devices that would extend the flashing green time of the green lights for the elderly and persons with disabilities to cross the road.

16. Engineer/Kwai Chung, TD, explained that the on-site survey conducted by the Department showed that the pedestrian and traffic flows at Kwai Luen Road near Kwai Shing East Shopping Centre were not high, and the peak pedestrian flow mainly occurred around the periods before and after school. Therefore, for the time being, it was appropriate to provide a zebra crossing at this junction to achieve pedestrian priority. The Department would continue to monitor the traffic situation at the junction and review the arrangements for improving road crossing facilities in due course.

Any Other Business

17. There was no other business.

Date of Next Meeting

18. The next meeting was scheduled to be held on 12 December 2024 (Thursday).

Kwai Tsing District Council Secretariat
December 2024