

**Sha Tin District Council****Minutes of the 2<sup>nd</sup> Meeting of  
the Traffic and Transport Committee in 2016**

**Date:** 8 March 2016 (Tuesday)  
**Time:** 2:30 pm  
**Venue:** Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr LI Sai-wing (Chairman)	DC Member	2:33 pm	7:35 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:33 pm	7:35 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:33 pm	7:35 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:33 pm	6:29 pm
Ms CHAN Man-kuen	„	2:33 pm	4:02 pm
Mr CHENG Tsuk-man	„	2:36 pm	6:28 pm
Mr CHING Cheung-ying, MH	„	2:33 pm	6:30 pm
Mr CHIU Chu-pong, Sunny	„	2:33 pm	6:29 pm
Mr CHIU Man-leong	„	2:33 pm	7:35 pm
Mr HUI Yui-yu, Rick	„	2:43 pm	6:34 pm
Mr LAI Tsz-yan	„	2:33 pm	7:35 pm
Ms LAM Chung-yan	„	2:33 pm	7:35 pm
Mr LEE Chi-wing, Alvin	„	5:07 pm	6:28 pm
Mr LI Sai-hung	„	2:33 pm	7:35 pm
Mr LI Wing-shing, Wilson	„	2:33 pm	7:35 pm
Mr MAK Yun-pui	„	3:07 pm	6:33 pm
Mr MOK Kam-kwai, BBS	„	2:33 pm	6:28 pm
Mr NG Kam-hung	„	2:33 pm	6:30 pm
Ms PONG Scarlett Oi-lan, JP	„	2:33 pm	4:02 pm
Mr PUN Kwok-shan, MH	„	2:33 pm	7:35 pm
Mr SIU Hin-hong	„	2:33 pm	6:28 pm
Mr TONG Hok-leung	„	2:33 pm	7:35 pm
Ms TSANG So-lai	„	2:33 pm	6:30 pm
Ms TUNG Kin-lei	„	2:33 pm	7:35 pm
Mr WAI Hing-cheung	„	2:33 pm	7:35 pm
Mr WONG Fu-sang, Tiger	„	2:33 pm	7:35 pm
Mr WONG Hok-lai	„	2:42 pm	7:35 pm
Mr WONG Ka-wing	„	2:33 pm	7:10 pm
Ms WONG Ping-fan, Iris	„	2:33 pm	7:35 pm
Mr WONG Yue-hon	„	2:33 pm	7:35 pm
Mr YAU Man-chun	„	2:33 pm	6:30 pm
Mr YIP Wing	„	2:33 pm	6:35 pm
Mr YIU Ka-chun	„	2:33 pm	7:35 pm
Ms YUE Shin-man	„	2:33 pm	7:02 pm
Ms CHAN Cheuk-lee, Cherry	Executive Officer (District Council) 4, Sha Tin District Office		

**In Attendance**

Mr WONG Tin-pui, Simon  
 Mr YUEN Chun-kit, Derek  
 Ms LIU Ching-man, Lisa  
 Mr YAU Kung-yuen, Corwin  
 Mr HO King-chung  
 Mr TONG Cheung  
 Mr AU Man-yu, Derek  
 Mr TSANG Kwong-fook  
 Mr KWOK Ka-chun  
 Mr FUNG Ka-tsun  
 Mr NG Kok-hung  
 Mr Mr CHOW Siu-yee  
 Mr GUN Man-kwai

Mr TAM Chun-hei

Mr LEE Shut-hang, Ingmar

Mr Brian CHEUNG

Ms Amanda HUNG

Ms Penny CHUNG

**In Attendance by Invitation**

Mr LUK Fong-tin, Alex

Ms FUNG Sin-yee, Mini

Mr SHEK Wing-kei, Ivan

Mr WU Hon-cheung, Arthur

Mr Coleman LEUNG

Mr Chris LO

Mr Pedro Pang

Mr Simon WONG

Mr Joseph NG

Mr Rayson LAW

**Absent**

Mr PANG Cheung-wai, Thomas,  
 SBS, JP

**Title**

Assistant District Officer (Sha Tin)  
 Senior Executive Officer (District Council), Sha Tin District Office  
 Senior Transport Officer /Sha Tin), Transport Department  
 Senior Transport Officer /Ma On Shan), Transport Department  
 Senior Engineer /Sha Tin), Transport Department  
 Engineer /Sha Tin 1, Transport Department  
 Engineer /Sha Tin 2, Transport Department  
 Engineer /Ma On Shan, Transport Department  
 District Engineer/Sha Tin (1), Highways Department  
 District Engineer/Sha Tin (2), Highways Department  
 Administrative Assistant/Lands (District Lands Office, Sha Tin)  
 Housing Manager (Sha Tin) 4, Housing Department  
 Officer-in-charge, District Traffic Team (Sha Tin District)/Hong Kong Police Force  
 District Operations Officer (Sha Tin District)/Hong Kong Police Force  
 Senior Planning & Development Officer, The Kowloon Motor Bus Company (1933) Limited  
 Manager, Community Affairs, The Kowloon Motor Bus Company (1933) Limited  
 Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited  
 Senior Public Affairs Officer/Citybus Limited/New World First Bus Services Limited

**Title**

Senior Transport Officer, Bus Development Division (New Territories East)/Transport Department  
 Transport Officer, Bus Development Division (New Territories East)/Transport Department  
 Environmental Protection Officer (Mobile Source) 34/Environmental Protection Department  
 Property Services Manager/Sha Tin West/Architectural Services Department  
 Senior Manager, Planning & Development, The Kowloon Motor Bus Company (1933) Limited  
 Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited  
 Assistant Planning Officer, Citybus Limited/New World First Bus Services Limited  
 Planning and Scheduling Manager, Citybus Limited/New World First Bus Services Limited  
 Senior Operations Officer/Long Win Bus Company  
 Planning and Support Officer I/Long Win Bus Company

**Title**

DC Vice-chairman (Application for leave of absence received)

**Absent**

Mr CHAN Nok-hang	DC Member	(Application for leave of absence received)
Mr LEUNG Ka-fai, Victor	”	( ” )
Mr TING Tsz-yuen	”	( ” )
Mr CHAN Kwok-keung, James	”	(No application for leave of absence received)

**Action**

The Chairman informed all attendees that some members of the public, being present as observers, were taking photographs and making video and audio recordings.

**Application for Leave of Absence**

2. The Chairman said that the Secretariat received the applications for leave of absence in writing from the following members:

Mr PANG Cheung-wai	Attendance at another meeting of an organisation under the Chinese government
Mr CHAN Nok-hang	Sickness
Mr LEUNG Ka-fai	Duty Visit outside Hong Kong
Mr TING Tsz-yuen	Out of Town

3. The Traffic and Transport Committee (TTC) endorsed the applications for leave of absence submitted by the above members.

**Confirmation of the Minutes of the Meeting Held on 27 January 2016**

(TTC Minutes 1/2016)

4. The Committee confirmed the above minutes unanimously.

**Discussion Items****Proposed Estimates under Expenditure Head 7 of 2016 - 2017**

(Paper No. TT 2/2016)

5. The Committee endorsed the above proposed estimates unanimously.

**Sha Tin District Bus Route Programme 2016 - 2017**

(Paper No. TT 3/2016)

6. The Chairman welcomed representatives of the Transport Department (TD), the Kowloon Motor Bus Company (1933) Limited (KMB), the Citybus Limited/New World First Bus Services Limited (CTB/NWFB) and the Long Win Bus (LWB) to the meeting.

7. Mr LUK Fong-tin, Senior Transport Officer, Bus Development Division (New Territories East)/TD briefly introduced the contents of the paper.

8. The views of Ms CHAN Man-kuen were summarised below:

- (a) regarding Bus Route No. 83X, she had no objection to the introduction of whole-day service, and also agreed to extend the route to Shui Chuen O

Estate in the future as requested without cutting the number of departures from Wong Nai Tau during morning peak hours;

- (b) the service of Green Minibus Route No. 83X was not sufficient to cope with the demands of passengers travelling between Kwong Yuen/Kwong Hong District and Ma On Shan. In addition, if there was no alternative route operating from Kwong Yuen/Kwong Hong District to Ma On Shan, she had reservation about the proposal that Bus Route No. 89D should not pass through Wong Nai Tau throughout the day;
- (c) she asked how many trips of Bus Route No. 49X would be re-allocated to Bus Route No. 249X and why Bus Route No. 49X was chosen among a large number of No. X bus routes. At present, the problem of lost trips of Bus Route No. 49X was serious and the waiting time was too long. After the re-allocation of bus runs, the departures from Kwong Yuen Bus Terminus would decrease, and that would definitely affect the residents of Kwong Yuen/Kwong Hong District. She hoped that the bus operator could allocate additional resources rather than transfer the existing resources; and
- (d) Bus Route No. 240X was popular with passengers, but she hoped that resources of the bus routes of Kwong Yuen/Kwong Hong District would not be re-allocated to enhance the service of this route again.

9. The views of Ms TUNG Kin-lei were summarised below:

- (a) since it was not enough to add only one trip to the bus route operating between Tai Wai and the airport, she requested to operate an airport bus route passing through Tsing Sha Highway and Route 8;
- (b) as there were so many passengers taking Bus Route No. 80 in the morning, re-allocating its trips to Bus Route No. 80A meant to cut the transport services of Tai Wai;
- (c) she was dissatisfied that the fare for Bus Route No. 82B increased again. The number of passengers taking this route in the morning decreased because it was inconvenient for residents of May Shing Court and Mei Chung Court to take the route;
- (d) she hoped that the return trips of Bus Route No. 286X could be improved during commuting hours in the evening, and suggested that its number of morning trips could be increased from four to six, and a stop should be set up at Un Chau Street during off-peak hours so as to facilitate the elders in Tai Wai;
- (e) she asked whether it was possible to operate a whole-day bus route heading towards Central and Sheung Wan via Tsing Sha Highway and Route 8 for residents in Sha Tin, Tai Wai and Fo Tan;

- (f) she proposed to provide additional low-floor buses for Bus Route No. 80K, and increase the number of morning trips of Bus Route No. 985 from four to six; and
- (g) she asked why Bus Route No. 82K did not pass through Hin Keng Estate to facilitate students going to school.

10. The views of Mr CHIU Man-leong were summarised below:

- (a) as Bus Route N287 that the KMB strived to operate had only three trips, he hoped that the trips of this route could be increased in the future, and asked the bus operator to promise that they would raise no objection if the green minibuss operator was to operate similar overnight routes in the future. Otherwise, it was difficult for him to support this programme;
- (b) he welcomed the plan for the return trips of Bus Routes No. 681P and 981P in the evening, but objected to the re-allocation of two of the nine trips of Bus Route No. 681P to Bus Route No. 981P. He asked how the department and the bus operator figured out that re-allocating two trips to Bus Route No. 981P was the best solution;
- (c) since some residents pointed out that the journey of Bus Route No. 86C was too long, he supported the proposed plan for Bus Route No. 286C;
- (d) he hoped that the return trips of Bus Route No. 85S could be introduced;
- (e) he hoped that the bus operator could actively implement the inter-company “Bus-Bus Interchange Scheme” at the interchange station of the Tate’s Cairn Tunnel (TCT);
- (f) as the frequency of Bus Route No. N42 was inadequate at present, he hoped that the service hours could be extended; and
- (g) he hoped that the bus route between Tai Po and Ma On Shan via On Tai District could be introduced.

11. The views of Ms LAM Chung-yan were summarised below:

- (a) as the Sha Tin to Central Link had yet to be completed, the TD and the bus operator should not cut down the service of Bus Route No. 85B. She advised them to study other plans;
- (b) as Bus Route No. 281M was a combination of Bus Routes No. 88M and 81M, and there was certain demand for the service of Bus Route No. 281M on both ways during peak hours, she was against using single-decked buses. She hoped that the department and the bus operator could consider providing special trips departing from Hin Keng during morning peak hours;

- (c) she pointed out that the frequencies of Bus Routes No. 88K and No. 87B were unsteady;
- (d) she suggested that Bus Route No. 286X should pass through the vicinity of Un Chau Street and Hing Wah Street during off-peak hours so as to facilitate residents of Tai Wai travelling to the Caritas Medical Centre; and
- (e) she hoped that the bus service between Tai Wai and the airport could be strengthened.

12. The views of Mr WONG Yue-hon were summarised below:

- (a) since both the trips and stops of Bus Route No. 798 from Sha Tin were fewer than those from Tseung Kwan O during morning peak hours, it was natural that the passenger volume taking the buses departing from Sha Tin was relatively low;
- (b) residents welcomed the extension of the terminus of Bus Route No. 88X to Fo Tan, and he hoped that the transport officer's office at Fo Tan Terminus could be completed as soon as possible so as to implement this programme;
- (c) he opined that Bus Route No. 88X should be an express route. Although two additional vehicles would be provided after the route extension, the frequency of this route would still be maintained at one trip every 30 minutes. At present, since Bus Route No. 89 had already passed through Kwun Tong Road, he proposed to streamline the routes in Kwun Tong, and re-route Bus Route No. 88X to pass through Kwun Tong Bypass, so as to accelerate the flow of vehicles, and the route and Bus Route No. 89 should complement each other;
- (d) he asked whether the Wo Che Bus Terminus had enough space to accommodate two extra buses. He suggested that the departure station of Bus Route No. 48P should be relocated to Fo Tan and it should pass through Yuen Wo Road as usual lest the Wo Che Bus Terminus could not provide sufficient parking space; and
- (e) he thought that the services of airport buses and cross-harbour buses in Sha Tin should be fully reviewed, and route splitting should be considered for the benefit of passengers travelling from Shing Mun River East and West comprehensively. At present, there was no cross-harbour bus service from Fo Tan along Shing Mun River to the vicinity of Mei Tin Estate, while there was no airport bus service at Yuen Wo Road from Fo Tan along the Shing Mun River. He asked about the travel time of Bus Route No. E42 in the Sha Tin District.

13. The views of Mr CHING Cheung-ying were summarised below:

- (a) residents opined that reducing the service frequency of Bus Route No.

74A to one trip per hour was behind the times, and he suggested that this route should pass through Kowloon Bay business areas;

- (b) he objected to the provision of Bus Route No. 80M services during peak hours in the morning and in the afternoon only. He also objected to the reduction of the service of Bus Route No. 281M;
- (c) he asked why there was no plan for the route heading towards Tai Wai Railway Station via Mei Lam Estate from Sun Tin Wai;
- (d) he and Mr CHAN Nok-hang both objected to the reduction of the service of Bus Route No. 85B;
- (e) he did not understand why the service frequency of Bus Route No. 86 which was popular with residents should be reduced;
- (f) if Bus Route No. 86C was not re-routed, he requested to set up a stop at Lion Rock Tunnel (LRT) Road so as to facilitate residents in Sun Tin Wai commuting to and from Ma On Shan;
- (g) he objected to the reduction of the service frequency of Bus Route No. 89 and only reluctantly accepted the use of single-decked bus;
- (h) he hoped the department and the bus operator could work out plans for the airport bus services in the vicinity of Hin Keng Estate and Lung Hang Estate as soon as possible; and
- (i) he asked the TD and the bus operator about the concessionary interchange scheme for passengers travelling between Sha Tin and the urban areas.

14. The views of Mr TONG Hok-leung were summarised below:

- (a) residents generally agreed to the proposed schemes for Bus Routes Nos. 80, 82K, 286X and E42, but some of them still had some defects. Currently, there were only three whole-day bus routes serving Mei Tin Estate. He hoped the department and the bus operator could operate bus routes between Mei Tin Estate and Fo Tan, Ma On Shan and Hong Kong Island;
- (b) he worried that the waiting time for Bus Route No. 80 would increase after re-allocating the trips from Bus Route No. 80 to Bus Route No. 80A;
- (c) he supported that Bus Route No. 82K should pass through Mei Tin Estate, but hoped that the service frequency could be increased during morning peak hours so as to facilitate students attending school in Sun Tin Wai;
- (d) he hoped that the service frequency of Bus Route No. 286X could be

increased;

- (e) he agreed to increase the service frequency of Bus Route No. E42, but residents in Tai Wai always hoped that there were airport bus services in Mei Tin Estate and Hin Keng Estate areas, but Bus Route No. E42 failed to meet the demand;
- (f) Bus Route No. 82B had been very popular with passengers since it passed through the Mei Tin Bus Terminus. He was dissatisfied that the department and the bus operator cancelled the fare concessions for this route without prior notice, and he wanted to know the reason;
- (g) he suggested that Bus Route No. N73 should pass through the public transport interchange in Tai Wai;
- (h) he proposed to increase the service frequency of Bus Route No. 46P heading direct for Shing Mun Tunnel (SMT) from Mei Chung Court and Mei Tin Estate; and
- (i) he supported the improvement scheme proposed by the TD and the bus operator, but opined that it was still far behind the demand. He hoped that the department and the bus operator could make improvements seriously.

15. The views of Ms Iris WONG were summarised below:

- (a) she welcomed the increase in service frequency of Bus Route No. 85X;
- (b) she was delighted to see that Shek Mun finally had a route heading for Kwai Tsing via Tsing Sha Highway, but only one trip was not enough. She suggested that Bus Route No. 48A should pass through Tsuen Wan Town Centre;
- (c) since there were no bus routes passing through the Western Harbour Crossing (WHC) in the vicinity of Ravana Garden, Shek Mun, Siu Lek Yuen, Yue Shing and Yu Chui Court, she hoped the department and the bus operator could consider operating routes for these areas;
- (d) she was in favour of strengthening the service of Bus Route No. 682P, but thought that the resources of Bus Route No. 682 should not be re-allocated substantially, for that would increase the waiting time for residents of Ravana Garden and City One;
- (e) the bus operator should allocate more resources to strengthen the service of Bus Route No. 87D rather than re-allocate trips from this route;
- (f) she had no objection to the introduction of whole-day service to Bus Route No. 286C, or even the increase of service frequency during peak hours in the morning and in the evening. But she opined that the number of trips of Bus Route No. 86C should not be reduced to two. Bus Route No. 286C might facilitate residents who commuted to and from Cheung



Sha Wan, but could not cater to the needs of passengers who commuted to and from Sham Shui Po. Since Bus Route No. 86C had a certain number of passengers during off-peak hours, she proposed to consider adjusting the service of Bus Route No. 86C after the introduction of whole-day service;

- (g) only three trips were operated for the existing overnight Bus Routes Nos. N287 and N283 in Shek Mun and at On King Street at night. The service could not facilitate the residents who worked shifts, and also this hampered the operation of overnight green minibus services;
- (h) she reminded the TD and the bus operator that they should review whether the Shek Mun Estate Terminus had enough space to accommodate additional vehicles when new bus routes were operated in Shek Mun. The terminus of Bus Route No. 281B might need to be relocated to the front of the taxi stand so as to make room for the new routes; and
- (i) she hoped that the TD and the bus operator could consider operating a bus route passing through the SMT and the TCT geared to the development of Shek Mun Estate Phase II.

16. The views of Mr Tiger WONG were summarised below:

- (a) he asked how many buses of Bus Route No. 49X would be re-allocated to Bus Route No. 249X and whether there was any data to support the re-allocation. He also wished to know about the travel distance and the average speed per hour of the existing Bus Route No. 249X and the proposed routing respectively. He believed that it would be faster for the bus to run through Stonecutters Bridge instead of Tsuen Wan road;
- (b) he considered that the proposed route of Bus Route No. 82K was still not attractive enough;
- (c) he supported the introduction of whole-day service to Bus Route No. 83X, but opined that the department and the bus operator had ignored the demand of residents of Kwong Hong District to commute to and from Sha Tin Hospital and Ma On Shan. He asked whether there was any specific alternative, and how much the fare was after the implementation of interchange concessions;
- (d) he agreed that it was necessary to provide return trip service for Bus Route No. 240X. But it was not an ideal solution to reduce the service of Bus Route No. 86 and re-allocate the resources of this route. He advised the department to consider one-way circulation during which buses passed through the LRT for the departure trip and Eagle's Nest Tunnel for the return trip; and
- (e) he proposed to operate bus routes for residents of Kwong Yuen, Kwong Hong, Ravana Garden and City One to commute to and from the Island

via Eagle's Nest Tunnel.

17. The views of Mr YAU Man-chun were summarised below:

- (a) the problem of lost trips of Bus Route No. 86A was serious, and the service of Bus Route No. 86C should not be cut to strengthen that of Bus Route No. 286C. The department and the bus operator not only should not reduce the service of Bus Route No. 86C, but also should improve the service of Bus Route No. 86A;
- (b) some trips of Bus Routes Nos. 682B, 982X, 83A, 83X, 82K, E42 and 86A departed from Shui Chuen O Estate. He opined that the whole-day service should be introduced to the Bus Routes Nos. 682B and 982X, and the implementation date of the proposed scheme was too late to catch up with the progress of estate intake. Bus Route No. 83A offered only three departures at present, and its first bus in the morning departed at 7:45 am. He thought that it was too late;
- (c) he hoped that Bus Routes Nos. 82K, 86A and E42 could pass through Shui Chuen O Estate;
- (d) there were too few trips for Bus Route No. 287X. Its service frequency should be increased so as to relieve the passenger demand for return trip service at Park Avenue in Mong Kok during peak hours in the evening, rather than not go past the Park Avenue Bus Terminus;
- (e) there were only three trips for Bus Route No. N283 and that was inadequate. He advised the TD to consider providing overnight green minibus services;
- (f) he objected to reducing the number of trips of Bus Route No. 74A heading for Kai Yip from 7 am to 8 am to one per hour, and thought that the TD should study how to increase the passenger volume. In addition, he pointed out that the morning trips of Bus Route No. 47A failed to meet the demand of residents at present; and
- (g) he suggested that Bus Routes Nos. 83X, 82K, 86A, 74A and E42 should pass through Shui Chuen O Estate throughout the day.

18. The views of Mr NG Kam-hung were summarised below:

- (a) he pointed out that the bus route programme often simply cut services, making them hardly acceptable;
- (b) he opined that the residents in the vicinity of Sun Tin Wai and Hin Keng Estate would not agree to cut the services of Bus Routes Nos. 85B and 281M;
- (c) members had been fighting for the operation of cross-harbour bus routes and airport bus routes, but the department and the bus operator gave no

reply;

- (d) he suggested that the fares for bus routes at tunnel interchange stops should be standardised, so as to attract more passengers and avoid the vicious cycle of further cutting services due to the decline in ridership; and
- (e) he opined that the bus services provided should be point-to-point without being affected by rail services.

19. The views of Mr Wilson LI were summarised below:

- (a) he thought that the TD should urge the bus operator to invest more resources;
- (b) some residents agreed that Bus Route No. 89D would not pass through Wong Nai Tau, so that its journey could be shortened. But he opined that measures should be taken for Bus Route No. 83X, such as offering interchange concessions so as to fix the fares;
- (c) some residents hoped that the terminus of Bus Route No. 85X could be relocated to Wu Kai Sha;
- (d) he hoped that the department and the bus operator would inform the residents about the implementation of Bus Routes Nos. 86K and 274P passing through Nai Chung as soon as possible;
- (e) he was in support of Bus Route No. 86K passing through Wu Kai Sha, hoping that the service of this route could be strengthened;
- (f) Bus Route No. 87E had been popular since it came into operation, but only one trip was not enough. He proposed to introduce whole-day service, or consider extending the terminus of Bus Route No. 87D to Wu Kai Sha;
- (g) he thought that the TD could consider re-routing Bus Routes Nos. 86K and 87E via Ma On Shan Bypass;
- (h) residents welcomed overnight bus service for Bus Route No. N287, but only three trips were not enough and the proposed frequency could not serve passengers taking buses after 2:00 am. If the frequency could not be increased, the operation of overnight green minibus services could be taken into consideration;
- (i) he supported the operation of Bus Route No. 980X, and proposed to postpone the trips at 6:00 pm and 6:15 pm so as to facilitate residents to go home from work, or extend the route of Bus Route No. 681 to Wu Kai Sha;
- (j) he hoped that the terminus of Bus Route No. 286C could be extended to

Wu Kai Sha while re-routing its route in Kowloon; and

- (k) regarding Bus Route No. A41P, he proposed to add two trips before 5:20 am so as to facilitate residents of Wu Kai Sha who needed to take their flights at 6:00 am. In addition, the residents of Villa Athena hoped to re-establish a pick-up/drop-off point for Bus Route No. A41P at Villa Athena.

20. The views of Mr Sunny CHIU were summarised below:

- (a) although the frequency of Bus Route No. 287X had increased after its route was extended to Shui Chuen O Estate, some residents said that it was hard for them to board the bus at the bus stops between Mong Kok Park Avenue and Harbour Green during peak hours. He proposed to increase the number of trips again. He asked what benefits the bus route would bring if it did not pass through the Park Avenue Terminus and whether there was any alternative so as to facilitate passengers who originally boarded at the Park Avenue Terminus;
- (b) as the problem of lost trips of Bus Route No. 86A was so serious, he hoped that the department and the bus operator could make some improvements. If the service of Bus Route No. 86A was not strengthened after cutting the service of Bus Route No. 86C, he asked what benefits this measure would bring for residents commuting between Sha Kok, Pok Hong, Jat Min and Sham Shui Po;
- (c) he proposed to increase the service frequency of Bus Route No. 982X during morning peak hours to 10 to 12 trips, provide return trip services and introduce whole-day service in the long run; and
- (d) he proposed to add two to three trips to Bus Route No. 682B after 8:00 am, and implement whole-day service in advance.

21. The views of Mr Billy CHAN were summarised below:

- (a) he did not object to the allocation of additional resources to strengthen the service of Bus Route No. 286C, but the number of departures of Bus Route No. 86C should not be reduced to two only. The department and the bus operator pointed out that there were only two complaints about Bus Route No. 86A over the past six months. He asked how the number of complaints were calculated. Since the problem of lost trips of Bus Route No. 86A was serious, he hoped that the department and the bus operator could make improvements. If the service of Bus Route No. 86C was cut without strengthening the service of Bus Route No. 86A, he would not give support to the proposal;
- (b) he proposed to increase the departing frequency of Bus Route No. 982X to whole-day service, provide return trip services, advance the trips during morning peak hours, and postpone the trips during peak hours in the afternoon;
- (c) he supported the plan for Bus Route No. 240X, but hoped that it could be

implemented in advance;

- (d) he proposed to increase the frequency of Bus Route No. 682B so as to cope with the population growth in Shui Chuen O Estate;
- (e) he opposed the reduction of the number of trips of Bus Route No. 74A heading for Kai Yip from 7 am to 8 am to one per hour; and
- (f) the occupancy rate of Bus Route No. 80X was 75% during peak hours. He asked how it was calculated.

22. Mr LI Sai-hung considered that Bus Routes Nos. 80 and 89B were complementary to each other in the vicinity of Sun Chui Estate and Hung Mui Kuk Road. Therefore, residents could choose either one of them. He had found that the passenger volume of Bus Route No. 89B was very high when he conducted an on-the-spot investigation two years ago. But the bus operator pointed out that the passenger volume of the route was only 70% between 7:00 am and 10:00 am and the frequency was not increased. Recently, he re-visited the site and found that two trips of the route in average were full. So, passengers could only take the railway or Bus Route No. 80 instead. Since many students would like to take Bus Route No. 80, there was no room for people at work until the bus reached Hung Mui Kuk Road. Hence, the resources of Bus Route No. 80 should not be re-allocated to Bus Route No. 80A to avoid any impact on students heading for Sun Chui Estate from Mei Tin Estate, Mei Lam Estate and Tai Wai areas. As long as the resources of Bus Route No. 80 were not re-allocated, he did not oppose the operation of Bus Route No. 80A.

23. The views of Mr WAI Hing-cheung were summarised below:

- (a) he asked why the service frequency of Bus Route No. 49X was changed from 8 to 10 minutes to 10 to 12 minutes, and hoped to know the resource re-allocation of Bus Routes Nos. 49X and 249X. He supported the service extension of Bus Route No. 249X, but objected to any unnecessary change in the existing service of Bus Route No. 49X. He asked to what extent the resources of Bus Route No. 49X would be cut; and
- (b) he asked how to handle the resources saved from the journey shortened when Bus Route No. 249X passed through Tsing Yi South Bridge.

24. The views of Mr PUN Kwok-shan were summarised below:

- (a) the TD did not make a comprehensive plan for the bus service of Sha Tin, and the KMB, as a franchised company, should fulfil its social responsibilities, such as charging flat fare for the same distance;
- (b) he had proposed to install KMB Fare Savers, but the KMB and the TD did not take notice of his proposal, and cut the services instead;
- (c) he hoped that the KMB could improve the services of Bus Routes Nos. 85B, 87B, 88K and 281M rather than reduced the services;

- (d) around 120 passengers would be affected if Bus Route No. 82K did not pass through Tin Sam Street. Moreover, there were a large number of students taking this route in the vicinity of Lung Hang Estate. However, the fares for the alternative routes were all higher than \$5.6. Therefore, he opined that the proposal was hardly acceptable;
- (e) he agreed that Bus Route No. 80A should run through the Kowloon Bay Business Areas and believed that it would attract some railway passengers, but the department and the bus operator did not increase the resources accordingly. At present, since the passenger volume of Bus Route No. 80P was quite high, he opined that more resources should be re-allocated to this route;
- (f) he considered that it was not enough to add only one bus to Bus Route No. 286X;
- (g) over 300 passengers would be affected if Bus Route No. 287X did not pass through Park Avenue. He enquired whether the TD and the bus operator had any alternatives;
- (h) he hoped that the service frequency of Bus Route No. 985 could be increased;
- (i) he requested to operate a direct bus route for residents in the vicinity of Tin Sam Street and Hin Keng to commute to and from the airport; and
- (j) he hoped that the stops of Bus Routes Nos. 240X and 980X could be provided at Che Kung Miu Road and Tin Sam Street.

25. The views of Mr YIU Ka-chun were summarised below:

- (a) he considered that the TD and the bus operator had listened to the views put forward by members in the past and handled part of the appeals, but they did not make any bus service proposal for residents of Kwong Yuen, Fo Tan and Tai Wai to commute between Hong Kong Island and the airport or inter-company Bus-Bus Interchange Scheme;
- (b) he asked about the arrangement of charging flat fares for the same road sections;
- (c) finally there was a route-splitting scheme for Bus Route No. 682, but re-allocating resources from Bus Route No. 682 would greatly reduce the services in the vicinity of Tai Chung Kiu Road and Siu Lek Yuen Road, and thus affected the residents in City One, Shek Mun and Yu Chui Court. He opined that the resources should be increased rather than be re-allocated;
- (d) he was dissatisfied with the responses of the CTB/NWFB to Bus Route No. 682B. He proposed to add a stop at City One Railway Station, maintain the fares at \$16 starting from Chap Wai Kon Street, introduce

whole-day service as soon as possible, and increase service frequency. The TD and the bus operator would operate dedicated cross-harbour bus routes for Ravana Garden, City One, Yu Chui Court and Kwong Yuen. In the long run, he hoped that Bus Routes Nos. 680 and 682 could directly cross the harbour from Ma On Shan via the TCT;

- (e) he supported the operation of Bus Route No. N283, but hoped that its frequency could be increased after 2:00 am;
- (f) he asked why resources of Bus Route No. 49X were re-allocated to Bus Route No. 249X, and whether Bus Route No. 49X could directly head for Tsuen Wan without passing through Sha Tin Town Centre;
- (g) Bus Route No. 182X might not be faster than Bus Route No. 182, when it went past the CHT,. He hoped that whole-day two-way services would be provided for Bus Route No. 982X, and the route would pass through Route 8 and the WHC. He hoped that the trips of Bus Route No. 982X departing from Yu Chui Court could be increased; and
- (h) the problem of lost trips of Bus Routes Nos. 89X, 281A and 49X shown no improvement so far.

26. The views of Mr CHENG Tsuk-man were summarised below:

- (a) he thought that it would be more beneficial to the residents in Ma On Shan if Bus Route No. 89D did not pass through Kwong Yuen;
- (b) Bus Route No.87D provided a total of five trips in the evening via On Tai District and Ma On Shan without going past Heng On. He asked whether the frequency in Heng On would thus be reduced;
- (c) he asked why the fare of Bus Route No. 286C was higher than that of Bus Route No. 86C. He hoped that Bus Route No. 286C could pass through Heng On Estate in the future, so as to facilitate the elderly moving from Shek Kip Mei and Nam Cheong Street to that estate;
- (d) since the section of Tai Po Road near Sha Tin Town Centre was very congested during peak hours, he enquired whether the journey would be shortened if Bus Route No. 286C adopted the proposed routing; and
- (e) he asked that whether the frequency of Bus Route No. 85X would be reduced after the commissioning of the Mass Transit Railway Corporation Limited (MTRCL) Kwun Tong Line Extension, and how the resources would be re-allocated at that time.

27. Ms TSANG So-lai said that the passenger volume of Bus Route No. 87D in the Yau Tsim Mong District was so high during peak hours in the afternoon. Re-allocating three trips of this route to Bus Route No. 87E would increase its burden. She proposed to provide additional resources to operate return trips for Bus Route No. 87E, or consider re-routing the bus heading for Wu Kai Sha via Kam Ying Court and Kam

Lung Court by taking the example of Bus Routes Nos. 87K and 87S. As Bus Route No. 87E was very popular since its operation, only one trip was not enough. She advised the bus operator to allocate more resources to provide whole-day service, or consider extending the terminus of Bus Route No. 87D to Wu Kai Sha.

28. The views of Mr YIP Wing were summarised below:

- (a) if only two trips were retained for Bus Route No. 86C, most passengers would have to shift to Bus Route No. 286C. He thought that it was a fare increase in disguise;
- (b) as there were no whole-day cross-harbour bus routes for the Oceanaire, he hoped that the routes could be operated in the future;
- (c) he opined that only two special return trips being operated for Bus Route No. 87D was inadequate;
- (d) since some residents reported that the journey of Bus Route No. 86C was too long, he supported the plan for Bus Route No. 286C;
- (e) as the queues waiting for Bus Routes Nos. 87K and 286M at Chung On Bus Terminus were so long and the problem of lost trips was serious, he hoped that the frequency of the two routes could be increased; and
- (f) he hoped that the KMB could promise to fully use low-floor buses when its franchise was renewed. The KMB reported that ninety percent of the buses in service were low-floor buses at present. He asked how to work out the number. He doubted whether the low-floor buses could be fully adopted in 2017, and whether the bus captains had checked the platform before departure so as to avoid accidents. In addition, he thought that the service attitude of bus captains was unsatisfactory, and the sound volume of the announcement system of pick-up/drop-off stops sometimes was too low or not even turned on at all, causing inconvenience to the blind.

29. The views of Ms Scarlett PONG were summarised below:

- (a) she pointed out that there was no overnight public transport service for Fo Tan;
- (b) she was glad to see that the frequency of Bus Route No. 798 had been increased. She hoped that the departure time of Bus Route No. 798 at 6:45 am could be advanced to 6:15 am so as to facilitate the health care practitioners to go to work;
- (c) she hoped a direct route between Fo Tan, the Hong Kong Island and the airport could be operated;
- (d) she proposed that Bus Route No. 48P should depart from Fo Tan and pass through Yuen Wo Road;



- (e) she hoped the number of trips of Bus Route No. 280X departing from Fo Tan could be increased;
- (f) the residents would like to see Bus Route No. 88X passing through Yau Tong; and
- (g) she opined that the number of vehicles serving GMB Route No. 61S could be increased, and the route could pass through Fo Tan and Chun Ma areas without affecting the existing passengers.

30. The views of Mr WONG Ka-wing were summarised below:

- (a) he supported the increase in the number of trips for Bus Route No. 240X. He suggested that the departure time of the second trip of this route could be changed from 7:50 am to 7:45 am and the third trip from 8:10 am to 8:05 am. He considered that it was more consistent with the riding habit of existing passengers;
- (b) Bus Route No. 286C often did not stop at City One. He supported the introduction of whole-day service to Bus Route No. 286C, but hoped that it could be implemented in advance. He asked whether the operation date of each route depended on the order of priority or the allocation of vehicles;
- (c) he hoped the number of trips of Bus Route No. 682C could be increased to six, so as to alleviate the burden of Bus Route No. 682 at Tai Chung Kiu Road and keep pace with the population growth in Shek Mun. He had no objection to an additional trip passing through Kwong Yuen; and
- (d) regarding Bus Routes Nos. 49X and 682B, he shared the same view with Mr YIU Ka-chun.

31. The views of Mr WONG Hok-lai were summarised below:

- (a) as Bus Route No. 80A could facilitate passengers to travel to the Kowloon Bay business areas, he hoped that the service of Bus Route No. 80 would not be affected by the addition of Bus Route No. 80A. Since both Bus Routes Nos. 80 and 80A would not pass through Mei Chung Court and May Shing Court, he suggested that one of the routes should depart from Mei Tin Bus Terminus in the morning, and pass through Mei Chung Court and May Shing Court;
- (b) Bus Route No. 985 was popular with passengers, but there were not enough trips. Its last two trips in the morning were usually full before reaching Carado Garden. He suggested that the bus operator should consider splitting the routes of the two trips, arranging one trip to depart from Hin Keng Estate and the other from Mei Tin Estate, Mei Lam Estate or Mei Chung Court. In addition, he proposed to add return trips to Bus Routes Nos. 985 and 81S, so as to facilitate residents after work;

- (c) Bus Route No. 82B was quite popular after passing through the Mei Tin Bus Terminus. He was dissatisfied with the department and the bus operator for they cancelled the fare concession for this route without prior notice, and wanted to know the reason. The departure schedule of the morning trips of Bus Route No. 82B was not ideal, and the passenger volume of its return trips in the evening was low since its terminus was not the public transport interchange of Tai Wai;
- (d) he hoped that the whole-day cross-harbour routes departing from Mei Tin Estate, Mei Lam Estate or Mei Chung Court could be operated;
- (e) he hoped that dedicated airport bus services could be provided for Tai Wai;
- (f) he supported the operation of Bus Route No. N283, but hoped that the frequency could be increased after 2:00 am; and
- (g) Mei Pak Court and Mei Ying Court would soon be completed, but the bus services in the vicinity of Mei Tin Estate, Mei Lam Estate and Mei Chung Court were unsatisfactory. He hoped that the TD and the bus operator could actively strengthen the bus services at the said locations.

32. The views of Mr LAI Tsz-yan were summarised below:

- (a) as the Bus Route No. 86C was the only route heading from Belair Garden to West Kowloon, the residents of Belair Garden would be greatly affected if its service was cut;
- (b) residents of Garden Rivera relied on Bus Route No. 86A to go to Sham Shui Po, but the problem of lost trips of this route was very serious;
- (c) the number of trips of Bus Route No. 798 heading from Sha Tin to Tseung Kwan O was fewer than that from Tseung Kwan O to Sha Tin, and the service time was also shorter. He asked why one was favoured over the other;
- (d) he asked why Bus Route No. 86K was not charged with sectional fares. As the fare for the green minibus heading from Belair Garden and Garden Rivera to Sha Tin Railway Station was only \$3.8, he doubted the competitiveness of the bus operator in terms of fares;
- (e) Bus Route No. 682B only passed through City One and could not facilitate the residents of Belair Garden. All in all, there was not enough bus service for Belair Garden. If the proposal to re-route Bus Route No. 682B to pass through Belair Garden was unfeasible, a new route could be considered to be operated for residents of this housing estate or Sha Tin Wai to directly commute to and from the Island East; and
- (f) he proposed to provide cross-harbour bus services heading for Central

and the Western District via Tai Chung Kiu Road, Tsing Sha Highway and the WHC for residents of Belair Garden and Garden Rivera.

33. The views of Mr MAK Yun-pui were summarised below:

- (a) the bus route programmes remained the same every year, and the TD and the bus operator did not strive to solve all sorts of traffic problems, for example, the problem of lost trips was still serious, the service was cut, resources were only re-allocated without being added, all sorts of excuses were used to increase the fares and so on. He asked whether the KMB had been informed of the arrangement of its franchise;
- (b) the request for Bus Route No. 89D not to pass through Wong Nai Tau was raised many years ago, but had not been implemented until now;
- (c) he hoped that the programme for Bus Route No. 87E could be implemented as soon as possible, and this route could be extended as an independent route;
- (d) Bus Route No. 286C did not pass through Shek Kip Mei, and the passengers of Bus Route No. 86C were mostly the elderly or people working in the vicinity of Cheung Sha Wan. Thus, he objected to keeping two trips for Bus Route No. 86C only, and opined that the fare for Bus Route No. 286C increased in disguise, and requested that whole-day two-way service should be introduced to Bus Route No. 286C and its fare should be the same as that of Bus Route No. 86C;
- (e) he requested to increase the service frequency of Bus Routes No. 980X and 681P;
- (f) he hoped Bus Route No. 680X could pass through Wu Kai Sha Station;
- (g) he requested to operate a regular route to facilitate passengers to commute between Sha Tin Railway Station and Wu Kai Sha as soon as possible;
- (h) he requested that whole-day service should be provided for Bus Route No. 274P or two trips should be added in the morning and afternoon respectively;
- (i) he opined that if the bus operator's services showed no improvement, its franchise should be considered to be granted to other operators upon expiry; and
- (j) he strived for the operation of a bus route heading from Ma On Shan to Tseung Kwan O.

34. Mr HUI Yui-yu objected to the re-allocation of the resources of Bus Route No. 80 to Bus Route No. 80A. In the past two field surveys, he found that two to three trips of Bus Route No. 80 were full during peak hours from 7:00 am to 9:00 am. If four

buses of that route were re-allocated to Bus Route No. 80A, passengers might need to shift to other public transport means. Bus Routes Nos. 80 and 89B were complementary to each other in the vicinity of Sun Chui Estate and Hung Mui Kuk Road. He considered that Bus Route No. 89B failed to attract passengers of Bus Route No. 80. In the past two field surveys, he also found that two to three trips of Bus Route No. 89B were full, and the carrying capacity of Bus Route No. 89B was even higher than that of the Bus Route No. 80 during peak hours from 7:00 am to 9:00 am.

35. Mr SIU Hin-hong opined that excessive buses would cause noise pollution, air pollution and congestion problems. But if there were some surplus resources, he hoped that they could be invested in Chun Ma area. He agreed that Bus Route No. 280X should depart from Royal Ascot, and proposed to provide pick-up/drop-off stops at Austin Road and Jordan Road.

36. The views of Mr Alvin LEE were summarised below:

- (a) he supported that Bus Route No. 89D did not pass through Kwong Yuen, and hoped that the plan could be implemented as soon as possible. As the bus route from Kwun Tong to Ma On Shan was often full, he hoped to increase the number of trips, and recommended the addition of a few special trips departing from Kowloon Bay so as to meet the demand of passengers in the vicinity of Kowloon Bay, Ngau Tau Kok and Choi Hung;
- (b) he supported the introduction of whole-day service to Bus Route No. 286C, but objected that only two trips would be provided for Bus Route No. 86C. He suggested that three trips for both its departure and return journeys should be retained respectively, with the departure time for the outward journey set at 6:45 am, 7:00 am and 7:15 am, while the departure time for the return journey at 4:00 pm, 4:15 pm and 4:30 pm. Besides serving the elderly, this route was also the means of transport for students to go to school;
- (c) he opined that sectional fare charges or interchange concessions should be provided for Bus Route No. 798;
- (d) he hoped to streamline the routing of Bus Route No. 40X; and
- (e) he suggested that the pick-up/drop-off stops of Bus Route No. A41P should be re-established for Athena Villa and Saddle Ridge Garden.

37. The views of Mr HO Hau-cheung were summarised below:

- (a) he opined that the TD and the bus operator had listened to the views of the public on different issues, such as developing Tsing Sha Highway Bus Interchange, providing interchange concessions for the routes concerned, charging flat fares for return journeys and installing the arrival time forecasting system. One of the main reasons why local issues remained unresolved for many years was that the government took the system of “rail service supplemented with feeder buses” as its guiding principle. For example, provided with rail services, the developing new

towns like Sha Tin were subject to the above principle and could hardly optimise the bus services. He considered that the department should be realistic, flexible, and make good use of the tunnels in Sha Tin to improve the bus services;

- (b) the new development zones next to Sha Tin, such as Tai Wai and Mei Tin Estate areas, were unsatisfactory in terms of transport facilities. In spite of some deficiencies, the transport facilities of Shui Chuen O Estate had been improved as compared with those in the past. In addition to the transportation of Shui Chuen O Estate, he hoped that Tai Wai's transportation could also be improved;
- (c) he strongly requested for the provision of Route A airport service and a bus route between Island East and Tai Wai; and
- (d) he opined that there should be more bus routes picking up and dropping off passengers at the stop outside Festival City at Mei Tin Road, such as Bus Route No. E42.

38. The views of Mr Michael YUNG were summarised below:

- (a) he opined that the data provided was not sufficient to convince members to voice their support for the plans for Bus Routes Nos. 89D, X89D, 86C, 286C, 681P and 981P. If the existing services were unsatisfactory, the resources should not be re-allocated to operate new routes;
- (b) he thought that some proposed route programmes were excuses to increase the fares. The fares for Bus Routes Nos. 80, 80A, 74A and 74B did not increase although they passed through Kowloon Bay, but the fare for Bus Route No. X89D was higher than that of Bus Route No. 89D. Bus Routes Nos. 286C and 86C also had similar problems, but the department and the bus operator did not consider strengthening the services of Bus Route No. 86A;
- (c) he opined that it was not ideal for Bus Route No. 182X to pass through the CHT, and the frequency of popular Bus Route No. 982X should be increased. The Bus and Railway Branch of the TD should be responsible for the coordination between the two bus operators, and avoid problems like Bus Route No. 681P, which took nine months to add one trip. The department should arrange the preparatory work to strengthen the service as soon as possible after the operation of Bus Routes No. 981P and 980X;
- (d) as the night trips of Bus Route No. 87D were often full, he was of the view that no resources could be re-allocated to Bus Route No. 87E. Seven trips of Bus Route No. 87D would be re-allocated for operation of new routes or special trips, and the situation was worrying. The TD used to mislead members with wrong data, resulting that the implementation of the programme that five trips of Bus Route No. 87D did not pass through Chevalier Garden. He asked how the department would remedy the problem;
- (e) the TD and the bus operator did not provide sufficient information for

reduction of the frequency of Bus Route No. 682B, and he doubted whether the TD had made the final check; and

- (f) he thought that the response of the KMB was unsatisfactory, and proposed the Secretariat to list all members' views in writing, and requested the TD and the bus operator to respond to them one by one.

39. The views of the Chairman were summarised below:

- (a) the Sha Tin District lacked airport bus services, especially during overnight hours;
- (b) as the bus service between Ma On Shan and Tai Po Industrial Estate was inadequate, he suggested that the TD and the bus operator should introduce whole-day service to Bus Route No. 274P in view of the development of the Hong Kong Science Park area;
- (c) he asked the TD and the bus operator to report the implementation progress of inter-company Bus-Bus Interchange Scheme at the TCT;
- (d) he objected to the re-allocation of buses from Bus Route No. 87D to Bus Route No. 87E. As the night trips of Bus Route No. 87D were often full, it would be difficult to re-allocate its resources. He asked which five trips were to be re-allocated;
- (e) this year's bus route programme was already uploaded to the department's website, and he hoped that prior notification could be sent to the Secretariat in the future;
- (f) as the TD and the bus operator did not give comprehensive responses to members' comments, he proposed to hold a special meeting for follow-up action; and
- (g) he asked the Secretariat to provide the website link to which the recording of this meeting was uploaded for the TD and the bus operator the day after the meeting, so that they could give their responses.

(Post-meeting note: The Secretariat had sent the website link to which the recording of this meeting was uploaded to the TD and the bus operator on 9 March 2016.)

40. Mr Alex LUK gave a consolidated response as follows:

- (a) as it was difficult to estimate the actual number of passengers travelling to the Kowloon Bay business areas, the TD and the bus operator would carefully consider the possibility of re-allocating four trips of Bus Route No. 80 to Bus Route No. 80A, and would implement in phases the re-allocation according to the actual situation;
- (b) he noted members' views on Bus Routes Nos. 86C and 286C, and would discuss with the bus operator to see if it was necessary to revise the

programme so as to mitigate the impact on the existing passengers;

- (c) the TD and the bus operator would closely monitor the passengers volume of each route, and require the bus operator to adjust the services so as to meet passengers' demand if necessary;
- (d) the TD and the bus operator noted that the passenger volume for overnight bus routes between 2:00 am and 3:00 am was low. So, they hoped to provide limited services first given the existing resources, and strengthen the service as appropriate. The TD would work with the bus operator to study the feasibility of increasing the service frequency according to members' views;
- (e) the TD constantly paid attention to the lost trip problem with the bus operator. Recently, the department adjusted the lost trip review mechanism, and would no longer calculate the lost trip rate based on the driving conditions throughout the day, but on time intervals instead so as to strengthen the supervision;
- (f) it was difficult for the TD to give immediate responses to all members' views. The department mainly collected members' views at this meeting, and would work with the bus operator later to examine various programmes to see whether there was room for amendments, and would report to the TTC again later;
- (g) he believed that most members supported the programme for Bus Routes Nos. 980X and 981P. The TD and the bus operator would study how to strengthen the services after implementation of the programme;
- (h) the number of low-floor buses accounting for 90% of the total was determined according to the actual number of fleets operated by the bus operator. It was estimated that low-floor buses could be used on a full scale in 2017, but it might not be applicable for some road sections of Lantau. The bus operator would pay more attention to the unsatisfactory services of some bus captains provided for the disabled;
- (i) since last year, the TD had uploaded the documents of bus route programmes to the department's website in view of the requirements of local residents. The TD would also upload the programmes to the department's website and send the document to the 18 District Councils at the same time this year. He understood that the Secretariat needed time to process the documents, and thus members could not receive the documents immediately. The department would review the future arrangements for uploading documents to the web pages;
- (j) the main reason for the reduction of trips of Bus Routes Nos. 85B and 281M was low passenger volume. The TD and the bus operator should appropriately re-allocate resources while improving the services so that resources could be used in a proper way. According to the statistics of the bus routes of the Sha Tin District, more than ten buses were added under

the bus route programme;

- (k) the main approach of the TD was still to rely on the railway as the backbone. According to the past experience, the commissioning of a new railway line often led to the loss of passengers of some bus routes. The department should carefully consider whether the remaining passenger volume was enough to maintain the service. However, in view of the high passenger volume of some railway lines, the TD and the bus operator should also operate bus routes overlapping with railway lines with reference to the circumstances; and
- (l) individual interchange concessions and the inter-company Bus-Bus Interchange Concessions were business decisions made by bus companies. The department would continue to encourage bus operators to provide more fare concessions for passengers as far as possible.

41. Mr Coleman LEUNG, Senior Manager (Planning & Development) of the KMB gave a consolidated response as follows:

- (a) he thanked members for supporting the operation of some special trips. The KMB would ensure that those passengers affected would have alternative services when the existing resources were re-allocated, and that the resources would not overlap each other. For example, the survey found that half of the passengers of Bus Route No. 80 headed for Kowloon Bay after getting off in Kwun Tong. However, no one proposed to immediately re-allocate half of the resources to operate Bus Route No. 80A at present. The KMB and the TD would further study members' views on the re-allocation of four trips of Bus Route No. 80 to Bus Route No. 80A; and
- (b) successful examples of resource re-allocation included changing Bus Route No. 305 into Bus Route No. 985, and re-allocating the resources of Bus Route No. 49X to Bus Route No. 249X. According to the programme, in addition to re-allocating the resources of Bus Route No. 49X, additional resources would be invested in Bus Route No. 249X so as to provide whole-day service.

42. Mr Ingmar LEE, Senior Officer (Planning & Development) of the KMB gave a consolidated response as follows:

- (a) the KMB would actively consider introducing the Bus-Bus Interchange Scheme, such as transfers from Bus Route No. 83K to Bus Routes Nos. 85X, 89C in Ma On Shan, so as to facilitate the residents who originally took Bus Route No. 89D in Wong Nai Tau or Kwong Yuen to commute to and from Ma On Shan. When formulating the concessionary interchange scheme, the KMB would draw from past practice so as to maintain the total fares paid by the affected residents at the same level as in the past when taking Bus Route No. 89D;
- (b) the passenger volume of Bus Route No. 82K was not high, and the



current programme would replace the previous one. Even though there were some minor adjustments, Bus Route No. 82K would still provide direct bus service heading for Tai Wai for residents in the vicinity of Sun Tin Wai upon the adjustment;

- (c) it was estimated that being re-routed to pass via Tsing Yi South, about three minutes off the journey time of Bus Route No. 249X would be saved, and its driving speed would be more or less the same as the current speed;
- (d) after being extended to Shui Chuen O, the frequency of Bus Route No. 287X at peak hours had increased. If the bus route did not pass through Park Avenue, passengers boarding along the Nathan Road and Church of Christ in China Ming Kei College could save three to five minutes, while passengers boarding at Park Avenue at present could walk to Cherry Street. The KMB would continue to monitor the service level of Bus Route No. 287X, and invest more resources if necessary;
- (e) the KMB estimated that some passengers of Ma On Shan would choose to take Bus Route No. 87D (special trips) or 87E, which was more convenient. According to the initial estimation, the remaining seven trips of Bus Route No. 87D during peak hours in the evening (between 6:00 pm and 7:00 pm) were sufficient to meet the needs of the rest of the passengers. When implementing the programme, the KMB would monitor the passenger volume, and implement in stages as needed;
- (f) he noted members' views on Bus Routes Nos. 86C and 286C, and the KMB would further discuss with the TD;
- (g) at present, Bus Routes Nos. 80, 85B, 87B, 281M and 286X and other bus routes had been operated for residents of Mei Lam Estate and Sun Tin Wai Estate to commute to and from Tin Sam Street, and those routes were similar to Bus Route No. 82K. Therefore, if Bus Route No. 82K did not pass through Tin Sam Street, its resources could be re-allocated to the new development areas of the district, and its passengers did not have to take a longer ride (for example, commuting to and from Mei Lam and Sun Tin Wai), and thus the travel time could be shortened; and
- (h) the KMB was actively providing new interchange concession programmes for the district, such as providing large concessionary interchange programmes for Shui Chuen O Estate recently, so that passengers of Bus Route No. 288 transferring to other KMB Routes towards Kowloon or the New Territories could enjoy the concessions. The KMB would continue to provide mutually beneficial concessionary interchange schemes where feasible.

43. Mr Rayson LAW, Planning and Support Officer I of the LWB gave a consolidated response as follows:

- (a) the LWB had been providing appropriate services according to the actual

needs of passengers in the past, such as increasing the frequency of Bus Route No. E42 in December 2015, and also proposed to increase the frequency of this route under the Bus Route Programme 2016-2017. The LWB noted members' views that they hoped that there were direct bus routes commuting to and from the airport in each area of Sha Tin, such as Fo Tan, Tai Wai, Shui Chuen O. The bus operator would continue to monitor the passenger volume and study the impact of the concerned recommendations on its operating costs;

- (b) Bus Route No. N42 provided additional trips during major holidays. On the whole, the existing arrangements were adequate to meet the demand. The LWB noted members' views, and would review the existing resources and service level when necessary;
- (c) the LWB noted the demand of residents of the Tai Wai District for airport bus services. At present, the residents of the Tai Wai District could take Bus Route No. E42 or switch to other LWB Routes A to the airport, or take Bus Route No. 283 and then transfer to Bus Route No. A41 to the airport; and
- (d) the department had conducted consultations on the proposal to change the route of Bus Route No. A41P, and the programme concerned was implemented upon obtaining the approval of the TD. At present, the route operated well, and the LWB had no intention to change the routing of Bus Route No. A41P in the district. The LWB would continue to monitor the service frequency of Bus Route No. A41P, and conduct a review when appropriate.

44. Mr Simon WONG, Planning and Scheduling Manager of the CTB/NWFB gave a consolidated response as follows:

- (a) regarding Bus Route No. 682, about 400 passengers travelled on the bus from Chevalier Garden to Siu Lek Yuen during the peak hours from 7:20 am to 8:20 am. According to the proposed programme, the remaining four trips of the bus route could carry 540 passengers, and it should be able to meet the demand. The NWFB noted members' views on the increasing waiting time, would work with the TD to study how to strike a balance between the carrying capacity and the waiting time;
- (b) at present, a stop of Bus Route No. 682B had been provided in Rest Garden at Kong Pui Street, serving about a dozen passengers. Therefore, there was no need to add a stop at Kong Pui Street. Providing a stop at Belair Garden would make the route too circuitous, and greatly increase the travel time of the residents of Shui Chuen O and Pok Hong. It would be more convenient for the residents of City One to take Bus Route No. 682C to Island East during its service hours. Thus, he had reservations about the proposal to add a stop of Bus Route No. 682C at City One Sha Tin Railway Station at Chap Wai Kon Street, but hoped that NWFB could be allowed to make more thorough considerations;
- (c) the proposed time for the return journey of Bus Route No. 980X was

based on the maximum ridership at the WHC. After the implementation of the proposal, the NWFB would adjust the time according to the actual passenger volume;

- (d) since the population intake of On Tai area had become stable, Bus Route No. 681P could re-allocate some resources to operate the new Bus Route No. 981P based on the passenger volume. He agreed that the actual passenger volume of the two routes in the future was unknown. The CTB would take note of the habits of passengers after the implementation of the programme, and adjust the arrangements accordingly;
- (e) he noted members' request for the extension of the service hours of Bus Route No. 982X;
- (f) as the existing service of the Bus Route No. 682C was sufficient to meet the needs, the CTB would closely monitor the service situation, and review it in due course;
- (g) regarding Bus Route No. 798, during morning peak hours, passengers mainly headed from Tseung Kwan O to Sha Tin, and the passenger volume was twice as that of the opposite direction, while during peak hours in the afternoon, passengers mainly headed from Sha Tin to Tseung Kwan O, and the passenger volume was twice as that of the opposite direction. Thus, as members said, the arrangements differed in the two directions for appropriate resource re-allocation. He would analyse the updated data again, and communicate with members in due course;
- (h) the NWFB/CTB noted members' demand for service improvement in some routes such as Bus Routes Nos. 985 and 681; and
- (i) under this bus route programme, the reduction in the total number of vehicles of the NWFB was due to the route-splitting of Bus Route No. 682, and the vehicle circulation time was shortened, thus saving resources.

45. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr Tiger WONG.

46. Members agreed to discuss the provisional motion proposed by Mr Tiger WONG.

47. Mr Tiger WONG proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Kowloon Motor Bus Company (1933) Limited (KMB) and the New World First Bus Services Limited and Citybus Limited (NWFB/CTB) to actively consider introducing bus services heading towards the Central and Queensway areas via Tsing Sha Highway and West Harbour Crossing for the benefit of the residents of Ravana, City One, Yu Chui, Kwong Yuen and Kwong Hong areas.”

Mr WONG Ka-wing seconded the motion.

48. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 47.

49. Members unanimously endorsed the provisional motion in paragraph 47.

50. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr WONG Hok-lai.

51. Members agreed to discuss the provisional motion proposed by Mr WONG Hok-lai.

52. Mr WONG Hok-lai proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council urges the authorities to seriously consider introducing competition by granting new franchises, with a view to improving the quality of bus services and fixing the fares at a more competitive level for the benefit of the general public.”

Mr LAI Tsz-yan seconded the motion.

53. Mr HO Hau-cheung thought that the competitor of the KMB and other bus operators was the MTRCL. Since the TD's existing policy favoured rail services, the bus operators had difficulty in upgrading the service quality. So, it was believed that there was no use granting new franchises. Thus, he did not support the above-mentioned provisional motion.

54. Mr MAK Yun-pui agreed that the MTRCL was the biggest competitor of the bus operators, but opined that the competition among bus operators would help improve the service quality. Hence, he supported the above-mentioned provisional motion.

55. Mr WONG Yue-hon said that as he did not understand how to grant new franchises, he abstained from voting.

56. Mr Michael YUNG opined that, regarding granting of new franchises, all members generally took the same stand. He asked whether there was any way to improve the bus services in addition to the introduction of competition under the rail-based policy.

57. Mr MAK Yun-pui requested to record the names of the pros and cons, and his request was supported by nine members.

58. The TTC endorsed the provisional motion in paragraph 52 by 17 affirmative votes, 0 negative vote, 15 abstention votes. Details of the voting were as follows:

Members who voted for the motion (17)

Mr Billy CHAN, Mr CHENG Tsuk-man, Mr CHING Cheung-ying, Mr Sunny CHIU, Mr Rick HUI, Mr LAI Tsz-yan, Mr MAK Yun-pui, Mr NG Kam-hung, Mr LI Sai-hung, Mr Wilson LI, Mr TONG Hok-leung, Ms TSANG So-lai, Mr WAI Hing-cheung, Mr WONG Hok-lai, Mr YAU Man-chun, Mr YIP Wing, Mr Michael YUNG.

Members who abstained from voting (15)

Mr CHIU Man-leong, Mr HO Hau-cheung, Ms LAM Chung-yan, Mr Alvin LEE, Mr LI Sai-wing, Mr MOK Kam-kwai, Mr PUN Kwok-shan, Mr SIU Hin-hong, Ms TUNG Kin-lei, Mr Tiger WONG, Mr WONG Ka-wing, Ms Iris WONG, Mr WONG Yue-hon, Mr YIU Ka-chun, Ms YUE Shin-man.

59. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms TUNG Kin-lei.

60. Members agreed to discuss the provisional motion proposed by Ms TUNG Kin-lei.

61. Ms TUNG Kin-lei proposed the following provisional motion:

“With the continuous increase in population in Fo Tan and Tai Wai, the railway system is overburdened. The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to tie in with community development by introducing whole-day cross-harbour bus service that covers Fo Tan, Sha Tin town centre and Tai Wai to meet the needs of Sha Tin residents.”

Mr TONG Hok-leung seconded the motion.

62. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 61.

63. Members unanimously endorsed the provisional motion in paragraph 61.

64. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr CHIU Man-leong.

65. Members agreed to discuss the provisional motion proposed by Mr CHIU Man-leong.

66. Mr CHIU Man-leong proposed the following provisional motion:

“Regarding the introduction of route no. 981P of the NWFB, the Traffic and Transport Committee of the Sha Tin District Council strongly requests the KMB and the NWFB/CTB to operate two more trips during morning peak hours, and opposes to the transfer of two trips of route no. 681P to route no. 981P during morning peak hours. The Committee also requests the Transport Department and the bus company to provide for a rainy day by establishing in advance a mechanism for future increase in frequency of route nos. 980X and 981P.”

Mr PUN Kwok-shan seconded the motion.

67. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 66.

68. Members unanimously endorsed the provisional motion in paragraph 66.

69. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms LAM Chung-yan.

70. Members agreed to discuss the provisional motion proposed by Ms LAM Chung-yan.

71. Ms LAM Chung-yan proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council maintains that after the completion of the Shatin to Central Link, bus services heading towards Kowloon should not be cut down, such as route no. 85B. The Committee strongly requests the Transport Department to make available various means of transport to choose from for the convenience of Sha Tin residents.”

Ms TUNG Kin-lei seconded the motion.

72. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 71.

73. Members unanimously endorsed the provisional motion in paragraph 71.

74. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms Iris WONG.

75. Members agreed to discuss the provisional motion proposed by Ms Iris WONG.

76. Ms Iris WONG proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council welcomes the proposal to divert and ease passenger flow by adding extra resources by the NWFB/CTB’s to increase the frequency of route no. 682P, so as to cope with the needs of additional population in Ma On Shan, but strongly opposes to substantial cutting down of the service of route no. 682 for Tai Shui Hang and Bik Woo areas during morning peak hours because the passengers’ waiting time would increase by three times, seriously affecting cross-harbour passengers travelling to work.”

Mr WONG Ka-wing seconded the motion.

77. Mr Michael YUNG proposed to add “City One” in addition to Tai Shui Hang and Bik Woo.

78. Ms Iris WONG adopted the suggestion proposed by Mr Michael YUNG, and modified her provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council welcomes the proposal to divert and ease passenger flow by adding extra resources by the NWFB/CTB’s to increase the frequency of route no. 682P, so as to cope with the

needs of additional population in Ma On Shan, but strongly opposes to substantial cutting down of the service of route no. 682 for Tai Shui Hang, Bik Woo and City One areas during morning peak hours because the passengers' waiting time would increase by three times, seriously affecting cross-harbour passengers travelling to work.”

Mr WONG Ka-wing seconded the motion.

79. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 78.

80. Members unanimously endorsed the provisional motion in paragraph 78.

81. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr YIU Ka-chun.

82. Members agreed to discuss the provisional motion proposed by Mr YIU Ka-chun.

83. Mr YIU Ka-chun proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department and the bus company to, while devising the bus route programme of Sha Tin, give thorough consideration and response to the following demands:

1. align the different fares (whichever is lower) of return trips of all bus routes having the same terminus in Sha Tin as well as implement section fares;
2. provide optimal transport facilities in support of new development areas of Sha Tin such as Shui Chuen O Estate, new public housing estates and Home Ownership Scheme courts (HOS) in Fo Tan, Yan On Estate Phase 2, new HOS courts in Man On Shan and Shek Mun Estate Phase 2;
3. in view of population growth, make good use of the new road network and motorway to provide more point-to-point bus services;
4. introduce cross-boundary bus services plying between Sha Tin and the boundary control point;
5. with the commissioning of a new interchange station, further extend the bus-bus interchange concession (e.g. according to the current practice of the Shing Mun Tunnel, the passenger is only required to pay the difference between the fare of the first trip and that of the second trip);
6. collaborate with other public transport operators in providing more bus-bus interchange concessions;
7. ameliorate the problem of lost and delayed trips;
8. set up concessionary bus stations at public transport interchanges;
9. beautify and improve the waiting facilities at bus stations so as to provide a comfortable waiting environment for passengers.”

Mr CHIU Man-leong seconded the motion.

84. Mr Michael YUNG said that, to his knowledge, there were several bus routes in

Sha Tin commuting to and from the boundary control point. He asked whether the cross-boundary bus services referred to private or franchised bus services.

85. Mr YIU Ka-chun responded that there was no whole-day cross-boundary coach service in Sha Tin. Even if it existed, the routes passed through Sha Tin only, and the services he referred to were franchised bus services. Thus, he proposed to replace the word “cross-boundary” with “franchised” and modified his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department and the bus company to, while devising the bus route programme of Sha Tin, give thorough consideration and response to the following demands:

1. align the different fares (whichever is lower) of return trips of all bus routes having the same terminus in Sha Tin as well as implement section fares;
2. provide optimal transport facilities in support of new development areas of Sha Tin such as Shui Chuen O Estate, new public housing estates and Home Ownership Scheme courts (HOS) in Fo Tan, Yan On Estate Phase 2, new HOS courts in Man On Shan and Shek Mun Estate Phase 2;
3. in view of population growth, make good use of the new road network and motorway to provide more point-to-point bus services;
4. introduce franchised bus services plying between Sha Tin and the boundary control point;
5. with the commissioning of a new interchange station, further extend the bus-bus interchange concession (e.g. according to the current practice of the Shing Mun Tunnel, the passenger is only required to pay the difference between the fare of the first trip and that of the second trip);
6. collaborate with other public transport operators in providing more bus-bus interchange concessions;
7. ameliorate the problem of lost and delayed trips;
8. set up concessionary bus stations at public transport interchanges;
9. beautify and improve the waiting facilities at bus stations so as to provide a comfortable waiting environment for passengers.”

Mr CHIU Man-leong seconded the motion.

86. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 85.

87. Members unanimously endorsed the provisional motion in paragraph 85.

88. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr WONG Yue-hon.

89. Members agreed to discuss the provisional motion proposed by Mr WONG Yue-hon.

90. Mr WONG Yue-hon put forward the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly



requests the Transport Department and bus companies to conduct a thorough review on the bus service plying between Sha Tin and the airport and that plying between Sha Tin and Hong Kong Island to meet the needs of residents from various locations of Sha Tin.”

Ms YUE Shin-man seconded the motion.

91. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 90.

92. Members unanimously endorsed the provisional motion in paragraph 90.

93. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr TONG Hok-leung.

94. Members agreed to discuss the provisional motion proposed by Mr TONG Hok-leung.

95. Mr TONG Hok-leung proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department and bus companies to improve the bus services of Mei Tin Estate, Mei Lam Estate, Mei Chung Court, May Shing Court, Mei Ying Court and Mei Pak Court.”

Ms TUNG Kin-lei seconded the motion.

96. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 95.

97. Members unanimously endorsed the provisional motion in paragraph 95.

98. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr CHING Cheung-ying.

99. Members agreed to discuss the provisional motion proposed by Mr CHING Cheung-ying.

100. Mr CHING Cheung-ying proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council opposes to the KMB’s proposal to convert route no. 80M (Sui Wo Court – Kowloon Tong Station) to a one-way service operating in the morning and the evening. The Committee also opposes to the proposal to reduce the frequency of route no. 281M (Sun Tin Wai – Kowloon Tong) as this will seriously affect the service for passengers travelling to and from Sun Tin Wai Estate to Kowloon Tong Station.”

Mr CHENG Tsuk-man seconded the motion.

101. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 100.

102. Members unanimously endorsed the provisional motion in paragraph 100.

103. The Chairman said that since the TD and the bus operator did not give comprehensive responses to members' comments, he proposed to hold a special meeting in mid-April.

104. Mr CHIU Man-leong hoped that the bus operator could send representatives in higher positions to attend the special meeting.

105. The Chairman requested the bus operator to note the views of members, and hoped that they could give explanations at the special meeting if they could not send representatives in higher positions.

Transport Department Annual Plan 2016  
(Paper No. TT 4/2016)

106. Ms Lisa LIU, Senior Transport Officer (Sha Tin) of the TD briefly introduced the contents of the paper.

107. The views of Mr YIU Ka-chun were summarised below:

- (a) he thought that the contents of paper this year were more or less the same as those of last year. The only difference was that the second item did not go into details of the public housing estates which were about to be developed, such as the projects in Fo Tan and Ma On Shan and Shek Mun Estate Phase Two;
- (b) he asked how many projects of the 94 bus-bus interchange projects were related to the routes in the Sha Tin District, and what the number of each route was;
- (c) he asked when the green minibuses routes in Mei Tin Estate, Kwong Yuen Estate and Wong Nai Tau such as Bus Route No. 65K would participate in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, and why the matter was not mentioned in the paper; and
- (d) the electronic payment system for card swiping upon parking mentioned in this year's annual plan was expected to come into operation in 2016, and it was quite similar to the content of the paper of last year. Thus, he asked about the exact implementation date.

108. The views of Mr PUN Kwok-shan were summarised below:

- (a) it was mentioned in the Policy Address that the franchised bus operator needed to optimise the bus station facilities, but it was not mentioned in this year's annual plan; and
- (b) it was not enough for the TD to monitor the services of green minibuses

only. The department should make an effort to handle the fare increases for green minibuses and other issues. He was dissatisfied with this year's annual plan.

109. The views of Mr Tiger WONG were summarised below:

- (a) under the Sha Tin District Bus Route Programme 2016-2017, routes were extended and services were reduced, but the services were not optimised. He doubted whether the department, as said in the paper, had conducted investigations into the franchised bus services so as to understand the passengers' demand for services and take some improvement measures;
- (b) the TD only extended some bus routes to Shui Chuen O Estate, but did not seriously improve the bus services;
- (c) regarding the point-to-point bus services, he asked whether the highways, such as 275X, were fully utilised;
- (d) he asked how much time would be saved if Bus Route No. 249X passed through Tsuen Wan Road rather than passing through Tsing Yi South Bridge. He then enquired how many passengers of Bus Route No. 281A would get off at Nathan Road; and
- (e) the services of green minibus Routes Nos. 65A, 65K, 65S, 67A and 67K in Kwong Yuen and the Kwong Hong District were unstable over the past year, and those routes did not provide Public Transport Fare Concessions for the Elderly and Eligible Persons with Disabilities. He asked how the TD would handle the issue.

110. The views of Ms Iris WONG were summarised below:

- (a) she thought that the annual plan was unsatisfactory. Ma On Shan and Shek Mun were both newly developed areas, but the development of bus services mainly focused on Ma On Shan instead of Shek Mun Estate Phase 2;
- (b) there were only two green minibus routes serving Shek Mun Estate, including Routes Nos. 67A and 811A. As the service of Route No. 67A was unstable, she asked the TD whether it had any improvement proposal. She asked whether there was any alternative if Route No. 67A was unable to continue its operation;
- (c) the route of green minibus Route No. 811A was circuitous, and was extended to Pictorial Garden Phase 3. The waiting time of this route was long and it did not pass through Pictorial Garden in the morning. She thought that the TD should address this problem;
- (d) as Shek Mun and On King Street lacked overnight green minibus services, she suggested that the overnight services of Shui Chuen O Estate should be extended to Bik Woo; and

- (e) the paper did not mention the measures to align the fares for the same bus routes. The bus routes heading from Ravana Garden to the Sha Tin Railway Station included Routes Nos. 284, 299X, 85K, 86S and 86K, and the fares for those routes were \$3.8, \$5.1 and \$6.1 respectively. She requested to fully adjust the fare, whichever was lower.

111. The views of Mr CHIU Man-leong were summarised below:

- (a) regarding the Bus-Bus Interchange Concessions Scheme mentioned in the paper, he asked the department when the bus route from the TCT interchange station to Sha Tin would be operated; and
- (b) the traffic congestion problem in the Sha Tin District was serious, especially during the morning peak hours. Several tunnels were very congested. He asked the TD whether it had considered operating a tunnel heading from Sha Tin to Kowloon. As all districts in Hong Kong had traffic congestion problems during the morning peak hours, he asked how the TD would handle the problems. For the New Territories East, as its population had been rising, the department should take precautions beforehand.

112. Ms TUNG Kin-lei was dissatisfied with the annual plan. The responsibility of the TD was to plan the transportation network in Sha Tin and monitor the public transport operators, but the department did not make an effort to monitor the services of buses and minibuses. The problem of lost trips of the green minibuses was serious, and there were still some green minibus routes in Tai Wai that did not participate in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities. She hoped that the TD could properly carry out its supervision.

113. The views of Mr TONG Hok-leung were summarised below:

- (a) he was dissatisfied with the annual plan, and opined that the department failed to ensure that the buses and minibuses had maintained good services. The services of green minibuses were getting worse, and the lost trip problem was serious. There were still some green minibus routes in Mei Tin Estate, Mei Lam Estate, Mei Chung Court, May Shing Court that did not participate in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities;
- (b) the bus stop in Mei Lam Estate was poorly designed, but the TD still did not carry out widening works for it; and
- (c) with the rising number of vehicles, Heung Fan Liu Street was falling behind the traffic need as it was a one-way road, and accidents were likely to happen. However, the TD did not widen the road or install guard-rails to the pedestrian crossings. Thus, he supported all recommendations that could improve the traffic condition in Mei Tin Estate.

114. The views of Mr WONG Hok-lai were summarised below:

- (a) he was disappointed at the annual plan. The services of green minibus routes running in the vicinity of Mei Tin Estate, Mei Lam Estate, Mei Chung Court, May Shing Court were unsatisfactory. Those routes not only did not participate in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, but also kept passengers waiting for a long time. The hygiene conditions of those bus compartments were poor, too. He queried how the TD carried out its supervision; and
- (b) as Mei Pak Court would soon be completed, he was worried that the traffic condition and road facilities were insufficient to cope with the population growth.

115. The views of Mr HO Hau-cheung were summarised below:

- (a) the TD's annual plan was nothing new, and failed to show the TD's determination to handle regional traffic problems, such as the bus shelters. He asked how many bus stations in the Sha Tin District required improvement, and hoped the department could provide specific data;
- (b) the Commissioner for Transport was also dissatisfied with the implementation of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities in the Sha Tin District. He asked how the TD would encourage the green minibus operators to participate in the said scheme;
- (c) it was mentioned in the Policy Address that resources would be invested to optimise approximately 1 000 bus stops, and it was estimated that about 50 to 60 stops were in the Sha Tin District. He asked about the location of each stop and the implementation timetable;
- (d) as the parking spaces for various types of vehicles were inadequate in the Sha Tin District, he asked where the TD would add parking spaces and how many parking spaces would be added. At present, the district was in lack of parking spaces for large vehicles;
- (e) he asked which section of the cycle tracks in Sha Tin needed to be improved; and
- (f) he suggested that the TD should report highlighted projects mentioned in the paper in the form of a proposal or a progress report at the next five meetings of the TTC, for example, the programme for the provision of shelters and facilities at bus stops could be reported in the form of a proposal, while projects like the optimisation of cycle tracks could be reported in the form of a progress report.

116. The views of Mr Michael YUNG were summarised below:

- (a) he enquired what temporary traffic management measures would be

taken at the junction of Yuen Wo Road and Fo Tan Road during the drainage works, and when the road was expected to be available for public use, and whether the TD would give a reply after the meeting if they could not give immediate responses at the meeting;

- (b) the parking spaces for various types of vehicles were inadequate in the Sha Tin District, for example, parking spaces were in short supply in Fu Shan Public Mortuary. He hoped that the department could resolve the problem through communication with stakeholders. If there were some large-scale development projects in the future, he hoped that the TD could strictly review the traffic impact assessments, and tried to involve the developers in handling the problems like roadside parking spaces and so on;
- (c) there was a bus route commuting between Tai Wai and the town centre in Anderson Road Development Area, but it was not mentioned in the paper; and
- (d) many new public housing estates schemes in the Sha Tin District had been confirmed, such as Shui Chuen O Estate Phases 2 to 4, Shek Mun Estate Phase 2, Area 36C of My Home Purchase Plan and Yan On Estate. But the TD did not give any views on the cumulative traffic demands.

117. Ms Lisa LIU gave a consolidated response as follows:

- (a) although the paper did not mention the new housing development projects of the Sha Tin District, the annual bus route programme had covered the proposals for the next two years. The TD noted members' views on the long-term housing projects, and would examine them with the bus operator, and consult the public in a timely manner after formulating the programme;
- (b) the TD could supplement the information about the inter-company bus-bus interchange concessions after the meeting;
- (c) the TD intended to install the "stop-and-go" electronic payment system for the toll booths at toll tunnels and roads, and was preparing for a tender and selecting contractors to offer, purchase and install electronic payment facilities, and settlement services contractors. The system was expected to come into operation this year;
- (d) the green minibus Route No. 63K of Tai Wai provided one departure every one to two minutes during peak hours, while Route No. 63A operated one departure every two minutes. Owing to limited seats, the green minibuses failed to fully meet the needs of the passengers at peak hours. Thus, the TD had discussed with the bus operator to optimise the services of Bus Route No. 82B. The department would continue to optimise the programme with the bus operator so as to alleviate the pressure on the green minibuses; and

- (e) the green minibus operators that did not participate in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities still had not solved the technical problem, and the TD was maintaining close contact with them to offer assistance.

118. Mr Corwin YAU, Senior Transport Officer (Ma On Shan) of the TD gave a consolidated response as follows:

- (a) the TD has been concerned about the erratic green minibus services in Wong Nai Tau and Shek Mun. In early January of this year, the department conducted an inquiry into the bus operators within the framework of legislation. Although the verdict had not been announced, the department had been preparing for the second inquiry, with a view to solving the problem as soon as possible. On the other hand, the department would continue to investigate the services of the above routes. If the department found that serious lost trips problems occurred due to mismanagement of the operators, it would issue warning letters to the operators. Regarding participation in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, the department would address this issue together with the issue of right of management, and report the progress to members in a timely manner;
- (b) some passengers might hope that the circuitous routes could be changed into “point-to-point” services. In view of the operation of individual bus routes, the TD and the bus operator would consider splitting the routes if the number of vehicles, the needs of passengers and other aspects could meet the requirements; and
- (c) the TD had been communicating with the Housing Department and the bus operator about the transport facilities for the new housing development projects, and requested the bus operator to cooperate. The TD and the bus operator had entered into a five-year plan, and would map out the approach for mid-term and long-term development in view of the public housing development. The Sha Tin District Bus Route Programme 2016-2017 mainly focused on bus route adjustment programmes of the coming year.

119. Mr TSANG Kwong-fook, Engineer (Ma On Shan) of the TD gave a consolidated response as follows:

- (a) for the problem of traffic congestion in Sha Tin, the government had worked out short, medium and long term measures. In terms of short-term measures, a lane connecting to Tsing Sha Highway was added to Tai Po Road (Sha Tin Section) near Scenery Court at the end of July in 2015, effectively alleviating traffic congestion at Tai Po Road (Sha Tin Section) during peak hours and improving the overall traffic condition of Sha Tin. In terms of the medium-term proposal, the department was currently planning to widen the dual two-lane carriageway at Tai Po Road (Sha Tin Section) starting from Fo Tan Road (near Man Wo House

of Wo Che Estate) to Sha Tin Rural Committee Road (near New Town Plaza in Sha Tin) which spanned approximately 1.1 kilometres to dual three-lane carriageway so as to improve the traffic carrying capacity of Tai Po Road (Sha Tin Section). As a result, vehicles could easily head towards Kowloon via Tsing Sha Highway. In the long run, the government would review the traffic condition of the main roads in Sha Tin, and explore ways to further improve the traffic condition of Sha Tin;

- (b) emergency drainage maintenance works were in progress at the junction of Yuen Wo Road and Fo Tan Road. As the works were quite complicated, it would take longer construction time. In terms of temporary traffic arrangements, the TD had actively kept close contact with the Drainage Services Department (DSD). The DSD would optimise the current temporary traffic arrangements, including operating a route in the northbound direction of Yuen Wo Road so as to mitigate its impact on the traffic of the district. At present, the DSD was making preliminary arrangement for the traffic light signal at this location, and would implement the said scheme as soon as possible; and
- (c) the TD was concerned about member's views on the traffic condition of the Sha Tin District. They hoped that the TD could properly supervise the new road projects. He would convey the views of members to the works department concerned, in the hope that the new road projects could provide better traffic arrangements.

120. Mr Derek AU, Engineer (Sha Tin) 2 of the TD gave a consolidated response as follows:

- (a) the TD had been carrying out improvement works for the cycling tracks, and would continue with the works in the future; and
- (b) whenever a new development project was to be launched, the TD would discuss with the departments or organisations concerned, and request them to provide adequate parking facilities.

121. The Chairman said that since the quorum did not meet the requirement, he requested the Secretariat to summon the absent members to attend the meeting.

122. Owing to the absence of a quorum after 15 minutes, the Chairman decided that the enquiries on "Capacitor Buses of KMB Bus Route No. 284", "Improvement to Footbridges in Sha Tin District", "Transportation Problem in Sha Tin Wai and Shui Chuen O Estate", "Safety of KMB Buses and Follow-up Action on the Spalled Surface of the Ceiling of Tai Wai Public Transport Interchange" and "Illegal Motor Racing in Ma On Shan" would be dealt with at the next meeting, and that Progress Report of the Transport Department, Public Transport Re-organisation Plan to tie in with the Commissioning of Kwun Tong Line Extension, Report on the Progress of Works of the Highways Department, Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin and Prosecution Figures on Traffic Offences in Sha Tin Town Centre would be dealt with by circulation of papers.



**Date of Next Meeting**

123. The next meeting would be held at 2:30 pm on 10 May 2016 (Tuesday).
124. The meeting ended at 7:35 pm.

Secretariat of Sha Tin District Council  
STDC 13/15/45

April 2016