

**Sha Tin District Council****Minutes of the 5<sup>th</sup> Meeting of  
the Traffic and Transport Committee in 2016**

**Date** : 6 September 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	2:36 pm	6:24 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:36 pm	6:24 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:36 pm	4:45 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:36 pm	4:25 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:36 pm	4:05 pm
Mr CHAN Kwok-keung, James	„	2:43 pm	2:49 pm
Ms CHAN Man-kuen	„	2:36 pm	6:24 pm
Mr CHAN Nok-hang	„	3:04 pm	4:57 pm
Mr CHING Cheung-ying, MH	„	2:36 pm	6:24 pm
Mr CHIU Chu-pong, Sunny	„	2:36 pm	4:05 pm
Mr CHIU Man-leong	„	2:36 pm	6:24 pm
Mr HUI Yui-yu, Rick	„	2:36 pm	4:05 pm
Mr LAI Tsz-yan	„	2:43 pm	6:24 pm
Ms LAM Chung-yan	„	2:36 pm	6:20 pm
Mr LEE Chi-Wing, Alvin	„	5:09 pm	6:24 pm
Mr LI Sai-hung	„	2:36 pm	3:45 pm
Mr LI Wing-shing, Wilson	„	2:36 pm	6:24 pm
Mr MOK Kam-kwai, BBS	„	2:59 pm	4:25 pm
Mr NG Kam-hung	„	2:36 pm	4:05 pm
Ms PONG Scarlett Oi-lan, BBS, JP	„	2:36 pm	5:51 pm
Mr PUN Kwok-shan, MH	„	2:36 pm	5:44 pm
Mr TING Tsz-yuen	„	2:36 pm	5:36 pm
Mr TONG Hok-leung	„	2:36 pm	6:24 pm
Ms TUNG Kin-lei	„	2:36 pm	5:17 pm
Mr WONG Fu-sang, Tiger	„	2:36 pm	6:01 pm
Mr WONG Hok-lai	„	3:03 pm	6:24 pm
Mr WONG Ka-wing, MH	„	2:36 pm	6:24 pm
Ms WONG Ping-fan, Iris	„	2:36 pm	6:01 pm
Mr WONG Yue-hon	„	2:36 pm	6:24 pm
Mr YAU Man-chun	„	2:36 pm	4:05 pm
Mr YIP Wing	„	2:36 pm	5:50 pm
Mr YIU Ka-chun	„	2:36 pm	6:24 pm
Ms YUE Shin-man	„	2:36 pm	4:38 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	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  
Mr YAU Kung-yuen, Corwin  
Mr HO King-chung  
Mr TONG Cheung  
Ms LO Pui-u, Loucia  
Mr TSANG Kwong-fook, Andrew  
Mr KWOK Ka-chun  
Mr NG Ping-tong, Gordon

Mr CHOW Siu-yee  
Mr CHOW Kwok-kee, KK

Mr LAM Chi-chung, Paul

Mr LEE Shut-hang

Mr LO Chun-ho

Ms Hung On-ki

Mr LAM Sai-shu

**In Attendance by Invitation**

Mr LEUNG Kwok-man, Lautrec

Mr LOK Tze-kin

Mr KWOK Cheuk-nin

Mr MA Yuk-yuen

Mr LAW Yiu-wah

Mr POON Chun-kong

**Absent**

Mr LEUNG Ka-fai, Victor  
Mr MAK Yun-pui  
Mr SIU Hin-hong  
Ms TSANG So-lai  
Mr WAI Hing-cheung  
Mr CHENG Tsuk-man

**Title**

Assistant District Officer (Sha Tin), Sha Tin District Office  
Senior Executive Officer (District Council),  
Sha Tin District Office  
Senior Transport Officer/Shatin, Transport Department  
Senior Transport Officer/Ma On Shan, Transport Department  
Senior Engineer/Shatin, Transport Department  
Engineer/Shatin 1, Transport Department  
Engineer/Shatin 2, Transport Department  
Engineer/Ma On Shan, Transport Department  
District Engineer/Shatin (1), Highways Department  
Administrative Assistant/Land Management (Atg),  
District Lands Office, Sha Tin  
Housing Manager (Shatin 4), Housing Department  
District Operations Officer (Shatin District),  
Hong Kong Police Force  
Officer-in-charge of Sha Tin District Traffic Team,  
Hong Kong Police Force  
Senior Officer (Planning and Development),  
The Kowloon Motor Bus Company (1933) Limited  
Senior Operation Officer,  
The Kowloon Motor Bus Company (1933) Limited  
Senior Operation Officer,  
The Kowloon Motor Bus Company (1933) Limited  
Assistant Manager (Operation),  
The Kowloon Motor Bus Company (1933) Limited

**Title**

Senior Transport Officer/Tunnels & Tsing Ma 3,  
Transport Department  
Senior Engineer/High Speed Road (East) (Atg),  
Highways Department  
Senior Maintenance Engineer/Kowloon East,  
Highways Department  
Maintenance Assistant Inspector of Works/Kowloon City 1,  
Highways Department  
Planning and Support Officer I,  
Long Win Bus Company Limited  
Assistant Manager (Operation),  
Long Win Bus Company Limited

**Title**

DC Member	(Application for leave of absence received)
”	”
”	”
”	”
”	”
”	(No application for leave of absence received)

The Chairman informed all attendees that members of the public, being present as observers, were taking photographs and making video and audio recordings. On behalf of the Traffic and Transport Committee (TTC), he congratulated Ms Scarlett PONG and Mr WONG Ka-wing on being awarded Bronze Bauhinia Star and Medal of Honour respectively.

### **Applications 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 LEUNG Ka-fai, Victor	Official commitment
Mr MAK Yun-pui	”
Ms TSANG So-lai	”
Mr SIU Hin-hong	Overseas duty visit
Mr WAI Hing-cheung	Duty visit outside Hong Kong

3. The TTC endorsed the applications for leave of absence from the above members.

### **Confirmation of the Minutes of the Meeting Held on 5 July 2016**

(TTC Minutes 5/2016)

4. Members unanimously endorsed the minutes.

### **Matters Arising**

#### **Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting**

(Paper No. TT 45/2016)

5. Members noted the above paper.

### **Discussion Items**

#### **Proposal Regarding the Introduction of Overnight Airport Bus Service Route Nos. “NA40” and “NA41”**

(Paper No. TT 46/2016)

6. The Chairman welcomed the representatives of the Transport Department (TD) and the bus companies to the meeting.

7. The representatives of the TD presented the paper.

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

- (a) she asked how long the trip from Shui Chuen O to Hin Keng would take;
- (b) she proposed to change the route so that the bus would run from Che Kung Miu Road via Tin Sam Street to Hin Keng, and then leave by way of Hin Keng Street without passing through the roundabout outside Hin Keng Terminus to avoid being too close to residential homes in the early

morning. She also asked when the problem of bus stop location would be discussed; and

- (c) she asked if it was possible to have the figures on passenger volume during the trial period, and hoped that the frequency of airport bus service would be increased if the passenger volume was steady.

9. Ms Scarlett PONG had no objection to this scheme, but in view of the anticipated completion of the public housing and Home Ownership Scheme development projects in Fo Tan in 2019 or 2020, she hoped that a bus stop would first be provided on Lok King Street, Fo Tan in six months' time to serve existing residents.

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

- (a) he supported this scheme;
- (b) he hoped that the frequency of service would be increased if the passenger volume was found to be satisfactory after the trial run;
- (c) he asked if it was possible to adjust the bus fare downwards and offer concessions to commuters. He was pleased to know that the TD would offer concession to commuters and that the implementation of section fare was feasible; and
- (d) he asked when such service would be in force.

11. Mr NG Kam-hung enquired if the first stop on Che Kung Miu Road was the one opposite Festival City, and the second stop was at Hin Yeung House; and also asked whether the bus stop at the roundabout outside Hin Keng Terminus was the bus stop at Hin Keng Sports Centre. He considered such arrangement more desirable.

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

- (a) regarding the alignment of Route No. NA41, he had no objection to the splitting of the route but was dissatisfied that Route No. NA40 did not pass through Villa Athena. He had all along requested for the provision of a bus stop at Villa Athena for Route No. A41P on the return journey. He hoped that the authorities concerned should put more resources for the neighbourhood of Wu Kai Sha and Nai Chung, and consider the provision of E routes of airport bus service;
- (b) he opined that the bus fare was too high; and
- (c) regarding route orientation, he enquired if it no longer fell into the category of "express" routes.

13. Mr YIU Ka-chun welcomed the splitting of the route, but opined that the bus fare was excessively high and hoped for a downward fare adjustment, and asked if it was possible to implement section fare in Sha Tin. In respect of the proposal of implementing section fare, Mr PUN Kwok-shan, Mr TONG Hok-leung and Mr YAU Man-chun showed their support. He enquired when the query on fare reduction would be responded to and, about the feasibility of implementing section fare.

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

- (a) he proposed to change the alignment of Route No. NA41 to run from Hin Keng Street via Tin Sam Street to the octopus roundabout so as to benefit the neighbouring housing estates. Such proposal was supported by Mr CHING Cheung-ying; and
- (b) he opined that some of the routes plying the outlying islands were desirable.

15. Mr TONG Hok-leung proposed the provision of a bus stop on Mei Fai Street. Such proposal was supported by Ms TUNG Kin-lei and Mr WONG Hok-lai.

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

- (a) he opined that the splitting of the route would be welcomed by residents;
- (b) he wanted to have precise information on the bus stop; and
- (c) he proposed that the day service of airport bus route might be split into three, with one departing from Ma On Shan, one departing from Fo Tan, and the third one departing from Wong Nai Tau via Tai Wai.

17. Mr CHING Cheung-ying considered the fare too high and the orientation blurred. He proposed that the frequency of service should be increased.

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

- (a) she opined that this scheme was better than the one previously proposed, but the bus fare was on the high side, and hoped for a downward fare adjustment;
- (b) she enquired why it was proposed to pass through the Shing Mun Tunnels instead of Route 8; and
- (c) she hoped that there would be a dedicated airport bus route providing full-day service for Fo Tan North to Tai Wai.

19. Mr YAU Man-chun hoped that Route No. NA41 would ultimately be turned into regular bus service with a fixed schedule. He opined that the fare was on the high side.

20. Mr WONG Hok-lai enquired when the bus stop locations could be finalised. He hoped for the provision of a bus stop at May Shing Court and day-time airport service plying through Mei Tin Road.

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

- (a) the existing alignment of Route No. N42 was too long. According to his recent experience of taking Route No. N42, only one quarter of the passenger volume of return journey in the direction of Ma On Shan

remained after the bus stop at Ravana Garden, thus showing that such route had little appeal to Ma On Shan residents. Meanwhile, about one third of the passengers alighted in the town centres of Sha Tin or Tai Wai, and some passengers had to change to other means of transport on their way home. He opined that NA routes, providing point to point services, should be more expeditious than N routes;

- (b) he supported the splitting of the route, but opined that the departure time of the bus of Route No. NA41 from the airport was too close to that of Route No. N42, and might thus lead to insufficient passenger volume;
- (c) he hoped that the Department would, during the 6-month trial period, collect data on passenger volume and journey time for members' reference;
- (d) as Fo Tan and Sun Tin Wai fell outside the service area, he hoped that the Department would, during the trial period, study the feasibility of route optimisation; and
- (e) in view of the fact that the day service of airport routes in Sha Tin failed to benefit Lek Yuen district, Wo Che Estate, Hin Keng Estate, Lung Hang Estate, Shui Chuen O Estate and Fo Tan, he proposed that the Department and the bus company should first slightly adjust the NA routes before considering the reorganisation of the day service of airport bus routes.

22. The Chairman considered that the bus fare was too high, and hoped that the TD would keep proper guard of the situation.

23. Mr Corwin YAU, Senior Transport Officer/Ma On Shan of the Transport Department gave a consolidated response as follows :

- (a) the determination of the bus fare was subject to the "scale of fares", and the actual bus fare depended on consideration of such factors as the market situation, the cost of operation, the affordability of passengers, etc. Upon discussing the alignment of Route Nos. NA40 and NA41, the TD and the Long Win Bus Company Limited (LWB) had already given consideration to the avoidance of circuitous routing which might lead to an increase in the fare burden on passengers. Therefore, even by means of splitting the route according to the views received to increase the service area in Sha Tin district, the bus fare would still remain the same as proposed in the original scheme. The route design discussed which would cause a bus fare higher than the proposed amount in the original scheme had already been rejected by the TD. As for the operation of Route Nos. NA40 and NA41 proposed by the TD and the bus company, the fares were similar to the existing ones of NA routes in other districts. For instance, the bus fares for Route Nos. NA33 and NA34 bound for Tuen Mun, Yuen Long and Tin Shui Wai were \$40, those for Route Nos. NA11 and NA29 bound for the Hong Kong Island and Tseung Kwan O were \$52, and that for Route No. NA21 bound for Tai Kok Tsui was \$37.5;

- (b) the TD understood that bus fares had different implications on travellers and commuters. Relatively speaking, the impact of airport bus fare was greater on airport staff than on travelers. Therefore, the fare concession for airport staff was for the time being set at \$15, i.e. the reduced bus fare would be \$25;
- (c) the TD and the bus company would actively study the section fare arrangements for services in the district bound for Sha Tin;
- (d) the TD and the bus company would give serious consideration to the feasibility of having the route pass through Tin Sam Street and Mei Fai Street, as well as the alignment at Hin Keng Terminus;
- (e) the TD, which was aware of the growth of population in Fo Tan district in future and the increase in demand for airport bus service, would consider the proposal in the long run;
- (f) service frequency would be adjusted according to the change in passenger volume;
- (g) regarding the inability to provide a bus stop at Villa Athena, the TD and the LWB said that it was attributed to the consideration of the alignment of Route No. NA40 and the need to coordinate with the development of Wu Kai Sha and Nai Chung;
- (h) for passengers' convenience, the bus stops of Route Nos. NA40 and NA41 would mainly be located at the existing bus stops for airport bus service, with environmental factors, operational needs and, as far as possible, the convenience of passengers taken into account. As soon as further study of the implementation details was completed, the TD and the LWB would announce the relevant arrangements;
- (i) the journey time between Shui Chuen O and Hin Keng was estimated to be about 45 minutes. Passengers might check the time of bus arrival by using the mobile application of LWB's Estimated Time of Arrival System and he believed that the system would be more accurate during late-night hours because traffic was then smoother and less affected by external factors;
- (j) the departure times of the bus from the airport and the original Route No. N42 would be appropriately spaced and run in line with the arrival times of incoming flights as well as the off-duty times of airport staff; and
- (k) due to the time required for preparation, he hoped that the two new routes could be put into service within this year.

(Post-meeting note: Under the "scale of fares", bus routes would be classified into different groups according to the service nature, the service area, the type of bus used, the mode of passengers' demand, etc. The fare of each group of bus routes and the mileage chargeable were also specified.)

24. Mr POON Chun-kong, Assistant Manager (Operation) of the LWB responded that there were many small communities in Sha Tin, each with a certain size of population, so there were difficulties in designing bus routes. They would reconsider the feasibility of refining the bus routes, try their best to provide bus stops along the proposed road sections, and give serious consideration to the provision of concessionary fare to airport staff and the implementation of section fare.

25. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms Scarlett PONG.

26. Members agreed to discuss the provisional motion proposed by Ms Scarlett PONG.

27. Ms Scarlett PONG proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested an increase in overnight bus service of Route No. NA40 to Lok King Street within half a year in order to cater for the demands of Fo Tan residents.”

28. Ms Scarlett PONG proposed to add “airport” after “overnight” to the above provisional motion.

29. Mr Michael YUNG asked if “an increase in bus service to Lok King Street” meant “via Lok King Street”. If yes, he proposed to simplify the statement.

30. Ms Scarlett PONG accepted the proposal and modified her provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested an increase in overnight airport bus service of Route No. NA40 via Lok King Street within half a year in order to cater for the demands of Fo Tan residents.”

Mr Thomas PANG seconded the provisional motion.

31. Members unanimously endorsed the provisional motion in paragraph 30.

32. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr Wilson LI.

33. Members agreed to discuss the provisional motion proposed by Mr Wilson LI.

34. Mr Wilson LI proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested that the airport bus Route No. NA40 run past Villa Athena in Ma On Shan, the frequency of the airport bus be increased and the service be improved, such as the provision of E routes of airport bus service to run past Villa Athena in Ma On Shan so that residents might go to and from the airport at a cheaper fare.”

Mr TING Tsz-yuen seconded the provisional motion.



35. Members unanimously endorsed the provisional motion in paragraph 34.

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

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

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

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested for a downward adjustment of the full fare of overnight airport bus Routes No. NA40 and NA41, and the active consideration of the implementation of section fare to lessen the burden of traffic expenses on the public.”

Ms Iris WONG seconded the provisional motion.

39. Members unanimously endorsed the provisional motion in paragraph 38.

Meeting Schedule of the Committee for 2017  
(Paper No. TT 47/2016)

40. Members unanimously endorsed the dates of TTC meetings in 2017.

**Questions**

Questions to be Raised by Mr TING Tsz-yuen on Transportation Facilities at Ma On Shan Road  
(Paper No. TT 34/2016)

41. Mr TING Tsz-yuen asked the TD if it was due to the existence of the crossing facilities listed in its reply that the provision of zebra crossing would not be considered.

42. The Chairman pointed out that the pedestrian crossing at Park Belvedere near the petrol filling station only allowed left turn and prohibited right turn to Sai Sha Road. He hoped that the TD would consider making improvement.

43. Mr Andrew TSANG, Engineer/Ma On Shan of the Transport Department responded that, there were already four crossing facilities along the section between Hang Hong Street and Sai Sha Road, and only the pedestrian subway at the junction of Ma On Shan Road and Sai Sha Road was busier. Hence after evaluation, those crossing facilities were believed to be sufficient to meet residents' demand. The Department would monitor the pedestrian flow and consider adopting alleviation measures when necessary.

44. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr TING Tsz-yuen.

45. Members agreed to discuss the provisional motion proposed by Mr TING Tsz-yuen.

46. Mr TING Tsz-yuen proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council urged the Government to provide a zebra crossing at Ma On Shan Road off Block 4 of Park Belvedere for crossing Ma On Shan Road, and to assess the feasibility of building an elevator at the pedestrian subway (No. NS183) off the Ma On Shan Police Station.”

Mr YIP Wing seconded the provisional motion.

47. Members unanimously endorsed the provisional motion in paragraph 46.

Question to be Raised by Mr YIU Ka-chun on the Proposal to Improve the Estimated Time of Arrival System of Kowloon Motor Bus Company (1933) Limited  
(Paper No. TT 48/2016)

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

- (a) he considered that the Estimated Time of Arrival System was useful to passengers, but its accuracy was affected by the road conditions or weather conditions. The bus company had not replied as to how such circumstances would be handled;
- (b) citing Route No. 84M as an example, he asked the bus company why the message of “bus arrived/departed” was shown on the display panel before the arrival of the bus; and
- (c) both he and Mr CHIU Man-leong wished to know the exact number of complaints.

49. Mr CHIU Man-leong pointed out that the information given by the Estimated Time of Arrival System was not accurate enough. He asked if the information given could include the time of delay and if it was possible to calculate the rate of lost trips by means of the system. Both he and Mr PUN Kwok-shan hoped that the bus company would as soon as possible arrange across-the-board provision of display panels.

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

- (a) he asked if more detailed information could be provided by the Estimated Time of Arrival System;
- (b) he hoped that the Estimated Time of Arrival System could cover more jointly-operated routes; and
- (c) he asked if the Kowloon Motor Bus Company (1933) Limited (KMB) could point out the top three comments made by most passengers.

51. Mr LO Chun-ho, Senior Operation Officer of the KMB gave a consolidated response as follows:

- (a) it was believed that the case concerning Route No. 84M was caused by

temporary schedule changes;

- (b) the KMB would as far as possible look into the feasibility of installing display panels at en route stops that were provided with electricity supply and highly utilised. The KMB had earlier launched a pilot scheme of providing a display panel at the bus stop of Chevalier Garden;
- (c) he would refer the matter to the information and technology team to study the optimisation of the existing Estimated Time of Arrival System (including the web version and the mobile application), and study the feasibility of calculating lost trips by means of the system;
- (d) for the time being, in respect of the jointly-operated routes, the Estimated Time of Arrival System of the KMB could only show the schedule of KMB buses; and
- (e) the KMB received complaints concerning the malfunctioning of display panel and the accuracy of estimated time, and proposals regarding the provision of display panels at more locations.

52. Ms LIU Ching-man, Senior Transport Officer/Shia Tin of the Transport Department responded that the Department had encouraged the bus companies to provide the Estimated Time of Arrival System; she hoped that the KMB and the New World First Bus Services Limited (NWFB) and Citybus (CTB) would coordinate for the enhancement of such service.

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

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

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

“The Traffic and Transport Committee of the Sha Tin District Council requested the KMB to fully optimise its Estimated Time of Arrival System, and arrange the installation of display panels at all bus stops in Sha Tin as soon as possible for the convenience of passengers.”

Mr CHIU Man-leong seconded the provisional motion.

56. Members unanimously endorsed the provisional motion in paragraph 55.

Question to be Raised by Mr LEE Chi-wing, Alvin on the Progress of the Shatin to Central Link Project  
(Paper No. TT 49/2016)

57. The Chairman said that Mr Alvin LEE wished to have questions raised by Ms LAM Chung-yan on his behalf. He asked members if they had any objection.

58. With no objection from members, the Chairman asked Ms LAM Chung-yan to raise questions on behalf of Mr Alvin LEE.

59. The views of Ms LAM Chung-yan on behalf of Mr Alvin LEE were summarised below:

- (a) owing to traffic jam at some trunk roads in Sha Tin and the fact that the East Line of Mass Transit Railway Corporation (MTR) was heavily loaded, residents in Sha Tin would be greatly disappointed if the works regarding the Shatin to Central Link project was delayed;
- (b) she asked the Highways Department (HyD) and the MTR whether the pace of works could be quickened to make up for the delay so that the service of the section between Sha Tin and Diamond Hill could be put into service as soon as possible. And, if it was possible to make up for the delay, she believed that the cost of works might be adjusted downward; and
- (c) she hoped that bus services would not be trimmed after the commissioning of the Shatin to Central Link.

60. The Chairman pointed out the absence of the relevant officers of the HyD and the MTR representatives. He asked the Secretariat to refer the problem to the relevant officers and organisations, and invited the HyD and the MTR to send representatives to attend the next TTC meeting and to give a brief on the works progress of the Shatin to Central Link project.

61. Ms LAM Chung-yan asked why the representatives of the relevant departments were absent. Reports on the works progress of the Shatin to Central Link project were regularly submitted to the TTC, but there was no such report this year. She felt that due respect had not been shown.

62. Ms Cherry CHAN, Executive Officer (District Council)<sup>4</sup> of the Sha Tin District Office, responded that when referring the question to the relevant departments and organisations, the Secretariat had invited them to send representatives to attend the meeting, but they replied that they would not be able to do so. The Secretariat would refer the matter to the relevant departments and organisations.

63. Mr TING Tsz-yuen asked why the representatives of the HyD and the MTR were absent. He thought that they had no respect for members.

64. Mr KWOK Ka-chun, District Engineer/Shatin (1) of the Highways Department responded that the relevant HyD sections had given a written reply to members, and that the HyD and the MTR were working hard to quicken the pace of works to make up for the delay of the Shatin to Central Link project in the hope that the section between Tai Wai and Hung Hom could commence service in 2019. Regarding the estimates, the new estimates would only be available in the latter half of 2017. The HyD and the MTR would report on the works progress of the Shatin to Central Link project at subsequent TTC meetings.

65. Mr Michael YUNG pointed out that after the rail merger, the representatives of the MTR were no longer the permanent representatives of the TTC. He proposed to work with the MTR after the meeting in considering the feasibility of making the representatives of the latter as permanent representatives of the Committee.

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

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

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

“The Traffic and Transport Committee of the Sha Tin District Council requested the Government to study the feasibility of partial opening of the Shatin to Central Link, especially the section between Hin Keng and Diamond Hill, to alleviate the external traffic pressure of Sha Tin and the New Territories East.”

Ms TUNG Kin-lei seconded the provisional motion.

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

Question to be Raised by Mr YUNG Ming-chau, Michael on the Day-to-day Operation, Management and Maintenance of Lion Rock Tunnel  
(Paper No. TT 50/2016)

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

- (a) the current vehicle flow of the Lion Rock Tunnel (LRT) had already exceeded its designed maximum flow. He asked if this would accelerate the wear and tear of the tunnel and affect its durability. If yes, he asked the Government what action could be taken to improve routine maintenance;
- (b) he considered that apart from the wages, the Government should also stipulate the requirements concerning the technological capability of staff upon inviting tenders. As the wages of the LRT staff were paid by public money, both he and Mr WONG Hok-lai did not understand why the matter could not be made clear to the TTC;
- (c) since the HyD inspected the LRT regularly, he and Mr WONG Hok-lai as well as Mr WONG Ka-wing did not understand why maintenance was only carried out when the road surface had deteriorated to such an extent that urgent repair was required. He wanted to know when the Department first discovered the dilapidated condition of the road surface and when it came to know that such large-scale repair works were required;
- (d) he asked the HyD how “appropriate repair works” would be carried out;
- (e) he considered that the reply made by the HyD was not clear. For instance, it failed to clarify when “the previous road inspection” was carried out in its reply to part (d) of the question;
- (f) as there should be a specified rate between the curing time of concrete and its serviceability, he asked when concrete resurfacing works were

expected to be required for the road section in question;

- (g) he asked the HyD how it would deal with the hardness of walls and such other repair problems;
- (h) the HyD should arrange more manpower to extend the area of repair works, while the TD should take the lead in considering the overall renovation of the LRT;
- (i) he asked whether site inspection could be arranged for members to facilitate their understanding of the road conditions; and
- (j) The HyD's replies to public's correspondence and complaints were not satisfactory.

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

- (a) in her letter dated 23 February 2016 to the HyD, she pointed out that the road surface of the LRT was rough, the walls were spalling, and these caused hazard to drivers. She asked for renovation. The Department had not given her any formal written reply, she hoped that the Department would make improvements. She suggested that the HyD conduct a comprehensive review of the overall condition of the LRT as soon as possible, and carry out renovation works by stages to ensure safety and minimise the impact on drivers and passengers. She wanted to know if the LRT, being in the current state, required overall renovation; and
- (b) she asked the HyD about the quality of examination. With the LRT being the trunk road, she hoped that the Department would carry out overall repair works.

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

- (a) he did not understand why the Department only gave ambiguous replies and was unable to clearly answer the questions raised by members;
- (b) he asked where the road signs regarding maintenance works were placed, and wanted to know the scope of works in question and by what means road diversion arrangements were made known to the public; and
- (c) he asked when maintenance works would be carried out again after the current urgent repairs.

73. Mr TONG Hok-leung asked when the road section in question was last repaired. As the road surface condition in Sha Tin district got increasingly dilapidated and that the concrete sometimes would protrude right after the completion of repair works, he wanted to know how the HyD would ensure the quality of works.

74. Mr WONG Hok-lai asked the HyD how road surface inspection was conducted and how often such inspection was carried out.

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

- (a) he asked if there were special reasons to account for the need of carrying out such urgent repairs; and
- (b) some road sections of Sha Tin were used by a large volume of heavy trucks, he asked the HyD if it could step up the inspection of more dangerous road sections during weekdays.

76. Mr YIP Wing said that although the dilapidated condition was already known in July, notices were only issued three days before the commencement of works. He considered that this arrangement was in a great hurry and was not satisfactory, and hoped that the HyD would step up regular inspection to avoid the recurrence of similar incidents.

77. Mr KWOK Cheuk-nin, Senior Maintenance Engineer/Kowloon East of the Highways Department gave a consolidated response as follows:

- (a) the HyD conducted inspection once every seven days, and it was during the carrying out of inspection that the surface of some road sections at the Kowloon exit of the LRT was found to be in a dilapidated state, and the damage of three such locations was more serious. As the LRT was a trunk road, it was only possible to carry out temporary repair works in order not to cause serious impact on traffic. The Department, for the time being, used temporary material which might shorten the time of repair works, but the durability of such material was lower, so the overall condition would be monitored after the restoration works. As at July this year, the Department found that the condition of the road section in question had deteriorated, and so decided to use more durable materials, i.e. quick-drying cement, to carry out repair works to a larger area. The entire project would take 30 hours, and for the sake of minimising the impact on traffic, works would be carried out during the period from 10 pm on Saturday to 4 am on Monday;
- (b) the TD would issue notices in advance to request Kowloon-bound drivers to use other roads during the period of urgent repairs. The Department would provide 12 signs and 3 lampholders at a number of locations in Sha Tin district, such as the Tolo Highway near the Hong Kong Science Park, Shek Mun roundabout and Sha Tin Road near Pok Hong Estate, etc.;
- (c) as for the durability of the road surface, it varied according to the actual traffic condition, and road sections with great flows of heavy vehicles and where skidding often took place were normally more vulnerable to impairment. In addition, the acuteness of road bends, erosion by chemicals, abrasion by the downpour of rain water mixed with granules especially during rainstorms, would also affect the durability of road surface. Road facilities would also be damaged to different extents, such as the appearance of pot holes or cracks, etc. because of other unforeseeable factors such as traffic accidents, man-induced damage, leaking of underground drainage channels;

- (d) the HyD, upon becoming aware of the deterioration of the road section concerned in July this year, had immediately studied the issue together with the management company of the tunnel and other departments. Since the tunnel was a trunk road, details of repair works had to be carefully considered and a number of meetings had been held. It was only after everything was finalised that the relevant district council was informed and the press release was issued, so the period of notice was relatively short. In the event of similar circumstances in future, members would be informed as soon as possible; and
- (e) apart from the two locations where works had already commenced, the HyD altogether found 13 locations with minor damage. It originally planned to arrange road closure on 10 occasions, but in view of the experience of the two cases of road repair, the repair works of a number of items would be carried out simultaneously during long holidays. If the weather conditions permitted, the Department might conduct larger-scale repair works at Chung Yeung Festival.

78. Mr LOK Tze-kin, Senior Engineer/High Speed Road (East) (Atg) of the Highways Department gave a consolidated response as follows:

- (a) apart from the routine inspection, the HyD would conduct detailed inspection, mainly visual inspection, that lasted for three months, inside the tunnel tube at the interval of half a year, with road surface, ventilation ducts and underground channels included. As ventilation ducts and underground channels were relatively narrow, such inspection required more time. Meanwhile, the Department had commissioned a consultancy firm to carry out major inspection of the tunnel in March 2016 and samples were scheduled to be taken from various areas inside the tunnel tube next year for testing;
- (b) apart from the road surface, the HyD would also repair the damaged part of the tunnel tube, such as the wall panel or the upper and lower ventilation ducts. In addition, improvement works would also be carried out, such as reinforcement works beneath the road section where a large area had been repaired;
- (c) with reference to Ms Scarlett PONG's letter to the HyD regarding the uneven road surface and damaged wall of the LRT, he said that there were electrical wire ducts behind the damaged wall mentioned in the letter, and such damage was mainly attributed to the peeling of paint on the surface, while a small part of the wall was damaged because of traffic accidents. The Department was, for the time being, repairing the damaged wall in a progressive manner. The Department had also planned to repaint the damaged wall after the completion of repair works to improve its appearance; and
- (d) when repair works were carried out on 10 September, the HyD would make use of the arrangements of the closure of the slow lane in the toll plaza to repair the damaged surface of a road section and the repair works conducted at such location would not cause extra traffic impact.



79. Mr Lautrec LEUNG, Senior Transport Officer/Tunnels & Tsing Ma 3 of the Transport Department gave a consolidated response as follows:

- (a) in accordance with the contract, the current management company of the LRT had to inspect the tunnel area every day, including the condition of the road surface, and if the road surface was found to be damaged, the HyD would be notified immediately for inspection and repairs; and
- (b) the TD had released information on the works concerned by several means to inform the public about relevant traffic measures. Apart from the provision of Variable Message Signs at specified locations, the public would be informed of the traffic measures by notices concerning traffic and public transport arrangements posted on the TD's website and by briefs and press releases aired on radio and television. The TD had asked the management company of the tunnel to make broadcast on its radio channels before the commencement of works and to distribute flyers concerning road closure arrangements at its toll booths. During the works period, the TD would activate the Emergency Co-ordination Centre to coordinate and monitor the progress of road works and the traffic condition of the LRT on the day concerned, and release the latest traffic condition to the public via mass communication media. Meanwhile, the MTR and bus companies would also be requested to keep close watch on the situation. For the time being, traffic was not affected by the works.

80. Mr TONG Cheung, Engineer/Shia Tin 1 of the Transport Department responded that temporary signs were mainly placed at the road junctions of trunk roads and roundabouts, including the two trunk roads of Tai Po Road and Tate's Cairn Highway.

81. The Chairman opined that the notification period of works this time was too short and hoped that members would be notified as soon as possible in future so as to inform the residents affected and ways to improve routine maintenance and inspection would be studied. He proposed that the HyD follow up on the matter with individual members after the meeting.

### **Report items**

#### **Progress Report of the Transport Department** (Paper No. TT 51/2016)

82. Ms Scarlett PONG hoped that the implementation of the overnight green minibus service for Fo Tan could be quickened. She said that transport service for Dragons Range was poor, and the lost trip problem of Route No. 798 was very serious.

83. Mr LAI Tsz-yan shared the view that the lost trip problem of Route No. 798 was serious and hoped that the service hours could be extended.

84. Mr WONG Yue-hon asked if this document could reflect the situation concerning the routes of which service frequency could not be increased. During peak hours, the frequency of Route No. 798 for Sha Tin was lower than that for Tseung Kwan O, and he hoped that the TD could explain in the document for the next meeting why service frequency could not be increased. He said that members might provide

the lost trip details if so required by the TD, and also asked about the TD's supervision of the bus companies. He suggested that the TD's complaint hotlines should be posted at all bus stops.

85. Mr Alvin LEE hoped that the green minibuses concessions could be given for good, and suggested that the TD negotiate with green minibuses operators when contracts were renewed. For green minibuses with a full fare of \$7 and a section fare of \$4, if elderly passengers forgot to press the button for section fare before validating their octopus cards, the operators would get extra benefits. He hoped that the TD would review if the fare concession scheme for the elderly would bring undue benefits to green minibuses operators and cause wastage of public money.

86. Mr CHING Cheung-ying enquired if the operators of green minibus Route No. 68K would cooperate with the MTR to provide interchange concessions.

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

- (a) he welcomed the increase in service frequency of the return trip of Route No. 274P and hoped for a further increase in service frequency for the convenience of late commuters. He agreed that the existing passenger volume of the return journey of Route No. 274P was not great, and suggested further route optimisation to enhance its competitiveness; and
- (b) he hoped that the concessions regarding green minibus Route No. 810 would be permanent.

88. Mr Tiger WONG hoped that the KMB and the MTR would consider the offer of interchange concessions.

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

- (a) he enquired about the progress of the provision of bus routes plying the Western Harbour Crossing (WHC);
- (b) he hoped that the Department would consider increasing the frequency of express Route No. 85X departing from Ma On Shan;
- (c) he asked whether the bus service for Shui Chuen O Estate could be enhanced; and
- (d) he asked the TD about the role it played regarding the unsatisfactory service provided by green minibus Route No. 807K, and if it could enhance the transport service of the vicinity of Yan On Estate to cope with its second phase development.

90. Ms Iris WONG hoped for a further increase in the service frequency of the return trip of Route No. 85X. She enquired about the new service frequency of Route No. 284 after the trial run of the capacitor buses.

91. Mr WONG Hok-lai hoped for an increase in the service frequency of the return trip of Route No. 985. Meanwhile, the queue for green minibus Route No. 63K/A at Tai Wai MTR Station was often very long and the frequency of such service was

unsteady. He hoped for an increase in service frequency.

92. Mr LAI Tsz-yan asked whether the bus route programme would be discussed again and opined that his opinions had not been fully accepted. As the road conditions of the cycling track along the eastern bank of the Shing Mun River were not satisfactory, he asked if improvements could be made. He also asked, when improvement works were carried out to the pedestrian subway NS22, whether it was possible to have improvement measures taken to the road section leading from that pedestrian subway to the cycling track.

93. The Chairman hoped that the service of Route No. 274P could be extended to full day service.

94. Ms LIU Ching-man gave a consolidated response as follows:

- (a) the TD would conduct a comprehensive study of the overnight green minibus service for Fo Tan;
- (b) the existing resident bus service for Dragons Range which originally operated during peak hours had already been converted into running full day service. The TD, in response to the completion of the housing estates at Lai Ping Road earlier on, had planned to provide a green minibus route plying between Lai Ping Road and Sha Tin town centre, and had collected opinions from the local communities and the stakeholders; such opinions were being processed so that invitation for the provision of such new service could be offered as soon as possible;
- (c) if there was a lost trip problem with Route No. 798, she welcomed members to provide relevant details. The TD would keep monitoring the operation of the bus route, and if the passenger volume of Route No. 798 reached the indicator level of frequency increase, the Department would discuss the enhancement of service with the bus company;
- (d) it was a business decision for the green minibuses and the MTR to offer interchange concessions or not, but the TD would refer the proposal regarding the provision of interchange concessions for Route No. 68K to the green minibus operators and the MTR for their consideration;
- (e) the Department together with the bus company had all along kept close watch on the bus routes plying the WHC and would increase the service frequency when such need arose;
- (f) in response to the occupation of Shui Chuen O Estate, relevant transport services had been enhanced, and the Department together with the bus company would continue to keep close watch on the circumstances;
- (g) the increase in service frequency of the return journey of Route No. 985 depended on the passenger volume. The Department noted members' opinions and would give consideration to the same when there was such need in future in the formulation of bus route programme; and
- (h) she noted that Route No. 63K/A was warmly welcomed by passengers,

and for the time being, the frequency was almost one bus per minute during peak hours; the Department would keep closely monitoring the circumstances.

(Post-meeting note: the highest passenger rate of NWFB Route No. 798 bound for Tiu Keng Leng during the morning peak hours on weekdays was about 60%, while that of the last trip in the night-time bound for Fo Tan on weekdays was less than 30%. Therefore the existing frequency was sufficient to cater for passengers' demand. However, the Department and the NWFB would continue to keep watch on the change in passenger volume of the route so that a timely review of service arrangements could be made.)

95. Mr Corwin YAU gave a consolidated response as follows:

- (a) the offer of interchange concessions was a business decision for the green minibus operators and the MTR. It depended on operational environment and passenger volume, and the TD would encourage the offer of such concessions;
- (b) he would ask members about the cases involving the overcharge of fare by operators under the fare concession scheme for the elderly. Meanwhile, if members suspected that there were drivers or green minibus operators overcharging and so cheating in getting public money, they could report the case to the police. With different modes of operation and different designs of section fare, the arrangements regarding the charge of section fare of different green minibus routes were different. The drivers of some routes would adjust the section fare upon passengers' request while some drivers would allow passengers to press the adjustment button by themselves. The Department would, in view of individual circumstances, respect the adopted practice; and would remind operators to pay heed to the implementation of section fare and the fare concession scheme for the elderly;
- (c) he would, together with the operator of green minibus Route No. 810, study the optimisation of route alignment and the feasibility of extending the concession, and handle the applications for offering fare concessions on other green minibus routes;
- (d) the KMB and the NWFB and CTB were for the time being studying the service details of bus routes running from Ma On Shan to the Hong Kong Island via the WHC, and would put such routes into service after the completion of the preparation work;
- (e) the Department agreed that the orientations of Route No. 85X and that of Route No. 85S were different, so the enhancement of the division of the two routes would be considered when passenger volume and the availability of resources allowed;

- (f) the Department understood the operational problems of green minibus Routes No. 807A or 807K, and had issued warning letters to operators, and was, for the time being, negotiating with operators about the details of service improvements;
- (g) during the initial commissioning of capacitor bus, the frequency of Route No. 284 would remain unchanged. After the completion of the trial run, whether there was an increase in the number of capacitor buses or not would depend on the actual circumstances. The single-decker buses for Route No. 284 used to be the reserve vehicles to replace any bus that had broken down, and he would ask the KMB for further details; and
- (h) the Department would take into account the current operation of green minibus Route No. 26 and bus Route No. 274P when considering the feasibility of converting Route No. 274P into full day service.

96. Mr LO Chun-ho responded that there was great demand for Route No.85X, and the KMB might, after the new school year started, consider making service adjustment when the passenger volume was steadier. For the return journey of Route No. 274P, there were about 30 to 40 passengers. They would keep monitoring the passenger volume.

Reports of Working Groups  
(Paper No. TT 52/2016)

97. Members noted the above paper.

**Information Items**

Report on the Progress of Works of the Highways Department  
(Paper No. TT 53/2016)

98. Mr CHING Cheung-ying pointed out that projects such as NE/0767/16 and NE/2778/15 which involved the works on the bicycle parking facilities at Chui Tin Street had been finalised for quite some time. He asked why the works were still being planned. Project NE/0765/16 only dealt with the conversion of private car parking spaces into motor bicycle parking spaces, and such simple works had still not yet carried out after public consultation for over half a year.

99. Ms Iris WONG said that she had urged the TD and the HyD to provide anti-skid road coatings and traffic signs at Shek Mun Interchange, and enquired if the above proposed items were included in project NE/0977/16. She knew that the HyD had made a trial on 14 August 2016, but was disappointed that the works could not commence during the summer holidays. As the consultation in regard of projects NE/2524/15 and NE/1143/16 already completed in 2015, she asked why the works would not be completed until next year.

100. The Chairman enquired why project NE/0250/15 was delayed repeatedly. He pointed out that many projects were delayed, so he hoped that the HyD would give an explanation. He also wished to know how the priority of works was determined, and opined that the safety of road users should be the prime consideration.

101. Mr KWOK Ka-chun gave a consolidated response as follows:

- (a) under general circumstances, the HyD, upon receiving the Works Request Form concerning traffic improvements issued by the TD, would begin the advance works and arrange for implementation, including the application for excavation permit and devising the temporary traffic arrangements, etc. In respect of the traffic improvement works in the Sha Tin district, the HyD upon receiving the Works Request Form from the TD could usually commence works after about six to nine months, but for advance works of greater technical complexity, it might take one year or even longer to prepare. As for the works mentioned by members, the delivery of some might take a longer time because the design was found to require modification during the implementation of advance works, or consultation with other departments was necessary. For instance, the works involved roadside planting area or were obstructed by works on public utilities. The HyD had deployed resources in a flexible manner, and did its best to push forward other works included in the above paper. Meanwhile, the HyD and the TD had been in close liaison and regularly examining the progress and priority of the items in order to determine the schedule of implementation. Generally speaking, road safety related projects would be given priority; and
- (b) the HyD arranged a trial run earlier on, and wished that anti-skid road surfacing at Shek Mun Interchange would be carried out during the coming holidays so as to avoid causing inconvenience to commuters and students.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin

(Paper No. TT 54/2016)

102. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin and Tai Wai Town Centres and Wu Kai Sha

(Paper No. TT 55/2016)

103. Mr CHING Cheung-ying pointed out the seriousness of the illegal parking problem on Chik Wan Street and the loading/unloading bay outside Festival City on Che Kung Miu Road, and proposed that the police step up patrol during the periods from 7:15 am to 7:45 am and from 7:15 am to 7:30 am respectively.

104. Mr LAI Tsz-yan asked the police what “warning figures” referred to. He found that the police would sometimes wait till the driver returned to give him/her a warning if the driver was not inside the vehicle. He considered it not stern enough. He asked why the illegal parking problem at Yi Shing Square and on Kong Pui Street had not been improved despite the increase in prosecution. The problem was particularly serious in the evening. He asked how long it would take the police to arrive at the scene after a case was reported. He found that it usually took the police around 20 minutes to do so.

105. Mr WONG Yue-hon asked which areas “other locations in Sha Tin town centre” referred to. He considered that the illegal parking problem was serious at Shatin Fun City and enquired about the prosecution figures in respect of that location.

106. The Chairman pointed out that the illegal parking problem at the Hong Kong College of Technology on On Shing Street in Ma On Shan near Sunshine City was serious at night and thus affected the safety of passers-by. He wished that the prosecution figures in respect of the said location would be incorporated into the document, and urged the police to step up action against illegal parking. Although there was fencing on On Shing Street, there was no yellow line. Hong Kong Police Force

107. Mr CHIU Man-leong said that there was traffic jam in the neighborhood of SKH Ma On Shan Holy Spirit Primary School during the period from 7:30 am to 7:45 am on the first day of school, and hoped that the police would step up enforcement action.

108. Mr Wilson LI said that quite a number of school buses parked at the Wu Kai Sha Public Transport Interchange on the first day of school, and hoped that the police would deal with the traffic jam there.

109. Ms CHAN Man-kuen hoped that special attention would be paid to the illegal parking problem at the bus stop on Kwong Sin Street so that passengers’ boarding and alighting would not be inconvenienced.

110. Mr KK CHOW, District Operations Officer (Shatin District) of the Hong Kong Police Force gave a consolidated response as follows:

- (a) he would ask the policemen concerned about the illegal parking problem at Chik Wan Street, Festival City, Kong Pui Street, Shatin Fun City, Kwong Sin Street and On Shing Street, and would endeavour to make improvements;
- (b) “warning figures” mainly referred to the figures of drivers being warned and urged to leave the locations where illegal parking occurred;
- (c) the police would provide prosecution figures in respect of On Shing Street in the document for the next meeting;
- (d) he believed that it was an isolated incident that the police arrived at the scene 20 minutes after a case was reported. He would urge the district involved to pay attention; and
- (e) he would pay attention to the parking problem during the hours before school began.

111. Mr Paul LAM, Officer-in-charge of Sha Tin District Traffic Team of the Hong Kong Police Force responded that the police took care of the parking problem of school buses and private vehicles in the neighbourhood of quite a number of schools on 1 September. Policemen of the morning shift were sent to the scene as early as possible. However, as the time before school clashed with their shift change, it took time for them to be properly equipped before getting there. Attention would be paid to the aforesaid circumstances for making necessary deployment.

**Date of Next Meeting**

1 1 2 . The next meeting will be held at 2:30 pm on 8 November 2016 (Tuesday).

1 1 3 . The meeting was adjourned at 6:24 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

November 2016