

(Translation)

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

Date: 12 December 2024

Time: 2:30 p.m. – 4:28 p.m.

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

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

Standing Representatives of Departments and Institutions

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

**Responsible
Department**

Mr WONG Wai-lim, William	Senior Transport Officer/Kwai Tsing 2, Transport Department
Ms CHAN Ching-ting, Ivy	Transport Officer/Kwai Tsing 1, Transport Department
Ms LAM Hang-ling, Sara	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr TSANG Yiu-tim	Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Ms NG Wai-ki	District Engineer/Kwai Tsing (West), Highways Department
Miss CHU Si-man, Amy	District Engineer/General(1)A, Highways 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 CHOY Chi-wai, Ray	Engineer/24 (West), Civil Engineering and Development Department
Ms WAN Yuet-ting, Clarissa	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office

Representatives of Departments and Institutions Attending by Invitation

Mr HSIE Kwun-kuen, Joe	Senior Engineer/Walkability 1, Transport Department
Miss LAM Wing-ching, Larissa	Engineer 7/Walkability, Transport Department
Ms NG Ka-wai, Annisa	Senior Engineer 15/Works, Highways Department
Mr MAK Ka-ming, Terence	Housing Manager/Kwai Chung 1, Housing Department
Mr WONG Gary	Manager - External Affairs, MTR Corporation Limited

Absentee

Mr YIP Cheung-chun, MH	(On sick leave)
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Secretary

Mr CHOI Man-kit, Angus	Executive Officer (District Council) 1, Kwai Tsing District Office
Miss CHAU Sin-yu, Selena	Executive Officer (District Council) 1 (designate), Kwai Tsing District Office

Opening Remarks

The Chairman welcomed Members to the 6th meeting of the Traffic and Transport Committee (“TTC”) (2024) of Kwai Tsing District Council (“K&T DC”).

2. Members endorsed the application for absence by Mr YIP Cheung-chun, MH unanimously.

Confirmation of Minutes of the 5th Meeting (2024) held on 17 October 2024

3. Members endorsed the minutes unanimously.

Discussion Items

Provision of Cover to Walkway (New Round)

(Proposed by Transport Department and Highways Department)

(TTC Paper No. 39/D/2024)

4. Senior Engineer/Walkability 1, Transport Department (“TD”), and Senior Engineer 15/Works, Highways Department (“HyD”), introduced the document with presentation slides.

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

- (i) Supported the Departments’ proposal. Besides, Members pointed out that the walkway is located between Ko Fong Street footbridge and Hing Shing Road. As there are numerous residential buildings, schools and community facilities nearby, and the walkway is connected to a MTR station, the facility is expected to benefit many people. Some Members enquired whether the Departments would consider extending the proposed cover coverage area to include the locality between Kwai Fong Community Hall and Kwai Shing Circuit;
- (ii) Hoped that the Departments could explain its consideration factors for the walkway alignment in detail, so that Members could collect comments from local residents and then present ideas in the subsequent round of the project. Some Members raised enquiries about details of the captioned works,

including the cover's design and construction method, walkway width and installation of ancillary facilities (such as notice boards and seats);

- (iii) Hoped that the Departments would further consider providing covers to the walkway alignments that had not been prioritised in the project concerned (including those from Tai Loong Street Bus Terminus to Shek Lei Community Hall, from Ching Wai House of Cheung Ching Estate to Cheung Ching Bus Terminus and from Kwai Hing Station to Wo Tong Tsui Street);
- (iv) Enquired about potential impacts of the works on the nearby community, such as noise and temporary traffic arrangements. Some Members indicated that the Departments had spent quite a long time constructing the walkway cover from Cheung Wang Bus Terminus to Cheung Hang Bus Terminus, hence an impact on nearby residents. Therefore, Members hoped that the Departments could learn from experience and expedite the works; and
- (v) Enquired about the estimated cost of the project and procedures for the Departments to apply for funding for the captioned works.

6. Senior Engineer/Walkability 1, TD, and Senior Engineer 15/Works, HyD, gave a consolidated response as follows:

- (i) The Departments accorded priority to the walkway alignment of the footbridge between Ko Fong Street and Hing Shing Road for factors such as the relatively high passenger flow and the sufficient width of the footpath. During the works for the first round of the project, the Departments found that the narrowness of walkway had posed a serious constraint to the project, particularly when underground facilities had to be relocated and temporary road closures had to be arranged in the course of the works. The widening works of the footpath in the vicinity of Ko Fong Street had been completed a few years ago, thereby meeting the criteria for the plan concerned;
- (ii) Noted Members' recommendations that the Departments should consider other alignments and extend the cover coverage of the walkway between Ko Fong Street footbridge and Hing Shing Road;
- (iii) Noted Members' recommendations on works details such as ancillary facilities and cover design. The Departments stated that they would address

the potential impacts of the works on the nearby community with its experience gained from the first round of the project and would consult the local community as appropriate. After the alignments were finalised, it would take approximately 5 to 6 years to complete the works for the addition of the walkway cover; and

- (iv) According to the Departments' estimates at that time, the construction cost of the captioned works would not exceed the maximum ceiling of funding for a Category D item. Hence, it was anticipated that the funding application could be made through internal departmental mechanisms rather than to Legislative Council. Besides, the Departments pointed out that if the cover coverage of the walkway was extended, the construction cost might increase and exceed the maximum ceiling of funding for a Category D item, thereby delaying the funding application.

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

- (i) Expressed concern about the Departments' statement that part of the alignment was not accorded with priority because of the technical constraint. Members encouraged the Departments strive for a technical breakthrough and construct a cover for the alignment. Furthermore, some Members recommended that even if a cover could not be added for the alignment for the time being, the Departments should also consider adopting other measures to enhance pedestrian experience (such as widening the walkway), so as to realise the concept of "Walkable City";
- (ii) Recommended that the Departments regularly update the District Council ("DC") on the progress of the project; and
- (iii) Enquired whether the Departments would take forward a new round of the project.

8. Senior Engineer/Walkability 1, TD, responded as follows:

- (i) With the support of TTC, TD and HyD would conduct a preliminary technical feasibility study for the proposed alignment and provide regular updates to DC after the preliminary design and the detailed works

arrangements were confirmed; and

- (ii) At that time, the Departments did not have any arrangements for taking forward a new round of the project. However, the Departments noted Members' opinions on other alignments. In the event that the Departments would launch a new round for the project in the future, the alignments would be both examined and considered.

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

Encouragement to Increase Parking Spaces and Optimise Utilising the Carpark Resources in Kwai Tsing District

(Proposed by Mr YIP Cheung-chun, MH and Mr YUEN Yun-hung)

(TTC Paper Nos. 40/D/2024, 40a/D/2024 and 40b/D/2024)

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

- (i) Due to a shortage of parking spaces in Kwai Tsing District, Members recommended for effective utilisation of idle land in the district for parking purposes, with a view to increasing the supply of parking spaces. Some Members enquired about the owner and the administrator of a site for container storage near St. Paul's Village on Tsing King Road. They hoped that the site could be used to provide more parking spaces. Moreover, some Members recommended that the idle land on 183 Tsing Yi Road West, which was formerly a petrol filling station, be converted into a car park; and
- (ii) There is a shortage of parking spaces in local car parks under Housing Department ("HD"), particularly in the car park of Kwai Chung Shopping Centre. The hourly parking spaces in that car park are severely insufficient, and the parking spaces are almost fully occupied even during non-peak hours. Some Members recommended that the Department consider making good use of the vacant land in public housing estates (e.g. Cheung Hang Estate, Kwai Shing East Estate and Kwai Chung Estate), and change the land use to designate parking spaces. Some Members also indicated that the number of quick chargers in the Department's car parks was inadequate to

keep up with the growth of electric vehicles.

11. Housing Manger/Kwai Chung 1, HD, responded as follows:

- (i) To carry out the retrofit works of charging facilities, some parking spaces in the car park of Kwai Chung Shopping Centre had been suspended, the result of which might have caused a relative shortage of night-time parking spaces. In order to reduce inconvenience to drivers, the Department would closely monitor the situation and consider suspending parking spaces in phases while not hindering the works progress;
- (ii) The Department frequently reviews the usage of its car parks. Subject to technical feasibility and required approvals, the number of parking spaces for various vehicle classes would be adjusted in accordance with demands. Besides, the Department would observe the situations and increase the number of parking spaces in existing car parks by various means, such as making good use of vacant land and reorganising parking spaces. However, before designating parking spaces, the Department has to examine whether relevant locations could provide safe entrances and exits for vehicles, as well as seek advice and approvals from the departments concerned; and
- (iii) Noted Members' view that the number of quick chargers in the car parks under the Department was insufficient. Follow-up actions would be performed.

(Post-meeting note: HD had already given a follow-up reply in respect of the aforesaid matter. For details, refer to TTC Circulation (Information) Paper No. 55/2024.)

12. Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department ("LandsD") responded that at that moment, the Department did not have information pertaining to Members' enquiries about the site for container storage near St. Paul's Village on Tsing King Road, and to their recommendation for converting the site of former petrol filling station on 183 Tsing Yi Road West into a car park. A written reply would be provided after the meeting.

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

53/2024.)

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

- (i) Expressed concern about the parking of motorcycles on the roadside near St. Thomas the Apostle Church on Tsing Luk Street during night-time;
- (ii) Enquired about the progress of the proposal to provide on-street motorcycle parking spaces near Shing Kwok House in Kwai Shing East Estate on Kwai Hau Street. Moreover, Members recommended that temporary on-street parking spaces be added near Salesians of Don Bosco Ng Siu Mui Secondary School on Kwai Hop Street for goods vehicle or coach parking; and
- (iii) Enquired whether HD could retrofit the charging facilities without suspending any parking spaces. They also recommended that the Department consider designating temporary parking spaces in Kwai Chung Estate.

14. Engineer/Kwai Chung, TD, replied that the Department was reviewing the design proposal for the introduction of on-street motorcycle parking spaces near Shing Kwok House in Kwai Shing East Estate on Kwai Hau Street. District consultations would be conducted in the event that further revisions were proposed.

15. Housing Manger/Kwai Chung 1, HD, responded that the Department noted Members' recommendations on the temporary arrangements during the retrofit of charging facilities in the car park of Kwai Chung Shopping Centre. Considering the involvement of construction techniques, the Department would conduct further study and follow-ups on the recommendations.

(Post-meeting note: HD had already given a follow-up reply in respect of the aforesaid matter. For details, refer to TTC Circulation (Information) Paper No. 55/2024.)

The Barrier-free Facilities in Tai Wo Hau Station

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

(TTC Paper Nos. 41/D/2024, 41a/D/2024 and 41b/D/2024)

16. Members discussed the aforesaid matter and put forth opinions as follows:
- (i) Noticed that there was only one lift connecting between the concourse of Tai Wo Hau Station and the ground level at that time. MTR Corporation Limited (“MTR”) was recommended to add a lift at Tai Wo Hau Station and install barrier-free facilities (e.g. stair lift platforms) at all exits for passengers in need;
 - (ii) Recommended that MTR engage staff to assist passengers in need and guide them to travel between the station concourse and the ground level during lift suspension; and
 - (iii) Enquired whether MTR conducted regular preventive maintenance works for the lift and about the time needed for such works.
17. Transport Officer/Kwai Tsing 1, TD, responded as follows:
- (i) According to MTR record, a preventive maintenance works of the lift had originally been scheduled for 13 November 2024 and was expected to be completed on the same day. However, the works was postponed because of Typhoon “Toraji” and was not completed until 15 November. Meanwhile, MTR had deployed staff to be on duty in the station to assist passengers in need; and
 - (ii) The Department had reminded MTR to continue monitoring closely the operation of the lift. In the event of necessary suspension of the lift, MTR should step up announcements and post additional notices in the station to remind passengers of relevant arrangements. MTR should also deploy sufficient manpower at the locations concerned to assist passengers in need. Moreover, MTR should complete maintenance and inspections as soon as possible and practicable so as to reduce inconvenience to passengers.
18. Manger - External Affairs, MTR, responded as follows:
- (i) MTR has always been committed to providing safe and convenient station facilities for passengers. It has been reviewing and optimising the arrangements of station facilities to cater for the commuting needs of

different passengers (including the elderly and persons with disabilities);

- (ii) The preventive maintenance works of the lift had originally been scheduled for 13 November 2024 to replace parts that required regular maintenance. However, the works was postponed to 15 November due to Typhoon “Toraji” and was completed on the evening of the same day;
- (iii) When tropical cyclone warning signals related to Typhoon “Toraji” were in force, the inability of some part-time staff to report for duty at the station as scheduled potentially affected passengers in need of assistance. During the lift suspension, the on duty full-time staff members were available at the station to actively render assistance to passengers in need upon needs identification. Passengers could also use the hand portable radio in the Station Control Room to seek assistance from staff members; and
- (iv) MTR would closely monitor the operation of the lift. In case of further requirement of maintenance works or suspension, MTR would make additional announcements, post additional notices and dedicate staff to offer assistance in the station as early as possible.

19. Members discussed the aforesaid responses of the Department and institution, and put forth enquiries and opinions as follows:

- (i) Thanked MTR for meeting the commuting needs of different passengers and continuing to allocate resources for lift refurbishment;
- (ii) Enquired of MTR about the provision of barrier-free facilities in all stations and the criteria for installing such facilities (e.g. stair lift platforms). Members also enquired whether passengers in need could obtain information during their rides other than approaching MTR staff for enquiries, so that the passengers could reach the correct exits quicker after alighting from the trains; and
- (iii) Commended a MTR staff member for promptly rendering information required when a passenger in need called for assistance, so that the passenger could travel between platforms smoothly during the lift suspension. Members hoped that MTR would improve its emergency reporting mechanism and immediately post additional notices in station

concourses and train compartments in the event of emergencies.

20. Manger - External Affairs, MTR, responded as follows:

- (i) According to MTR's existing policies, at least one barrier-free access is available in all heavy rail stations. The lift in Tai Wo Hau Station is exactly a barrier-free facility mentioned in the caption. The staircase at Exit B of Tai Wo Hau Station is located above the Tsuen Wan Line track. If a stair lift platform has to be installed, part of the space of the existing staircase may be taken up. MTR noted Members' recommendation for adding barrier-free facilities in Tai Wo Hau Station; and
- (ii) Under the prevalent reporting mechanism of MTR, in the event of suspension of barrier-free facilities, MTR would put up notices in station concourses and inform passengers of relevant arrangements in advance. Besides, passengers can access relevant information through mobile apps.

The Obstruction Issue of “Kwai Chung Sports Ground” Bus Stop and Bus Lane

(Proposed by Mr NG King-wah, Mr YUEN Yun-hung and Miss WONG Shuk-man)

(TTC Paper Nos. 42/D/2024 and 42a/D/2024)

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

- (i) Noticed frequent accumulation of styrofoam boxes and prolonged parking of good vehicles on the leftmost traffic lane near “Kwai Chung Sports Ground” Bus Stop on Hing Fong Road in the mornings;
- (ii) Enquired of the Department about its follow-up actions in case miscellaneous articles were found on traffic lanes, as well as its preventive measures to ensure road safety; and
- (iii) In view of the severe illegal parking issue in the vicinity of Hing Fong Road, Members recommended that TD and Hong Kong Police Force (“HKPF”) consider addressing the problem with artificial intelligence or robotic systems, which could save manpower and remind drivers to comply with traffic regulations, and hence the elimination of illegal parking.

22. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, HKPF, responded as follows:

- (i) The Police understood that the styrofoam boxes were collected from the area of Shing Fong Street and Che Fong Street, and were temporarily stored at the above location before being taken away by good vehicles; and
- (ii) The Police has been paying attention to illegal parking on Hing Fong Road and would continue to take actions. The Police noted Members' recommendation for the application of artificial intelligence or robotic systems in tackling illegal parking. However, as it involves legislative amendment and mechanism establishment, a relatively long development period may be needed for such application.

23. Members discussed the aforesaid response of the Department. They enquired whether there were more suitable storage places for the styrofoam boxes and whether the storage period could be shortened.

24. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, HKPF, responded as follows:

- (i) The styrofoam boxes had been piled up on a narrower road outside Kwai Fong Estate earlier on. They were then moved to a wider road on police advice; and
- (ii) Styrofoam boxes are transported by heavy goods vehicles, which have to collect styrofoam boxes at various locations before arriving at Hing Fong Road. The Police would try to discuss with the drivers concerned, hoping that they could shorten the storage period as far as possible.

Motion: Request for Constructing Carriageway Connecting Between Cheung Fai Road and Tsing Yi Road

(Moved by Mr CHAN Chi-wing, MH, seconded by Ms LEUNG Kar-ming, MH, Mr TSUI Hiu-kit, Miss MOK Yee-ki, Miss LO Yuen-ting, MH, Mr PANG Yap-ming and Mr SO Pak-tsan, MH)

(TTC Paper Nos. 43/D/2024 and 43a/D/2024)

25. Members discussed the aforesaid matter, and put forth enquiries and opinions as

follows:

- (i) Cheung Wan Street is the only route to Tsing Yi Industrial Centre for goods vehicles. In the area of Tsing Yi Heung Sze Wui Road, Tsing King Road and Fung Shue Wo Road roundabout, the traffic flow was quite high whilst traffic congestions frequently occurred there. Hence, the situation reflected that TD's existing measures were rather ineffective;
- (ii) Recommended that various departments co-operate to construct a carriageway connecting between Cheung Fai Road and Tsing Yi Road, so as to facilitate the traffic flow and alleviate traffic congestion in the area;
- (iii) Enquired about the land-related clauses involved in the construction of the connecting carriageway; and
- (iv) Enquired of the Department whether land resumption was a must to construct the connecting carriageway.

26. Engineer/Tsing Yi, TD, responded as follows:

- (i) Since the proposed alignment passes through Container Terminal 9, land resumption is definitely involved in the construction of the connecting carriageway. In addition, Tsing Yi Road is situated at a higher elevation than Cheung Fai Road area. A huge support structure (e.g. a bridge) is thus required at the intersection of the two roads; and
- (ii) The Department was exploring ways to optimise the Cheung Wan Street/Tsing Yi Heung Sze Wui Road junction, hoping to alleviate traffic congestion.

27. Members discussed the aforesaid response of the Department, and put forth enquiries and opinions as follows:

- (i) Emphasised that they expected government departments to co-operate and proactively consider land resumption for the construction of the connecting carriageway;
- (ii) Enquired whether the entire site of Container Terminal 9 or whether only

part of the site would be involved if land resumption was required to take forward the proposal; and

- (iii) The container throughput of Hong Kong has been on a downtrend, which might lower the demand related to logistics land. Therefore, the Department was recommended to communicate with the industry and landowners to study changing the use of part of the site of Container Terminal 9, with a view to relieving traffic congestion in the area.

28. Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), LandsD, responded as follows:

- (i) At that moment, the Department had not received any enquiries from other departments regarding the clauses of the site in Cheung Fai Road area or a change in the site use. The Department will be willing to respond in the event that other departments raise any relevant enquiries; and
- (ii) For that time being, no information was available for reply to Members' enquiries about the clauses of the site of Container Terminal 9.

29. The Chairman recommended that TD representatives study Members' enquiries and recommendations at the meeting and provide a follow-up reply after consulting other relevant government departments (e.g. HyD and LandsD).

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

(Post-meeting note: TD had given a reply in respect of the aforesaid motion. For details, refer to TTC Circulation (Information) Paper No. 54/2024.)

Any Other Business

31. Some Members said that a water main on Tsing Yi Heung Sze Wui Road burst in early December. As a result, some traffic lanes had to be closed for emergency repair. Members thanked The Kowloon Motor Bus Company (1933) Limited ("KMB") and HKPF for responding swiftly and making proactive arrangement for the temporary bus stop at "Tsing Yi Police Station" over the incident.

32. Some Members thanked TD representatives for proactively following up on the optimisation of bus stop facilities and bus routes, as well as conducting on-site inspections with Members to discuss feasible optimisation plans.

33. Members put forth the following opinions regarding local bus services:

- (i) Thanked TD and KMB for advancing the first departure of Route No. X42C on weekdays, which can benefit more residents. However, several departures from Yau Tong in the afternoon were almost full upon reaching Wong Tai Sin Temple area, so it was difficult for the queue to board the buses. Members thus recommended the frequency of the bus trips be increased; and

(Post-meeting note: On 12 December 2024, TD had given a reply in respect of the advancement of the first departure of KMB Route No. X42C on weekdays from 23 December onwards. For details, refer to TTC Circulation (Information) Paper No. 51/2024.)

- (ii) KMB Route No. 49A has commenced express service for passengers from the southwest area of Tsing Yi to Tsuen Wan during peak hours since 18 November. Members recommended the frequency of the trips be increased and the route be gradually upgraded to provide whole-day service.

(Post-meeting note: On 11 November 2024, TD had given a reply in respect of the commissioning of KMB Route No. 49A service on 18 November. For details, refer to TTC Circulation (Information) Paper No. 44/2024.)

34. Senior Transport Officer/Kwai Tsing 2, TD, and Assistant Manager (Public Affairs), KMB, gave a consolidated reply. Members' recommendations regarding Route Nos. X42C and 49A were noted. TD and KMB would keep an eye on the riderships of the two routes and timely review the service arrangements.

35. Some Members expressed concern about safety risks posed by the usage of "electric mobility devices" in the vicinity of Kwai Shing Circuit and hoped that the Department could closely monitor the situation.

36. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, HKPF, replied that the Police had been monitoring the usage of “electric mobility devices”. However, sufficient evidence had to be collected before prosecution.

37. Some Members reported ongoing illegal parking in the vicinity of Ching Shing Court and Mayfair Gardens. Therefore, they hoped that the Police would strengthen manpower and carry out prioritised enforcement in the road sections concerned.

38. Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, HKPF, replied that the Police would continue to monitor the aforesaid illegal parking black spot and endeavour to address the problem.

39. Members put forth the following opinions regarding the signage on footpaths in the district:

- (i) Some signage on the footpaths of Tung Chi Street, Wo Yi Hop Road and Ta Chuen Ping Street block the vision of pedestrians and occupy the roads. Furthermore, the sharp edges of the signage may pose risks to pedestrians;
- (ii) Contact information of responsible departments or details of relevant works is not specified on the signage, so it is difficult for Members to contact the departments concerned for follow-ups on the safety concerns caused by the signage;
- (iii) Thanked HyD for its swift response and assistance in searching for relevant information; and
- (iv) Recommended contact information of responsible departments and works details be listed on all signage. Moreover, the Department could consider assigning a unique serial number to each signage so as to facilitate public enquiries.

40. The Chairman pointed out that, in the past when HyD carried out key minor traffic improvement works in the district, HyD used to contact nearby DC members’ ward offices and explain the works arrangements beforehand. However, several recent works in the district had commenced without prior notification to DC members. As a result, DC members were unable to help relay information to local residents. In this connection, the

Chairman recommended that the Department make improvements.

41. District Engineer/Kwai Tsing (West), HyD, gave a consolidated reply as follows:
- (i) Would remind contractors to actively contact DC members before commencement of works to explain relevant arrangements; and
 - (ii) Temporary signage on footpaths are erected and managed by responsible departments for the works involved, while HyD is mainly responsible for managing permanent signage on footpaths. Generally, if temporary traffic arrangement (including erection of temporary traffic signage) is required during road works, works departments must obtain prior approval from TD and HKPF.

Date of Next Meeting

42. The next meeting was scheduled to be held on 13 February 2025 (Thursday).

Kwai Tsing District Council Secretariat
February 2025