

(Translation)

Minutes of the 5th Meeting of the Traffic and Transport Committee of
Sham Shui Po District Council (7th Term)

Date : 3 October 2024 (Thursday)

Time : 9:30 a.m.

Venue : Conference Room, Sham Shui Po District Council

Present

Chairman

Mr CHAN Kwok-wai, MH

Vice-Chairman

Mr CHEUNG Tak-wai

Members

Mr HO Kwan-chau, Leo

Ms WU Wanqiu

Mr LEE Wing-man, MH

Mr LAM Wai-man, Raymond

Ms KWOK Yin-lai, MH

Mr CHAN Wai-ming, BBS, MH, JP

Mr CHAN Lung-kit

Ms CHEN Lihong

Ms CHUM Pik-wa

Dr WONG Chung-leung, JP

Ms LAU Pui-yuk, MH

Co-opted Member

Mr YEUNG Ying-sum, Samuel

In Attendance

Miss FUNG Yi-ching, Janice

Mr LAI Yuk-fai

Mr YAU Kung-yuen, Corwin

Mr HO Chun-kit, Ethan

Mr YU Wai-ho

Assistant District Officer (Sham Shui Po) 2

Station Sergeant of District Traffic Team, Sham Shui Po District,
Hong Kong Police Force

Senior Transport Officer/Sham Shui Po, Transport Department

Senior Transport Officer/Events & Projects, Transport
Department

Project Coordinator/Sham Shui Po, Transport

	Department
Mr POON Tsing, Leo	Engineer/Cheung Sha Wan, Transport Department
Ms NG Lai-ling, Avis	District Engineer/Lai Chi Kok, Highways Department
Mr YIP Pui-lam, Paul	District Engineer/Sham Shui Po, Highways Department
Ms CHUNG Pui-yi, Penny	Corporate Communications Manager, Citybus Limited
Mr Carson FUNG	Operations Manager (Kowloon & NT), Citybus Limited
Mr Pedro PANG	Senior Planning Officer, Citybus Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Secretary

Mr CHU Lok-ming	Executive Assistant (District Council) 1, Sham Shui Po District Office
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the fifth meeting of the Traffic and Transport Committee (“TTC”) of the seventh term of the Sham Shui Po District Council (“SSPDC”).

Item 1: Confirmation of Minutes of the 4th Meeting of the Traffic and Transport Committee

2. Members confirmed the above meeting minutes without amendment.

Item 2: Request for Improvement in Environmental Hygiene and Service Quality of Public Transport (TTC Paper No. 21/2024)

Item 3: Request for Increasing Bus Services to Address the School Commuting Challenges for Students in Pak Tin (TTC Paper No. 22/2024)

Item 4: Proposal to Increase and Adjust the Bus Routes of the 702 Series (TTC Paper No. 23/2024)

3. The Chairman said that the nature of Item Nos. 2, 3, and 4 was similar and suggested combining them for discussion.

4. Members introduced Paper Nos. 21/2024, 22/2024 and 23/2024.

5. Ms Penny CHUNG introduced Response Paper Nos. 21a/2024, 22a/2024 and 23a/2024.

6. Mr Pedro PANG added that (i) in response to the situation that buses on Route No. 702A were always full, Citybus Limited (hereinafter referred to as “Citybus”) had arranged for buses with higher carrying capacity to pick up passengers, hoping to improve the relevant situation; (ii) considering that the special departure of Route No. 702S from Hoi Ying Estate at 6:52 a.m. had relatively low patronage and a limited number of schools along the route, a suggestion had been made to the Transport Department (“TD”) to replace this special departure with a special departure of Route No. 702A from Hoi Ying Estate at 6:50 a.m., so as to cope with the public’s demand for Route No. 702A; (iii) buses on Route No. 702B were required to run other routes immediately after reaching the terminal, which rendered adjustments difficult; and (iv) as the intake for many housing estates was commencing progressively, Citybus had been maintaining contact with TD and proposed a plan to optimise Route No. 702B, with a view to minimising the overlap of this route with Route

No. 702 to ensure effective use of resources.

7. Mr Ethan HO added that (i) the Department would continue to request Citybus to strengthen cleaning of the bus compartments and monitor staff conduct; (ii) the operator of minibus Route No. 44S indicated to the Department that on top of regular cleaning, additional disinfection and pest control measures would be arranged on a case-by-case basis to ensure the cleanliness and hygiene of the compartments; (iii) according to the Department's observations, students traveling from Pak Tin Estate to Sham Mong Road mainly set out between 7 a.m. and 7:30 a.m., and most of them walked to Shek Kip Mei Market to take Citybus Route No. 702 or walked to Nam Cheong Street to take the special departure of KMB Route No. 214P. These bus services could generally meet passenger demand, with the highest patronage of one of the buses on Citybus Route No. 702 arriving at Shek Kip Mei Market between 7 a.m. and 8 a.m. being approximately 55%; (iv) the Department would, in response to the demographic changes in Pak Tin Estate, continue to review and timely adjust public transportation service arrangements in the district with the bus companies; (v) the Department was examining the optimisation proposals submitted by Citybus concerning Route Nos. 702A and 702S and would take into consideration the impact of the proposals on existing passengers, the travel habits of nearby residents and the services of other public transports. The Department welcomed members to express their views on the proposals and would take their views into consideration while further discussing the proposals with Citybus for follow-up; and (vi) the Department would timely review the arrangements for public transportation services in the district in response to the population growth and changes in local demographics brought about by the redevelopment project of Yuen Fat Godown.

8. Mr Corwin YAU added that (i) the Department had been paying attention to the latest information on the housing schemes of the Housing Department and the Urban Renewal Authority, as well as government land sales, to facilitate comprehensive planning and adjustments to the transportation infrastructure of the district; (ii) the Department would also timely provide information on regional development to the operators of green minibuses and franchised buses, allowing them to plan and adjust public transport services in the district as early as possible; and (iii) in considering future route planning, the Department would take into consideration various factors, such as population distribution, demographic structure and shifts in residents' travel patterns, and the Department would report annually to the Committee on the Bus Route Development Programme and consult with members.

9. The views of members were consolidated as follows: (i) hoped that the Department would regularly review the hygiene conditions of the compartments of the minibuses on Route No. 44S and suggested cleaning the minibuses every night to ensure the cleanliness

of the compartments; (ii) suggested extending the service hours and increasing the frequency of Route No. 702B on certain festival days to tie in with district activities to be held at Cheung Sha Wan Promenade; (iii) suggested that in considering new proposals, the Department should review passenger demand to avoid impact on the daily commutes of residents in the coastal area although the patronage of the bus on Route No. 702S departing from Hoi Ying Estate at 6:52 a.m. was low. Taking the current service arrangement as an example, buses on Route No. 702A were not routed via Kwong Lee Road. Replacing the first departure of Route No. 702S with a special departure of Route No. 702A would increase students' travel time, as they would have to walk for eight minutes to school after alighting. Hence, this proposal was not recommended. Instead, it was suggested to introduce an additional departure of Route No. 702S from So Uk Estate at 7:30 a.m. to tie in with school hours, as well as an additional departure of Route No. 702A to ease passenger flow; (iv) reported the serious problem of lost trips and delays of Routes 702A and 702S in the mornings, resulting in students' lateness to school, and therefore suggested adjusting the departure times; (v) considered that in the long term, increasing the number of buses rather than redeploying departures would be necessary to address the issues with the bus routes of the 702 series; suggested that Citybus purchase more buses to respond to the needs of the increasing population in the district; (vi) suggested that Citybus formulate future bus route plans in advance in response to the demographic changes of the district; (vii) suggested that Citybus enhance customer service training for frontline staff to hone their communication skills with passengers; and (viii) suggested that Citybus strengthen on-site monitoring to ensure that buses set off on time, and terminal staff had to be reminded to provide clear boarding instructions for waiting passengers, in order to enhance the operational efficiency of buses and the commuting experience of the public.

10. Mr Ethan HO gave a consolidated response: (i) would continue to review and follow up with the minibus operator on the current cleaning arrangements for the compartments to ensure that the compartments of Route No. 44S remained clean; and (ii) according to the Department's review of Citybus's operating records over the past three weeks, most morning departures of Route No. 702A from Hoi Ying Estate and Route No. 702S from So Uk Estate set off on time. However, the time of arrival at en-route stops could vary due to different traffic conditions. The Department would continue to assess with Citybus whether there was room for optimisation in the operation and service frequency of the bus routes of the 702 series.

11. Ms Penny CHUNG gave a consolidated response: (i) Citybus understood that parents and students were very concerned about the arrangements of the bus routes of the 702 series. Therefore, at the beginning of the school year, staff had been sent to inspect the operational conditions of each route and explore potential resource redeployment to meet public

demand; (ii) in response to the development and population growth in the vicinity of Cheung Sha Wan Promenade, Citybus had been maintaining contact with TD and was planning and reviewing new bus route programmes while reserving bus resources for adjustments to cater to the transportation needs and community development in the coming years; and (iii) hoped that the special departure of Route No. 702S from Hoi Ying Estate would be redeployed to Route No. 702A. If the patronage of Route No. 702A or any other routes of the 702 series continued to rise in the future, Citybus would consider redeploying resources to strengthen services to meet the commuting needs of the public.

12. Mr Pedro PANG gave a consolidated response: (i) noted the feedback about buses on Route No. 702S not setting off on time from the terminal and said that the situation would be reviewed and followed up; (ii) due to the low patronage on the special departure of Route No. 702S from Hoi Ying Estate at 6:52 a.m., along with the availability of alternative routes, the number of affected passengers was relatively small. Based on the principle of effective use of resources, he suggested redeploying departures to serve more passengers, so as to enhance the overall efficiency; (iii) Citybus had been monitoring changes in passenger demand, local population and needs for public transport services and conducted reviews accordingly. It would also make service adjustments and enhancements if resources permitted; (iv) the company had been maintaining close communication with TD and was actively allocating resources to formulate annual Bus Route Planning Programme of Sham Shui Po District based on population growth and passenger demand. For example, in 2023, Route No. 20 was extended to Hoi Tat Estate; (v) the running time of buses would be affected by factors such as road traffic, pick-up/drop-off activities, etc. For safety considerations, the estimated time of arrival of buses might not align exactly with the actual time of arrival. Citybus would further review the situation and hoped for the understanding of Members; and (vi) he noted the confusion experienced by passengers waiting for boarding at Hoi Lai Estate Bus Terminus and said that such situation would be examined and followed up.

13. Mr Carson FUNG added that customer service training for staff would be strengthened, hoping to meet the public's expectations for Citybus services.

14. The views of members were consolidated as follows: (i) said that the special departure of Route No. 702S from Hoi Ying Estate setting off at 6:52 a.m. was too early, leading to a low patronage and therefore suggested that the bus company should adjust the departure time of the route based on school hours rather than redeploying departures; (ii) said that switching to Route No. 702A would increase students' travel time, which was not ideal; (iii) while appreciating that buses sometimes could not arrive on time due to different road conditions, reported that there had been instances where a trip was late by 45 minutes; and (iv) enquired about the definition of lost trips.

15. Mr Ethan HO gave a consolidated response: (i) Citybus had been requested to adopt appropriate measures in response to the increased patronage of Route No. 702A after the new school term began and it was noted that Citybus had recently arranged for buses with higher carrying capacity on this route to divert passenger flow; (ii) the Department would further discuss with Citybus the service schedule of buses on Route No. 702S, hoping to tie in with school hours; and (iii) if there were lost trips, it meant that the actual number of departures operated was less than the originally scheduled number. The Department would review the situation of lost trips during different time periods and would follow up with the bus company as necessary regarding relevant situations.

16. Ms Penny CHUNG added that members' views were noted and the company would review the service arrangements for the bus routes of the 702 series and negotiate with TD on improvement measures.

17. The Chairman concluded that regarding the cleanliness of the compartments of buses and green minibuses as well as the service provided by frontline staff, both TD and Citybus indicated that they would continue to monitor the operational performance of the routes. Besides, Citybus would reassess the route plans for the bus routes of the 702 series in a timely manner, taking into consideration various factors, such as customer demand and resource allocation.

Item 5: Concern about the Safety Situation of Cycling in Sham Shui Po District (TTC Paper No. 24/2024)

18. Members introduced Paper No. 24/2024.

19. Mr LAI Yuk-fai introduced Response Paper No. 24a/2024.

20. The views of members were consolidated as follows: (i) suggested that the Police conduct publicity and education for restaurants in industrial and commercial buildings providing food delivery services in the district; (ii) enquired whether the Police would investigate cycling-related incidents by reviewing closed-circuit television footage; (iii) suggested that the Police should, in addition to verbal warnings, take stringent enforcement actions and implement measures against cycling offences to prevent the situation from worsening; (iv) suggested that the Police step up patrols and take follow-up actions with respect to reports received from some residents that incidents of pedestrians being hit by bicycles in Lai Chi Kok Park had happened from time to time; (v) suggested that the Police should strengthen publicity by distributing cycling safety leaflets to residents through

Members and step up patrols to reduce road accidents caused by competition between bicycles and vehicles for road space, thereby ensuring the safety of all road users; (vi) suggested that the Police should enhance publicity towards minority communities in the district and the existing regulations be timely reviewed to increase deterrent effect; (vii) enquired about the legislation and penalties against the illegal use of electric unicycles, commonly known as “hot wheels”, and other electric mobility devices; (viii) regarding the issue of delivery couriers joining delivery platforms using borrowed accounts, opined that freezing of accounts might not be very effective and suggested that the Police consider prosecuting the original account holders to enhance deterrence; (ix) suggested that delivery couriers should undergo mandatory pre-employment training, such as understanding basic traffic laws and penalties; and (x) suggested that delivery platforms remind delivery couriers to take preventive measures like wearing helmets and introduce incentive rewards to encourage delivery couriers’ compliance with traffic laws. Besides, measures for identification of delivery couriers could be implemented to facilitate Police’s follow-up actions.

21. Mr LAI Yuk-fai gave a consolidated response: (i) the Police had been promoting traffic safety messages to restaurants and business operators in the district; (ii) there was no legal requirement for cyclists to obtain a licence, and the Police was primarily responsible for taking enforcement actions and carrying out publicity and education work at black spots in the district; (iii) it was stipulated that bicycles could only be ridden on roads and cycle tracks, and the Police would step up publicity to ease competition between bicycles and vehicles for road space; (iv) “hot wheels” and other electric mobility devices were targeted by the Police, and upon evidence collection, such users might be charged with “driving an unlicensed vehicle”, “using a motor vehicle without third party insurance” and “driving motorcycle without protective helmet”; if a user did not possess a motorcycle driving licence, he might also be charged with “driving without a valid licence”. In September of this year, there was a case in which an offender was fined HK\$6,500 and had his licence suspended for 12 months; (v) members’ desire to strengthen enforcement actions was noted, but due to limited manpower and resources, a two-pronged approach of enforcement and stepping up publicity and education would be employed to improve road safety; (vi) there would be enforcement actions targeting the opening of fake accounts on delivery platforms. Since the legal proceedings of some cases were ongoing, it was inappropriate to disclose the details; and (vii) it was noted that some cyclists barged their way in Lai Chi Kok Park and follow-up actions would be taken in this regard.

22. The Chairman concluded that the Hong Kong Police Force had made discussion with several food delivery platforms on a collaborative mechanism and the launch of a pilot scheme to strengthen the management of the delivery couriers’ driving conduct, so as to

minimise road safety risks.

Item 6: Enquiry about the Monitoring and Maintenance of the Aids for the Visually Impaired Pedestrians in Sham Shui Po District (TTC Paper No. 25/2024)

23. Members introduced Paper No. 25/2024.

24. Mr Paul YIP responded that if any damage to the road surface was found, including the deterioration of tactile tiles, the Department would arrange for staff of the maintenance section to take follow-up actions. The Department would also conduct regular inspections on facilities for the visually impaired in the district to ensure public safety.

25. The views of members were consolidated as follows: (i) suggested that the Department pay more attention to the needs of the visually impaired as some of them reported that the noise from vehicles could overshadow the sound of traffic signals; and (ii) suggested that the Department establish a communication platform with local organisations that served the visually impaired to better understand the difficulties faced by them in transportation and to facilitate follow-up actions.

26. The Chairman concluded that the Highways Department said that upon discovering any damage to tactile tiles intended for use by the visually impaired, it would arrange for repairs immediately. Besides, it would conduct regular inspections on facilities for the visually impaired in the district to ensure public safety.

Item 7: Project Items and Schedules of District Traffic Improvement Works Completed, under Construction or Under Planning within the Past Two Months by the Transport Department/Highways Department (TTC Paper No. 26/2024)

27. Mr Leo POON introduced Paper No. 26/2024.

28. Members did not put forth any opinions.

29. The Chairman concluded that the Committee noted the content of the report.

Item 8: Any Other Business

30. The views of members were consolidated as follows: (i) enquired about the latest updates from the Department regarding the road subsidence incident at Lai Chi Kok Road occurred on 29 September this year; (ii) some residents reported that uneven road surface was frequently found at the junction of Kwai Chung Road and Lai Chi Kok Road and hoped that the Department would follow up on the issue; and (iii) enquired about the feasibility of adding road markings around the pedestrian crossing adjacent to the gate of the City University of Hong Kong on the downhill section of Nam Shan Chuen Road.

31. Ms Avis NG gave a consolidated response: (i) the road subsidence occurred on Lai Chi Kok Road was caused by an underground water main burst incident, and the related repair work was the responsibility of the Water Supplies Department. Members could enquire about the progress with that department; (ii) after inspection, no significant structural issue was found with the footbridge and lift near the site of the road subsidence, so they had been reopened for public use; (iii) the Department would maintain regular inspections and road maintenance and would stay in close contact with other relevant departments. Besides, the Department would put forward suggestions when necessary to ensure public safety; and (iv) regarding the conditions of certain roads, the Department needed time to consolidate inspection data and would report to the Committee in due course.

32. The Chairman concluded that members could contact the Department after the meeting for matters other than the agenda items to get to know the follow-up situations.

Item 9: Date of Next Meeting

33. The next meeting would be held at 9:30 a.m. on 5 December 2024 (Thursday).

34. There being no other business, the meeting ended at 11:50 a.m.

District Council Secretariat

Sham Shui Po District Office

November 2024