

**Sha Tin District Council**  
**Minutes of the 2<sup>nd</sup> Meeting of**  
**the Traffic and Transport Committee in 2017**

**Date** : 7 March 2017 (Tuesday)  
**Time** : 2:35 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	2:35 pm	7:50 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:35 pm	7:50 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:35 pm	7:30 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:35 pm	6:43 pm
Mr CHAN Kwok-keung, James	"	2:35 pm	7:50 pm
Ms CHAN Man-kuen	"	2:35 pm	7:50 pm
Mr CHAN Nok-hang	"	2:35 pm	6:52 pm
Mr CHING Cheung-ying, MH	"	2:38 pm	6:52 pm
Mr CHIU Chu-pong, Sunny	"	2:35 pm	7:50 pm
Mr CHIU Man-leong	"	2:35 pm	7:50 pm
Mr HUI Yui-yu, Rick	"	2:35 pm	5:57 pm
Mr LAI Tsz-yan	"	2:35 pm	7:50 pm
Mr LEE Chi-wing, Alvin	"	6:00 pm	7:50 pm
Mr LEUNG Ka-fai, Victor	"	2:40 pm	5:28 pm
Mr LI Sai-hung	"	2:35 pm	5:46 pm
Mr LI Wing-shing, Wilson	"	2:35 pm	6:43 pm
Mr MOK Kam-kwai, BBS	"	2:35 pm	4:45 pm
Mr NG Kam-hung	"	2:56 pm	5:52 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:35 pm	7:32 pm
Mr PUN Kwok-shan, MH	"	2:35 pm	6:52 pm
Mr SIU Hin-hong	"	2:35 pm	6:43 pm
Mr TING Tsz-yuen	"	2:52 pm	5:52 pm
Mr TONG Hok-leung	"	2:35 pm	7:50 pm
Ms TUNG Kin-lei	"	2:35 pm	7:50 pm
Mr WAI Hing-cheung	"	2:35 pm	7:07 pm
Mr WONG Fu-sang, Tiger	"	2:35 pm	7:50 pm
Mr WONG Hok-lai	"	2:35 pm	7:50 pm
Mr WONG Ka-wing, MH	"	2:38 pm	6:43 pm
Ms WONG Ping-fan, Iris	"	2:35 pm	7:50 pm
Mr WONG Yue-hon	"	3:31 pm	7:50 pm
Mr YAU Man-chun	"	2:35 pm	7:50 pm
Mr YIP Wing	"	2:35 pm	7:32 pm
Mr YIU Ka-chun	"	2:35 pm	7:50 pm
Ms YUE Shin-man	"	2:35 pm	7:50 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  
  
 Mr HO Ming-yin, Jim  
 Mr YAU Kung-yuen, Corwin  
 Mr HO King-chung, Stephen  
 Mr TONG Cheung  
 Ms LO Pui-u, Loucia  
 Mr TSANG Kwong-fook, Andrew  
 Mr FUNG Ka-tsun, Simon

Mr NG Kok-hung

Mr CHOW Siu-yee  
 Mr LAM Chi-chung, Paul

Mr CHOW Kwok-kee, KK

Mr LEE Shut-hang

Mr LO Tit-kau, Terry

Mr LAM Sai-shu, Francis

Ms CHUNG Pui-yi, Penny

**In Attendance by Invitation**

Mr FUNG Yiu-man

Mr CHAN Yue-tong

Mr WONG Tze-ying  
 Mr YEUNG Chung-kei  
 Ms SIOW Ying  
 Mr FOK Chun-sing  
 Mr LUK Fong-tin, Alex

Ms FUNG Sin-yee, Mini

Mr Simon WONG

Mr Pedro PANG

Mr LAW Yiu-wah, Rayson  
 Mr POON Chun-kong

**Title**

Assistant District Officer (Sha Tin) / Sha Tin District Office  
 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 / New Territories / Sha Tin (2) /  
 Highways Department  
 Administrative Assistant / Lands  
 (District Lands Office, Sha Tin) / Lands Department  
 Housing Manager (Sha Tin 4) / Housing Department  
 Officer in Charge / Traffic Team / Sha Tin Police District /  
 Hong Kong Police Force  
 District Operations Officer / Sha Tin Police District /  
 Hong Kong Police Force  
 Senior Officer (Planning and Development) /  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Senior Operation Officer /  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Assistant Manager (Operations) /  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Senior Public Affairs Officer / New World First Bus Services  
 Limited and Citybus Limited

**Title**

Senior Engineer / Project Management 4 /  
 Drainage Services Department  
 Engineer / Project Management 15 /  
 Drainage Services Department  
 Engineer / Sha Tin / Drainage Services Department  
 Senior Associate Director / Atkins China Limited  
 Project Manager / Atkins China Limited  
 Deputy Project Manager / Atkins China Limited  
 Senior Transport Officer / Bus Development  
 (New Territories East) / Transport Department  
 Transport Officer / Bus Development  
 (New Territories East) / Transport Department  
 Planning and Scheduling Manager / New World First Bus Services  
 Limited and Citybus Limited  
 Assistant Planning Officer / New World First Bus Services Limited  
 and Citybus Limited  
 Planning and Support Officer I / Long Win Bus Company Limited  
 Assistant Manager (Operation) / Long Win Bus Company Limited

**Absent**

Mr PANG Cheung-wai, Thomas, SBS, JP  
 Ms LAM Chung-yan  
 Mr CHENG Tsuk-man  
 Mr MAK Yun-pui  
 Ms TSANG So-lai

**Title**

DC Vice-Chairman  
 DC Member  
 ”  
 ”  
 ”

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

**Action**

The Chairman informed all attendees that 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 had received the applications for leave of absence in writing from the following members:

Mr Thomas PANG	Attendance at meetings/activities of agencies under the Chinese government
Ms LAM Chung-yan	Sickness
Mr CHENG Tsuk-man	Official commitment
Mr MAK Yun-pui	”
Mr Alvin LEE	”

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

**Confirmation of the Minutes of the Meeting Held on 10 January 2017**

(TTC Minutes 1/2017)

4. Members confirmed the above minutes unanimously.

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

(Paper No. TT 14/2017)

5. Mr Michael YUNG expressed regret over the department's response to paragraph 52 of the minutes. He asked about the grounds and decision-making process of treating with the walkways as an independent project or a project portfolio in the last phase and this phase of the “Universal Accessibility” Programme and the way the Highways Department (HyD) handled the unfairness towards pedestrian subways NS286 and NS287.

6. Mr YIU Ka-chun said the HyD's response to the “Universal Accessibility” Programme was exhaustive. The department said that after the expiry of the franchise of Tate's Cairn Tunnel Company Limited in the second half of 2018, relevant footbridges would become the public walkways repaired and maintained by the HyD. At that time, the walkway ST04 across Tate's Cairn Tunnel Toll Plaza could be incorporated into the “original programme” of the “Universal Accessibility”

Programme. He enquired whether the response meant that members did not need to nominate the walkway ST04 for this programme. In addition, he asked whether an appropriate meeting would be held in order to select three projects for the “Universal Accessibility” Programme.

7. Ms CHAN Man-kuen said the Sha Tin District Council (STDC) had proposed a motion in early years, requesting the construction of additional lifts at Tate’s Cairn Tunnel Toll Plaza as early as practicable. She welcomed the incorporation of the walkway ST04 across Tate’s Cairn Tunnel Toll Plaza into the “original programme” of the “Universal Accessibility” Programme after the expiry of the franchise of Tate’s Cairn Tunnel Company Limited, but hoped the progress could be accelerated.

8. Mr Tiger WONG pointed out that the Kwong Yuen Estate footbridge and the On Shing Street Garden footbridge did not span across public roads repaired and maintained by the HyD, but about 30% of the units in Kwong Yuen Estate had not yet been sold under the “Tenants Purchase Scheme”, and no more than 10% of the residents had paid regrant premium. Therefore, the Government still held the majority of property interests of Kwong Yuen Estate. He hoped that “Universal Accessibility” Programme would not only incorporate walkways managed by the HyD, but also deal with government-owned walkways.

9. Ms Iris WONG said the Kowloon Motor Bus Company (1933) Limited (KMB) and New World First Bus Services Limited and Citybus Limited (NWFB and Citybus) were reluctant to adjust section fares on Route Nos. 680 and 682. She said that the bus operators had provided section fares on some cross-harbour routes and wondered why the same services could not be provided for Route Nos. 680 and 682.

10. Mr Simon FUNG, District Engineer / New Territories / Sha Tin (2) of HyD responded that the question raised by Mr Michael YUNG would be referred to Major Works Department of HyD for follow-up. In addition, as the franchise of Tate’s Cairn Tunnel Company Limited would expire in the second half of 2018, at that time, the walkway ST04 across Tate’s Cairn Tunnel Toll Plaza would be incorporated into the “original programme” of the “Universal Accessibility” Programme, and would not occupy the quota for the next phase of the “Universal Accessibility” Programme.

11. Ms Penny CHUNG, Senior Public Affairs Officer of NWFB and Citybus responded that the company had long been in a harsh operating environment, with rising operating costs. Therefore, the overall resources must be used on prudent commercial principles. Currently, a number of fare concessions and section fares had also been provided. Thus, it failed to adjust section fares on Route Nos. 680 and 682. The bus operators would cooperate with the Government to implement a trial scheme for new section fares on cross-harbour bus routes after crossing the harbour, and would also keep an eye on the effectiveness of the scheme and its impact on the operation of the entire bus network

12. Members noted the above paper.

**Discussion Items**

Proposed Estimates under Expenditure Head 7 of 2017-2018  
(Paper No. TT 15/2017)

13. Members unanimously endorsed the above proposed estimates.

Rehabilitation of Trunk Sewers in Kowloon, Sha Tin and Sai Kung - Rehabilitation of Trunk Sewers along Yuen Wo Road near Sha Tin Sewage Pumping Station  
(Paper No. TT 16/2017)

14. The Chairman welcomed the representatives of the Drainage Services Department (DSD) and the consultant company to the meeting.

15. The representatives of the DSD gave a brief introduction to the contents of the paper.

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

- (a) she asked about the possibility of allowing vehicles to turn left at Fo Tan Road in April and whether the road could be open to traffic before June as mentioned by the DSD;
- (b) she asked about how the DSD would handle the odour of that section of the trunk sewer and pollutant discharge to Shing Mun River;
- (c) she asked about the risk of the works, its impact on traffic and the durability of the trunk sewer in future; and
- (d) she asked how the DSD would communicate with the residents concerned and whether it could provide the contact number posted at the site.

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

- (a) he inquired about the reasons for the collapse incidents taking place in 2007, 2012 and 2015 respectively, and whether the department knew in advance that section of the road and the trunk sewer were potentially dangerous, whether the collapse would happen again in the future and whether there were preventive measures. In addition, he asked whether there were trunk sewers with a larger diameter elsewhere. He was worried that a similar situation might occur if there were trunk sewers with a larger diameter and more rapid water currents elsewhere;
- (b) he opined that the DSD should invite representatives of the Hong Kong Institute of Vocational Education (Sha Tin) to join the liaison group;
- (c) he considered that the smell of the relevant road section would affect residents nearby; and

- (d) he asked about the service life of the general trunk sewer and whether the closer the trunk sewers were to the sewage pumping stations, the larger the diameter would be.

18. The views of Mr James CHAN were summarised below:

- (a) he asked about the consequences of not implementing the new trunk sewers works, the probability of incidents and the urgency of the works. He believed that similar works would also need to be carried out in many other places if new trunk sewers were to be built for a complete inspection of the existing trunk sewers; and
- (b) he considered that the works involved open trench excavation and its construction method should not be called as non-open trench excavation.

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

- (a) she inquired whether the completion of the rehabilitation works at the junction of Yuen Wo Road and Fo Tan Road would mean the traffic would restore to normal; and
- (b) she asked about the extent of each shaft, the environmental impact of excavating a shaft and whether the shafts were to be used for future repairs. She was concerned that the shafts would generate odour if not fully sealed.

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

- (a) he asked whether the rehabilitation of trunk sewers marked in black in the briefing had been completed, how long the life span of the rehabilitated trunk sewers was, and how the authorities would effectively monitor the trunk sewers;
- (b) as the current traffic lights of the relevant road sections were adjusted due to the closure of some traffic lanes, optimal arrangement for vehicular movement was not available. He asked whether the temporary traffic management measures for the proposed works would restore the multiple sets of light signals at this crossroads to see whether the length of the vehicle queues could be effectively shortened. He believed that the location of the driving lane provided in this temporary traffic management measure might be more desirable than the original one. In this regard, he asked whether the DSD would consider maintaining the temporary traffic management measure after the completion of the works;
- (c) he asked about the estimated expenditure for the works, and whether the nearby trunk sewers would be inspected during the widening works of Tai Po Road (Sha Tin Section) after the completion of the works; and

- (d) he asked whether the authorities would conduct another traffic impact assessment and whether the result of this assessment result would be compared with that of the last traffic impact assessment.

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

- (a) he asked about the reasons for the collapse incidents of sewage manholes in 2007, 2012 and 2015 respectively;
- (b) if the manholes collapsed, the trunk sewers might be damaged. He asked how the DSD would deal with the effluent discharge from the damaged trunk sewers;
- (c) he asked whether the odour emitted thereat would disappear after the completion of the emergency rehabilitation works on trunk sewers, and if not, what the reasons were; and
- (d) he suggested the DSD should study the underground facilities of the relevant road sections before carrying out the works.

22. The views of the Chairman were summarised below:

- (a) he asked if the length of construction period could be shortened, e.g. processes that could be handled together were carried out simultaneously to reduce the time required;
- (b) he asked whether preliminary works such as borehole inspection and trial run could be carried out together; and
- (c) he asked the DSD to explain to members the latest temporary traffic management measures when the works commenced.

23. Mr WONG Tze-ying, Engineer / Sha Tin of the DSD gave a consolidated response as follows:

- (a) the emergency rehabilitation works of the trunk sewer with a diameter of 1.5 metres at Yuen Wo Road had been completed. Reconstruction of the manholes was required at the site of collapse and was expected to be completed in April. The central dividers, traffic lights and road signs at a section of Yuen Wo Road would be reprovisioned subsequently and traffic lanes would be redrawn. Yuen Wo Road would be open to traffic by phases as early as possible and was expected to be fully open for public use in early June. Based on the progress of the works, the DSD had opened some sections of Yuen Wo Road to traffic on 3 March this year;
- (b) the odour mainly came from the damaged trunk sewers and manholes. As the rehabilitation works was partially completed, the smell around the Hong Kong Institute of Vocational Education (Sha Tin) had been reduced. However, relevant collapsed manholes still emitted odour as they were not fully enclosed. The DSD had conducted on-site

inspections with school personnel and enclosed the manholes on the days without construction as far as practicable and installed fans at subways nearby to reduce the impact of the smell on the teachers and students there. After the completion of the works, the smell would be substantially reduced;

- (c) the sewage flow was relatively large at the sites where collapses occurred in 2007, 2012 and 2015 respectively. Therefore, the erosion of manholes caused by sewage flow was more serious. In view of this, the DSD proposed to rehabilitate the trunk sewers;
- (d) the DSD had already rehabilitated the trunk sewer sleeves marked in black in the briefing and believed they could be used for decades. In addition, the DSD would, in accordance with the works of different government departments, timely inspect the trunk sewers in the relevant areas. The DSD would continue to monitor the trunk sewers and carry out rehabilitation works as necessary;
- (e) the collapse of the trunk sewer with a diameter of 1.5 metres caused no blockage. At the same time, the DSD set up a large-scale water pump to speed up the channeling of sewage into the downstream sewage system so as to prevent sewage from discharging into the river;
- (f) the diameter of the trunk sewer involved in this works was already larger as compared to those in the vicinity; and
- (g) the DSD prepared a schedule of sewer inspection and would arrange for contractors to make repairs if necessary.

24. Mr FUNG Yiu-man, Senior Engineer / Project Management 4 of the DSD gave a consolidated response as follows:

- (a) in general, the life span of trunk sewers was about 40 years. If the flow was smooth, there would not be a big problem. The trunk sewer involved in this works had been used for many years and had experienced collapse. As a result, the DSD had already prepared for the works item as early as 2012; and
- (b) if the trunk sewers were rehabilitated before the collapse, the works would be relatively easier. In the past, it was time-consuming and difficult to clean up the collapsed trunk sewers. Therefore, after the emergency rehabilitation works were completed, the DSD believed it was worthwhile to build new trunk sewers at suitable sites to enhance the stability of the sewage system. He hoped that members would provide support.

25. Mr FOK Chun-sing, Deputy Project Manager of Atkins China Limited gave a consolidated response as follows:

- (a) they would discuss with the Transport Department (TD) before the implementation of temporary traffic management measures and conduct



trial runs if necessary to observe the traffic impact of the measures;

- (b) they would carry out borehole inspection at the shaft site before construction, and if necessary, adjust the construction method according to the soil conditions. In addition, they would require contractors to monitor the settlement marker's readings on a daily basis during construction to avoid any collapse;
- (c) the impact of rainy days had been forecasted in the construction period;
- (d) before the works commenced, resident engineers or the liaison group would liaise with local STDC Members, residents' representatives and the Hong Kong Institute of Vocational Education (Sha Tin) to provide them with contact numbers for further inquiries. In addition, they would distribute leaflets printed with contact numbers for posting at nearby buildings;
- (e) sewer rehabilitation works marked in red in the briefing had not yet been carried out. After new trunk sewers were built, the sewage could be diverted to the new sewers so that the DSD would be able to conduct a more thorough examination of the existing sewers, which was more desirable than conducting inspection when there was sewage flowing in the sewers;
- (f) as shafts were required to be excavated, "limited excavation" might be a more apt term to describe the construction method;
- (g) each shaft was about three and a half metres long, three metres wide and twelve metres deep. Sewage wells would be constructed at the shaft site, which would facilitate maintenance and inspection by the DSD personnel in the future. In general, if the flow of sewage was smooth, there should be no odour;
- (h) they would study with the TD again on whether the traffic flow would be smoother after change of the location of the traffic lanes. After completion of the sewer rehabilitation works marked in green, the light signal cycle time would be restored and would remain unchanged during construction of new trunk sewers;
- (i) some of the works in Sha Tin costed about \$120 million;
- (j) they resubmitted the traffic impact assessment report on the new temporary traffic management measures for consideration by the TD and would require the contractors to submit the latest traffic flow data before the commencement of the works;
- (k) the three-year construction period included application for road excavation permits, traffic diversions and borehole inspection, etc. They would enter into new construction contracts to encourage contractors to complete the works as soon as possible; and

- (l) after taking road closure and diversion measures, they would carry out borehole inspection and commence the works.

26. Members unanimously endorsed the above paper.

Sha Tin District Bus Route Programme 2017-2018

(Paper No. TT 17/2017)

27. The Chairman welcomed the representatives of the TD and the bus operators to the meeting.

28. Mr Alex LUK, Senior Transport Officer / Bus Development (New Territories East) of the TD gave a brief introduction of the contents of the paper.

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

- (a) he thought that the bus route programme this year was not only reduced in scale but also was not aggressive enough and failed to respond to the demand made all along by the residents in Sha Tin;
- (b) he demanded the introduction of airport bus services for Hin Keng Estate, Lung Hang Estate and Festival City;
- (c) he understood that following the commissioning of the Shatin to Central Link (SCL), the traffic load on the Tai Wai Station Public Transport Interchange would increase. However, he hoped that bus service from Sun Tin Wai to Tai Wai Station Public Transport Interchange would be introduced. He asked the TD and the bus operators to explain the reasons for the cancellation of the scheme; and
- (d) there were no suggestions for improving bus services along the route such as Route No. 81C.

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

- (a) she was pleased to see the increase in the frequency of Route No. 43X in morning and afternoon rush hours, and hoped that the frequency could be increased as soon as possible;
- (b) she asked whether the adjustment of Route No. 82P would affect Route No. 82X;
- (c) she was pleased to see the opening of Route No. 980A;
- (d) she hoped the frequency of return trips of Route Nos. 286C and 82C would be increased;
- (e) despite the pervious increase in the frequency of Route No. 85X, the service was still insufficient;

- (f) given the insufficient space of supercapacitor buses running on Route No. 284, she hoped that the frequency of the route would be increased and asked the TD to monitor the bus operator's bus schedules before the implementation of the second phase; and
- (g) there was still a lack of overnight bus services at Shek Mun and On King Street and she hoped relevant proposals could be included into the programme.

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

- (a) as the SCL was about to be open to traffic, bus services in Tai Wai would be ignored further. However, relevant staff of the TD had not proactively contacted her;
- (b) there was a need to open bus routes connecting Tai Wai to Central and Sheung Wan and the airport; residents of Tai Wai communities needed bus services travelling to and from the railway station;
- (c) she hoped that service of Route No. 286X could be available at Yuen Chau Street during off-peak hours;
- (d) she hoped the service hours of Route No. 283 would be extended; and
- (e) she asked when whole-day service would be introduced to Route No. 82B for traveling to and from the “Four Mei Communities” (i.e., Mei Tin Estate, Mei Chung Court, May Shing Court and Mei Lam Estate).

32. The views of Mr CHAN Nok-hang were summarised below:

- (a) he asked whether the Government's policies still focused mainly on railway services, and secondarily on bus services or the interaction between the two;
- (b) he asked about the proportion of bus routes with less passenger volume served by single-decked buses;
- (c) this bus route programme did not include the services they had been demanding for, e.g., the increase in the frequency of and the provision of return trip service and the extension to whole-day service for Route No. 982X, the increase in the frequency of Route No. 86A and new development of Route No. 286C; and
- (d) he hoped that the direct bus service between Tai Wai and the Eastern District of Hong Kong Island could be introduced.

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

- (a) he opined that this bus route programme might be subject to the influence of the extension of KMB's franchise and evaded the more controversial proposals;

- (b) although it was a good start to launch the trial scheme for new section fares on cross-harbour routes after crossing the harbour, the TD and the bus operators should have implemented relevant programme in full earlier. Section fares had not been properly provided for Route Nos. 680 and 682, and thus, traffic burden on residents in the district failed to be alleviated;
- (c) he opined that the TD and the bus operators should provide inter-company bus-bus interchange concessions at Tate's Cairn Tunnel, whole-day two-way services for Route Nos. 982X, 82C and 240X and bus services from Tai Wai and Fo Tan to Central and Sheung Wan via Route 8;
- (d) he opined that KMB should have implemented a flat fare programme for the same section on the return trip earlier; and
- (e) he supported the introduction of whole-day service to Route No. 249X but thought it was not reasonable for the TD and the bus operators to redeploy the resources on Route No. 49X to Route No. 249X. The TD and the bus operators had said that they would not change the frequency of Route Nos. 249X and 49X during peak hours, but issued a notice on 4 March to change the frequency of relevant routes from every five to ten minutes per headway to every six to eight minutes per headway to uniform the trip frequency.

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

- (a) he asked why whole-day service on Route No. 82P was not implemented and the return trip started from Wong Tai Sin rather than Diamond Hill to Kwong Yuen and whether relevant adjustment would affect Route No. 82X;
- (b) at present, there were only three trips for Route No. A41 in the morning. He asked whether arrangements could be made for one run departing hourly from Wong Nai Tau. At present, due to the arrangement of Route No. A41, buses running on Route No. 83K were changed to those with more space for luggage, which made the compartments more crowded;
- (c) he welcomed the opening of Route No. 980A but asked whether the TD and the bus operators had already discussed the arrangements for frequency increase; and
- (d) the residents of Kwong Yuen / Kwong Hong areas often changed to alternative transport services at City One Station of Ma On Shan Rail (MOS Rail). However, Green Minibus (GMB) Route No. 804 failed to cope with the passenger volume during rush hours. He asked the TD and the bus operators about handling of required full fare payment for bus transfer to Kwong Yuen at City One Station of MOS Rail.

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

- (a) he believed this bus route programme was too conservative and some of the information failed to converge with that of the previous year. They had been striving for bus services for Shui Chuen O Estate in the past. However, the TD still did not put forward any optimization schemes in this programme. He asked whether special meetings could be held to discuss the relevant issues. He hoped that the TD would submit a schedule of improving bus services provided at Shui Chuen O Estate after the meeting;
- (b) on recent mornings, the last run of Route No. 240X was already full at Garden Rivera and Regal Riverside Hotel. He believed it was necessary to arrange for the increase in frequency of this route or provide whole-day service this year;
- (c) he welcomed the introduction of whole-day service to Route No. 249X;
- (d) only one bus was added for Route No. 287X, therefore the current passenger volume still could not be coped with. He held the instable frequency was due to the circular operation of Route No. 287X;
- (e) during morning rush hours, buses running on Route No. 80X were often full at Sha Kok Street Station. He believed some of the passengers were from Shui Chuen O Estate. The TD and the bus operators did not increase the frequency of or implement full-time services for Route Nos. 83A, 47A and 682B; and
- (f) up to now, there were no bus services traveling to Wo Che Estate, Lek Yuen Estate and Fo Tan from Shui Chuen O Estate. He opined that the TD and the bus operators should arrange for some of the existing bus routes to make a detour via Shui Chuen O Estate.

36. The views of Mr LI Sai-hung were summarised below:

- (a) this bus route programme was not exhaustive enough. He asked whether it would not be possible to optimize the services of other bus routes without saving the resources of other routes, including routes with large passenger volume like Route Nos. 80 and 89B;
- (b) it was difficult for residents to take the last few runs of Route No. 982X and he asked whether it was due to the similar departure time of runs from Yu Chui Court and Shui Chuen O Estate and hoped that the TD and the bus operators could make improvements; and
- (c) he hoped the TD and the bus operators would increase the frequency of Route No. 985 in the mornings to facilitate residents to cross the harbor to work.

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

- (a) he opined that this bus route programme failed to respond to the local demand and reflected that attitude of the TD and the bus operators was not proactive. He hoped the TD and the bus operators would increase the frequency of Route Nos. 981P and 682A and open Route No. N287 as soon as possible;
- (b) most of the routes from Ma On Shan to other districts passed by either Ning Tai Road or Hang Hong Street. However, there was no whole-day cross-harbour route via Ning Tai Road. He asked the TD and the bus operators to study and open a whole-day cross-harbour bus route using the Western Harbour Crossing (WHC) via Ning Tai Road; and
- (c) he hoped a bus route from Ma On Shan via Ning Tai Road to Tai Po and Cheung Sha Wan would be introduced.

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

- (a) he welcomed the opening of Route Nos. 980X and 981P and proposed to increase a run of Route No. 980X at 7:25 am and to introduce whole-day service to the route to cope with the rising population in Wu Kai Sha or to extend Route No. 681 to Wu Kai Sha, and the resources of Route No. 680X should not be withdrawn. In addition, he proposed to avoid overlapping trips between Route Nos. 980X and 680X. In addition, Route Nos. 680X and 682P should provide whole-day service;
- (b) the return trips of Route No. 682A were insufficient;
- (c) the GMB service alone could not meet the demand of the population of Wu Kai Sha and would also affect the residents in Tseng Tau and Nai Chung. Therefore, he proposed that the Route Nos. 87K and 87S should pass by Wu Kai Sha;
- (d) he hoped the terminus of Route No. 286C could be extended to Wu Kai Sha;
- (e) he hoped that overnight bus service provided by Route No. N287 could be introduced as soon as possible and be expanded into regular service;
- (f) he hoped the pick-up and drop-off point of Route A41P could be set up at Villa Athena again;
- (g) it was not enough to have only one run on Route No. 87E. He proposed to increase the number of runs or consider extending the terminus of Route No. 87D to Wu Kai Sha;
- (h) he suggested that Route No. 299X should take a detour via Wu Kai Sha. If it was not feasible, consideration should be given to introducing GMB service;

- (i) the journey could be shortened if Route No. 89D did not travel via Wong Nai Tau. As long as relevant services could be provided, a win-win situation could be achieved; and
- (j) he hoped that TD and the bus operators could discuss the bus service scheme more thoroughly.

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

- (a) passengers waiting buses at Kong Pui Street were often unable to get on buses running on Route No. 80X because they were full. He proposed to increase the frequency of Route No. 83A to divert residents from Shui Chuen O Estate;
- (b) the last trip of Route No. 798 from Tseung Kwan O to Sha Tin departed at 10:40 pm but the last trip from Sha Tin to Tseung Kwan O departed at 11:30 pm. He opined that the service hours of the trips from Tseung Kwan O to Sha Tin should be extended. In addition, he also did not understand why the frequency of Route No. 798 from Sha Tin to Tseung Kwan O during morning peak hours was lower than that during off-peak hours. He proposed that the frequency should be increased;
- (c) as Route No. 980A passed through WHC, he welcomed such an arrangement. However, he believed the routing was circuitous but would be more direct if the buses departing from Kwong Yuen went via Shek Mun; in this way, the problem of traffic congestion at Shek Mun Interchange could also be avoided. In addition, the fare of this route was \$19, higher than \$16 of Route No. 982X departing from Yu Chui Court. He opined that the distance between Shek Mun and Yu Chui Court should not result in a fare difference of \$3;
- (d) he proposed to increase the frequency of Route No. 240X and asked when would be the appropriate time;
- (e) he asked why Route No. 249X departed from Sha Tin Wai instead of Sha Tin Town Centre, which caused the routing to travel via Sha Tin Rural Committee Road repeatedly;
- (f) he proposed to open cross-harbour bus services to the Eastern District for residents of Belair Gardens and arrange for other bus routes to travel via Belair Gardens; and
- (g) he asked when section fares would be implemented for Route Nos. 86K and 89X.

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

- (a) he believed the bus route programme for this year was scaled down and did not take into account the residents of Tai Wai. In addition, he opined that buses could provide point-to-point transport services. The policy focusing secondarily on buses was not satisfactory. Moreover, there was

still room for improvement in the feeder bus service to railway stations;

- (b) the TD and the bus operators had not increased the frequency of Route No. 82B; however, residents were about to move into Mei Pak Court and Mei Ying Court. The TD and KMB had not replied to their letter about this concern;
- (c) although Route No. 985 was very popular among passengers, its frequency was insufficient. He suggested that the bus operators should consider arranging split routings for the last two runs in the way of Route No. 80 and providing return trip services for Route Nos. 985 and 81S;
- (d) he suggested Route Nos. 80 and 286X should travel via Mei Chung Court to provide Mei Chung Court with bus services in addition to Route No. 283; and
- (e) he hoped the whole-day cross-harbour bus service and airport bus service departing from Tai Wai could be introduced and asked the TD about the prioritization of the airport bus services.

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

- (a) he opined that reorganization of bus routes should make good use of resources, and routes could be split to reduce the travelling time, but this bus route programme failed to achieve this effect;
- (b) the departure time of first run of Route No. 798 from Sha Tin was later than that from Tseung Kwan O, while the last return run departed earlier from Tseung Kwan O than from Sha Tin, and the frequency of runs departing from Sha Tin was lower during rush hours, which was unfair to Sha Tin. He believed that more passengers travelled from Tseung Kwan O to Sha Tin than vice versa due to the better service of trips from Tseung Kwan O to Sha Tin, including higher frequency and more stops; and
- (c) at present, bus services of Route Nos. A41, A41P and E42 were available in Sha Tin. He believed that Route No. A41P could serve Ma On Shan, Route No. A41 should head to Tai Wai to use Eagle's Nest Tunnel after departing from City One, and the airport bus service from Fo Tan to Mei Lam Estate should be introduced. He hoped the the TD could urge the bus operators to consider the residents across Sha Tin.

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

- (a) she had kept consulting relevant parties about the number of trips of Route No. 49X to be re-allocated to Route No. 249X and did not receive a reply until a while ago, which said that four trips would be re-allocated. She had always hoped that the bus operators could allocate additional resources rather than redeploy the existing resources so as to avoid any impact on the residents of Kwong Yuen / Kwong Hong areas;



- (b) at present, the proposed arrangements for Route Nos. 82P and 82X would help residents of Kwong Yuen / Kwong Hong areas travel to and from Shek Mun but he hoped corresponding section fares could be implemented;
- (c) she welcomed the introduction of Route No. 980A but hoped that it would be implemented as soon as possible with a more comprehensive enhanced frequency arrangements and provision of inter-company bus-bus interchange concessions; and
- (d) she opined that the TD and the bus operators should actively consider the scheme enabling Route No. 89D not to travel via Wong Nai Tau throughout the day for the benefits of residents of Ma On Shan. At the same time, the relevant parties should provide bus services between Kwong Yuen / Kwong Hong areas and Ma On Shan so as to achieve a win-win situation.

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

- (a) this bus route programme failed to take into account the residents of Mei Tin Estate and Mei Chung Court. They could only rely on the unsatisfactory GMB service;
- (b) the last trips of Route No. 283 and GMB failed to converge with the MTR service. He hoped the departing time of the last run would be delayed;
- (c) the TD and the bus operators failed to make good use of Mei Fai Street Bus Station, and Route Nos. 81 and 85 should travel via Mei Fai Street Bus Station;
- (d) there was no whole-day operating route from Mei Tin Estate travelling via Shing Mun Tunnel. He hoped that whole-day service could be introduced to Route No. 46P;
- (e) he aspired introduction of whole-day airport bus service travelling via the “Four Mei Communities” and Hin Keng Estate and bus services to Hong Kong Island East; and
- (f) he hoped the frequency of Route No. 82B would be increased.

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

- (a) he asked whether the bus operators could make service commitments that when members put forward their opinions on bus routes, the bus operators would give a reply within a specified time;
- (b) he asked whether there was any divergence of views between the TD and the bus operators over the service adjustment of some routes in the past year;

- (c) he and Mr WONG Hok-lai had sent a letter to KMB requesting service improvement of Route No. 82B, but had received no reply so far; and
- (d) residents of Shui Chuen O Estate hoped that the bus operators could introduce a bus route heading for Fo Tan via Lek Yuen Estate and Wo Che Estate.

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

- (a) she hoped direct routes between Fo Tan and Central and Sheung Wan and the airport would be introduced;
- (b) the first trip of Route No. 798 departed from Sha Tin at 6:55 am and from Tseung Kwan O at 6 am. In addition, trips departing from Tseung Kwan O were more frequent than from Sha Tin and she inquired about reasons for such difference. Some people who worked on shifts said that the first trip failed to fit their work hours and hoped the TD would advance the departure time of the first trip. In addition, some residents reflected their aspirations that the bus trips to Fo Tan could increase by one during each of the two timeslots, namely from 8 am to 9 am and from 5 pm to 6 pm; and
- (c) she was pleased to see the change of Route No. 48P's departure station to Fo Tan and the increase of one trip on Route No. 88X.

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

- (a) he hoped that the increase in departures of Route Nos. 682B and 83A would be in line with the progress of population intake of Shui Chuen O Estate and departures of Route No. 682B would be increased by seven. In the long run, he hoped the whole-day service could be introduced;
- (b) the first trip of Route No. 83A departed from Shui Chuen O Estate at 7:45 am. Many residents opined the departure time was too late; as a result, they had to take Route No. 80X instead. He suggested the first trip of Route No. 83A should depart at an earlier time;
- (c) he hoped return trip of Route No. 982X would be operated and the whole-day service could be introduced to the route in the long run; and
- (d) he suggested increasing the frequency of Route Nos. 80X and 89B.

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

- (a) buses running on Route No. 982X were often full at Pok Hong Estate. He believed that it would be difficult for residents of Sun Chui Estate and Chun Shek Estate to get on the bus. He asked whether consideration would be given to the creation of whole-day service or an extra trip after the last run and the provision of return trip service;

- (b) the passenger volume of Route Nos. 287X and 80X was very high during peak hours. He asked whether special trips and the number of bus would be increased;
- (c) the first trip of Route No. 798 departed from Sha Tin at 6:55 am and from Tseung Kwan O at 6 am. He asked why the frequency during peak hours was lower than that during off-peak hours;
- (d) he asked whether the proposal on Route No. 240X in the bus route programme 2016-2017 would be implemented and when would be the appropriate time to increase the frequency;
- (e) he asked about the duration of the trial scheme for new section fares on cross-harbour routes after crossing the harbour;
- (f) the fares of taking Route Nos. 170 and 182 at the bus stations outside Tai Wai MTR Station were \$5.8, while the train fares of routes from Tai Wai to Sha Tin and Sha Tin Wai were only \$3.7 or \$4 and \$5.3. He asked about the reason therefor;
- (g) he asked the authorities about the measures available to improve the frequency of Route No. 86C; and
- (h) he said KMB and NWFB and Citybus made a profit of \$500 million and \$2.6 billion last year respectively. However, he wondered why they still failed to improve their services and provide section fares on Route Nos. 170 and 182.

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

- (a) he opined that this bus route programme might be subject to the influence of the extension of KMB's franchise and evaded the more controversial proposals and therefore failed to respond to the demand made all along by the STDC;
- (b) due to the increase of population in the vicinity of Che Kung Miu Road and Tin Sum Street to Hin Keng Street, he proposed to introduce an airport bus route heading for the airport via Tsing Sha Highway to serve the areas;
- (c) as such measures as inter-company bus-bus interchange concessions, general interchange concessions and same section charge for the same road section were inadequate, the burden of transport expenses borne by the public failed to be alleviated;
- (d) he hoped that whole-day service could be introduced to Route Nos. 985 and 982X;
- (e) the problem of insufficient trips on Route Nos. 87B, 286X and 85B was not resolved; and

- (f) the problem of “skipping bus stops” on Route Nos. 80P, 89B and 80X still existed.

49. The views of Mr Rick HUI were summarised below:

- (a) he believed the trips of Route Nos. 286X, 985 and 982X were insufficient and hoped that the TD and the bus operators could increase their frequency;
- (b) he hoped that the TD and bus operators could consider introducing bus routes from Tai Wai to Tseung Kwan O; and
- (c) he said that Route No. 80K heading for Prince of Wales Hospital stopped at Sun Chui Estate and Tin Sum Village. Under the programme of installing seats and real-time bus arrival information display panels at covered bus stops, seats would not be installed there until 2019. He hoped that the TD and the bus operators could carry out the work ahead of schedule so as to benefit elderly people as early as possible.

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

- (a) there was a heated discussion at the meeting of the STDC on the bus route programme each year, reflecting the residents’ expectations and demands on the STDC Members and the persistent failure of the TD and the bus operators to solve the problem. He believed that many problems were unsolved due to the TD’s periodic restrictions on the bus operators and the bus operators’ reluctance to make investment for the sake of profit. In addition, the TD overemphasised the backbone role of mass transportation system while bus services were suppressed. He hoped that while KMB’s franchise was to be renewed, the authorities could strike a balance between the bus service and the railway service;
- (b) he requested the introduction of airport bus routes headed A and a bus route traveling to and from Hong Kong Island East in Tai Wai;
- (c) he opined that there ought to be more bus routes picking up and dropping off passengers at bus stops outside Festival City at Mei Tin Road, such as Route No. E42;
- (d) he suggested introduction of interchange service to Route Nos. 980X and 981P at Tsing Sha Highway interchange station;
- (e) he demanded for the provision of return trip service on Route Nos. 982X and 985; and
- (f) he asked whether trips of Route No. 80 could be split during morning rush hours, with some buses travelling via Hin Keng Estate, Tin Sum Village and Lung Hang Estate.

51. Mr James CHAN said that during peak hours, the passenger volume of buses from Ma On Shan to Kowloon and Hong Kong Island was very high, and vacant seats

could hardly be available. Residents in Ma On Shan needed to take the MOS Rail, but in recent years, the passenger volume of MOS Rail increased. He thought the bus operators had no competitors and there was no GMB route in Ma On Shan going straightly to Kowloon and Hong Kong Island.

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

- (a) Sha Tin had been developed for 20 years but there was still no bus route between Tai Wai and the airport;
- (b) he said that divergent charges of different bus routes in the same district resulted in uneven passenger volume of different routes; and
- (c) the bus route reorganization programme made the Tai Wai Station Public Transport Interchange overcrowded and the authorities had no planning yet.

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

- (a) this bus route programme included some circuitous routes such as Route No. 980A. He believed the route departing from Wong Nai Tau via Sha Tin Town Centre was feasible. In addition, the departures at 7:40 am and 7:55 am were too late;
- (b) he agreed that Route No. 682 Series served different areas with different routes, including Yan On Estate and Ning Tai Road. However, the proposed two new special trips still had to make a detour via Kam Ying Court after passing through Wu Kai Sha, which might make Route No. 682 less desirable to the original passengers. He advised the bus operators to pay attention to the frequency of Route No. 682P;
- (c) given the traffic congestion at Sha Tin Rural Committee Road and Yuen Wo Road in the morning, he suggested that Route No. 249X should depart from Sha Tin Town Centre and head for Sha Tin Wai via Pok Hong, so as to streamline the routing;
- (d) he opined that Route No. 274 had the same problem as Route No. N287 last year;
- (e) he believed the district staff of the TD maintained close contact with members. However, the representatives in charge of bus route programme did not know in advance the needs of the district;
- (f) the problems with this year's bus route programme included the failure to consider the traffic problems facing Shui Chuen O Estate; the absence of return trip services on Route Nos. 985 and 982X; the absence of necessary reorganization of airport bus services in Sha Tin and the inappropriateness of increasing the frequency by re-allocating resources only; and

- (g) the TD must deal with the problems with Route Nos. 89D and 83X as soon as possible.

54. Members unanimously endorsed the cancellation of Mr Alvin LEE's application for leave of absence.

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

- (a) he clarified that the current fare of Route No. 249X set out in Annex III of the paper should be \$9.1 instead of \$8.4 mentioned in the paper. In addition, he requested members to delete "Chap Wai Kon Street" in the original text regarding the proposal on Route No. 82P that the route departing from Shek Mun Estate should be "On Ming Street, ... Sha Tin Wai Road, Siu Lek Yuen Road and On Ming Street." as set out in Annex IV. He also apologized to the members of the above-mentioned typographic error;
- (b) the bus route programme was one of the channels for public consultation on bus services. The TD and the bus operators would keep a close watch on the passenger volume of various routes from time to time and the bus operators would be required to adjust their services when necessary, including increasing the frequency and optimizing routes to meet the needs of passengers. They would also pay attention to the development and population growth of new communities (e.g., Shui Chuen O Estate) and discuss with the bus operators about the provision of bus services to cope with the demand;
- (c) the TD and the bus operators would study the opinions of members on the proposed routes after the meeting;
- (d) the bus operators would enhance their airport bus services in response to the needs of passengers. He would convey the request for the provision of airport bus service from Tai Wai to the airport to relevant responsible persons;
- (e) Route No. 981P had just been put into service. It passed through Ning Tai Road and was well-received by passengers. In response to members' expectation that passengers would respond enthusiastically to Route Nos. 980X and 981P at the last meeting, the TD immediately discussed with the bus operators on the frequency enhancement arrangements. And the frequency of the two routes had been enhanced to cater for the needs of passengers. At present, the time required by Route Nos. 680X and 681P to reach Wan Chai was similar to that by Route Nos. 980X and 981P, but the time required for travelling to Central and Sheung Wan via WHC was significantly shorter. Therefore, it was expected that passengers that used to take Route Nos. 680X and 681P to Central and Sheung Wan would choose Route Nos. 980X and 981P instead. As Route Nos. 980X and 981P had been in service for a short time, he hoped the travelling pattern of passengers could be observed further to study the resource utilization arrangements;

- (f) as passengers taking Route No. 82P at Wong Tai Sin accounted for about one-third of total passenger volume of the route, this programme proposed that the return trip of Route No. 82P should depart from Wong Tai Sin instead of Diamond Hill. They would observe whether an amendment was necessary after the new arrangements were implemented;
- (g) at the time when the TD and the bus operators suggested that Route No. 980A should be put into operation, Route Nos. 980X and 981P had not been put into operation yet. At present, further adjustments could be made with reference to the travelling pattern of passengers on these two WHC routes;
- (h) the major direction of the TD was still to rely on the railway as the backbone. At present, in view of the high passenger volume of some railway lines, the TD and the bus operators also operated new bus routes that somewhat overlapped with the railway lines as appropriate, so as to ease the crowdedness of railway compartments during peak hours;
- (i) whether and how the intra-company and the inter-company bus-bus interchange concessions were provided was determined by the bus operators after considering their operating conditions. The TD had been encouraging bus operators to provide more fare concessions to passengers as far as possible. At present, the bus operators also provided inter-company bus-bus interchange concessions on some routes. The TD would continue to encourage bus operators to provide more fare concessions to passengers as far as possible;
- (j) the bus operators would decide whether and how to adjust the frequency in view of the passenger volume of Route No. 798 to Tseung Kwan O and Sha Tin. The TD and the bus operators would study whether there was room for earlier departures from Sha Tin in the morning;
- (k) when formulating the annual bus route programme, they would first find out members' persistent requests on bus services in the district;
- (l) the TD was now discussing with the bus operators on the service enhancement of Route No. 82B and would notify relevant members as soon as further information was available; and
- (m) he welcomed the comments made by the relevant members on the hope of increasing bus services at Belair Gardens.

56. Mr LEE Shut-hang, Senior Officer (Planning and Development) of KMB gave a consolidated response as follows:

- (a) to avoid any impact on passengers currently taking Route No. 82P, this programme proposed that the return trip of Route No. 82P should depart from Wong Tai Sin instead of Diamond Hill. However, KMB might discuss with the TD and relevant members about whether the adjustment was feasible. They noted the proposal on section fares;

- (b) KMB had proposed to upgrade the service level of Route No. 240X in the bus route programme of last year and they would study the implementation details with the TD and hoped that relevant work could be completed within this year;
- (c) they would further study the routing arrangements of Route Nos. 980A, 249X and 274. They had noticed that the terminus at Sha Tin Town Centre was quite busy. Therefore, it was suggested that Route No. 249X should make good use of Sha Tin Wai Station. However, given the comments made by the members, they could make further consideration;
- (d) they would work with the TD and NWFB and Citybus to study whether it was feasible to increase the frequency of Route Nos. 982X and 985;
- (e) regarding the views of members on existing services, KMB would review the service levels of the existing routes and improve any deficiencies. Regarding the views of members on new services, KMB would make reference to members' proposals on the new bus route services when formulating bus route programme in the future; and
- (f) KMB was now discussing the improvement plan for Route No. 82B with the TD.

57. Mr Simon WONG, Planning and Scheduling Manager of NWFB and Citybus gave a consolidated response as follows:

- (a) they tried to develop a routing arrangement that effectively linked up the areas served by Route No. 980A to the largest extent possible. In response to members' views, they would study whether there was room for improvement with the TD and KMB; and
- (b) Route No. 798 did not pick up passengers to Sha Tin outside Tseung Kwan O. During morning peak hours, the passenger volume from Tseung Kwan O to Sha Tin was a quadruple of that in opposite direction while the passenger volume from Sha Tin to Tseung Kwan O was higher during afternoon peak hours. They had always been aware of the demand for this route from residents of Sha Tin and Fo Tan. As a result, the departure time of the last bus had been gradually delayed from 9 pm at the beginning of the service. From 12 December 2016 onwards, the departure time of last bus of Route No. 798 had been postponed to 10:40 pm at present, with a total passenger volume of about 20, which could meet the passenger demand for the time being. They would keep a close eye on the situation and consider increasing resources if necessary.

58. Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) gave a consolidated response as follows:

- (a) Long Win noted the demand for airport bus services from residents in Tai Wai and Fo Tan and would continue to monitor the passenger volume and study relevant proposals and review the existing resources and service levels when necessary; and



- (b) they had been following up with district representatives from the TD on setting up a station for Route No. E42 outside Festival City of Tai Wai.

59. The Chairman asked the TD and the bus operators to provide a written response regarding the failure to respond to members' views.

60. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr YAU Man-chun.

61. Members agreed to discuss the provisional motion proposed by Mr YAU Man-chun.

62. Mr YAU Man-chun proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD and the bus operators to immediately arrange for whole-day service on Route Nos. 83A, 83X, 47A and 682B.”

Mr Sunny CHIU seconded the motion.

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

64. Members unanimously endorsed the provisional motion in paragraph 62.

65. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr LAI Tsz-yan.

66. Members agreed to discuss the provisional motion proposed by Mr LAI Tsz-yan.

67. Mr LAI Tsz-yan proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD and the bus operators to increase the frequency of Route Nos. 80X, 240X, and 287X and maintain stable services.”

Mr YAU Man-chun seconded the motion.

68. Mr Alvin LEE asked about the number of extra trips and the meaning of “stable services”.

69. Mr LAI Tsz-yan said that given the frequent lost and delayed trips of this bus route at present, he hoped that this route could provide a stable service and abide by the previously formulated service standard. In addition, he hoped the frequency of this route could be enhanced and room would be left for the TD and the bus operators for decision making.

70. The Chairman inquired whether “stable services” meant that buses could depart according to the schedule.

71. Mr YAU Man-chun said that the current frequency was insufficient to cope with the passenger volume and hoped that room would be left for the TD and the bus operators to increase their frequencies according to the actual flow of passengers. At present, the frequency of the relevant routes was not stable. Therefore, he hoped that buses could depart according to the schedule to provide passengers with stable services.

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

73. Members unanimously endorsed the provisional motion in paragraph 67.

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

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

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

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested that Bus Route Nos. 80 and 286X should pass through the vicinity of Mei Chung Court for residents’ convenience.”

Mr James CHAN seconded the motion.

77. Mr Alvin LEE opined that the “vicinity of Mei Chung Court” was not specific enough. If the relevant streets could be clearly specified, it might be easier for the TD to follow up.

78. Mr WONG Hok-lai said that it could be changed to “set up new stations at Mei Chung Court, Mei Wai House and May Shing Court” or “pass through the vicinity of Mei Chung Court (Mei Chung Court Bus Station, Mei Wai House Bus Station, and May Shing Court Bus Station)”.

79. Mr Michael YUNG advised changing it to “pass through the section of Mei Tin Road from Mei Chung Court to Mei Wai House of Mei Lam Estate”.

80. Mr WONG Hok-lai advised changing it to “pass through the section of Mei Tin Road from Mei Chung Court to May Shing Court”.

81. Mr HO Hau-cheung opined that the routing of Route No. 80 should be streamlined during peak hours. Relevant parties should conduct an in-depth discussion about how to optimize the route. Nevertheless, he did not oppose to the above provisional motion.

82. Ms TUNG Kin-lei concurred with Mr HO Hau-cheung’s viewpoints. She hoped the TD and the bus operators would split Route Nos. 80 and 286X before setting up additional bus stops.

83. Mr WONG Hok-lai accepted the advice of members and revised his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested that Bus Route Nos. 80 and 286X should pass through the section of Mei Tin Road from Mei Chung Court to May Shing Court for residents’ convenience”

Mr James CHAN seconded the motion.

84. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 83.

85. Mr Billy CHAN requested that the names of members who voted for and against to be recorded, which was supported by four members.

86. Mr PUN Kwok-shan said that the fares set by the KMB were related to mileage. If the motion failed to guarantee that the fares would remain unchanged, he would cast an abstention vote.

87. TTC endorsed the provisional motion in paragraph 83 with 12 affirmative votes, 0 negative votes and 12 abstention votes. The details were set out below:

The 12 members casting affirmative votes were:

Mr Billy CHAN, Mr James CHAN, Mr CHAN Nok-hang, Mr CHING Cheung-ying, Mr Sunny CHIU, Mr LAI Tsz-yan, Mr Wilson LI, Mr WAI Hing-cheung, Mr WONG Hok-lai, Mr YAU Man-chun, Mr YIP Wing and Mr Michael YUNG.

The 12 members casting abstention votes were:

Ms CHAN Man-kuen, Mr CHIU Man-leong, Mr HO Hau-cheung, Mr Alvin LEE, Ms Scarlett PONG, Mr PUN Kwok-shan, Ms TUNG Kin-lei, Mr Tiger WONG, Mr WONG Ka-wing, Ms Iris WONG, Mr YIU Ka-chun and Ms YUE Shin-man.

The 3 members who did not vote were:

Mr LI Sai-wing, Mr TONG Hok-leung and Mr SIU Hin-hong.

88. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr CHAN Nok-hang.

89. Members agreed to discuss the provisional motion proposed by Mr CHAN Nok-hang.

90. Mr CHAN Nok-hang proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD to urge KMB and Citybus to increase the frequency of Route No. 982X and to implement the return trip service and turn it into a regular route as soon as possible.”

Mr Billy CHAN 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 James CHAN.

94. Members agreed to discuss the provisional motion proposed by Mr James CHAN.

95. Mr James CHAN proposed the following provisional motion:

“Request:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD to introduce minibus competition, and provide minibus routes traveling to and from Kowloon and Hong Kong Island directly in Ma On Shan.”

Mr LAI Tsz-yan seconded the motion.

96. The Chairman asked whether there was any conflict between directly and traveling to and from.

97. Mr Michael YUNG asked whether the introduction of minibus competition meant GMB, and Ma On Shan should be an restricted area for red minibuses.

98. Mr Alvin LEE advised changing it to “..... the TD to introduce competition and provide minibus routes between Ma On Shan and Kowloon and Hong Kong Island”.

99. Mr James CHAN accepted the advice of members and revised his provisional motion as follows:

“Request:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD to introduce competition, and provide minibus routes between Ma On Shan and Kowloon and Hong Kong Island.”

Mr LAI Tsz-yan seconded the motion.

100. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 99.

101. Members unanimously endorsed the provisional motion in paragraph 99.

Transport Department Annual Plan 2017  
(Paper No. TT 18/2017)

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

- (a) he had inquired about the section fares on Route Nos. 680 and 682 at Ravana Garden in 2006. However, up to now, the responses from the TD

and the bus operators remained the same. He asked how the TD would encourage the bus operators to provide interchange concessions;

- (b) why the “Inter-Company Bus-Bus Interchange Concession Scheme” still could not be set up at the Tate’s Cairn Tunnel; and
- (c) he asked which tunnels and roads the authorities would first introduce the “stop-and-go” e-payment programme to.

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

- (a) the programme of installing seats and real-time bus arrival information display panels at covered bus stops was funded by the Government. The TD said it would follow up with the arrangements to improve the facilities of bus stops, but it seemed that the TD failed to fulfill its duty. He did not understand why a bus station needed to be installed with multiple covers at different stages;
- (b) the TD should encourage the bus operators including Long Win to fully provide inter-company bus-bus interchange concessions;
- (c) after following up the increase in the upper limit of seats at public light buses, the bus operators should conduct a comprehensive review of minibus service. He hoped the number of seats at GMBs running on Route No. 68K would be increased as soon as possible;
- (d) he believed the parking spaces for large vehicles were seriously inadequate; and
- (e) he opined that the TD should properly manage public transport interchanges such as the Tai Wai Station Public Transport Interchange.

104. Mr Tiger WONG asked whether the TD had reviewed the issue of driving licenses in the light of the increase in the number of traffic accidents in the past decade.

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

- (a) he said that the progress of installing seats and real-time bus arrival information display panels at bus stops was slow. There was still no plan of installing seats and real-time bus arrival information display panels at all the six bus stops at Ning Tai Road and Po Tai Street;
- (b) they had been striving for the inter-company bus-bus interchange concessions. However, the TD had not yet implemented the concessions at Tate’s Cairn Tunnel. He asked about the contents and progress of discussions between the TD and the bus operators and the timetable for the implementation of the concessions; and
- (c) he asked whether the 2017 annual departmental plan of the TD was identical in the 18 districts. He believed the parking spaces for private cars and trucks in Ma On Shan were seriously insufficient but the proper

provision of on-street parking spaces failed to solve the problem of insufficient parking spaces in Ma On Shan. Temporary car parks in the district would be used for other developments. He hoped that the TD would deal with the problem seriously.

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

- (a) the traffic load at Shui Chuen Au Street was severe, but the TD did not properly utilize To Shek Street for diversion. The development of transportation facilities of Shui Chuen O Estate affected other areas. Up till now, the lift tower of the estate had not been completed yet. It was dangerous for pedestrians to walk to Sha Tin Wai Station on foot. In addition, the frequency of Route No. 288 failed to meet the needs of the residents;
- (b) in his opinion, the TD should study carefully the routing arrangement of GMB Route Nos. 813 and 813A. Frequencies of both routes were low, leading to a large gap between the originally estimated passenger volume and the current passenger volume; and
- (c) he requested the TD to immediately improve the transportation facilities of Shui Chuen O Estate and increase the frequency of buses and minibuses to meet the needs of the current population of 30 000. In addition, he also requested the TD to review the traffic load on Shui Chuen Au Street and make good use of To Shek Street to divert traffic flow from Shui Chuen Au Street to ensure the safety of road users.

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

- (a) she was pleased to see the TD's follow-up of the arrangements for improving bus stop facilities but asked whether the TD could submit past information related to future work;
- (b) she asked about the transport services to be enhanced by the TD for the Fo Tan Industrial Area. In addition, she believed it was necessary to re-plan the roads in the area and increase the number of parking spaces for private cars and trucks;
- (c) she asked how many bus routes had not been included in the inter-company bus-bus interchange concession scheme and how the scheme would be extended;
- (d) she said that overnight GMB services were needed in Fo Tan and asked how the authorities would monitor the GMB services, including Route No. 811. At 7:30 pm on 28 February 2017, a minibus on GMB Route No. 811 traveling from City One to Fo Tan with plate number MB8117 was driving at the speed of over 60 km/h, faster than the limit of 50 km/h. She hoped the TD would follow up; and
- (e) she asked what the card was referred to in the "stop-and-go" e-payment programme and which tunnels the scheme would be first introduced to.

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

- (a) she did not understand why the two bus operators still had to operate Route Nos. 680 and 682 jointly despite their huge gap in strength;
- (b) under the extension of KMB's franchise, only 72 out of the more than 1 000 bus routes would be included in the flat section fare scheme. She asked about the criteria of flat section fares; and
- (c) the second phase of Shek Mun Estate would be completed in 2018 and she hoped the relevant parties would be able to operate bus routes from Shek Mun and Shui Chuen O Estate to Wo Che Estate and Sha Tin Town Centre.

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

- (a) he said seats should not be installed in the middle of bus stops to avoid obstructing passengers' queuing. He asked whether the design could be improved;
- (b) he asked when flat section fares would be implemented;
- (c) recently the TD reduced the trips of GMB Route No. 403 by half without prior notice. He asked whether the consultation mechanism should be reviewed. In addition, the GMB service was unstable. He opined that the TD should step up its supervision over GMB; and
- (d) vehicles were often parked illegally on pedestrian islands in his constituency, and other motorists had to press "horn", which caused noise. In addition, vehicles often crossed double white lines at Kong Pui Street and Yi Shing Square. He had requested the TD to improve transport facilities at the said sites, but the TD said the police was the law enforcement agency responsible for prosecuting illegal parking.

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

- (a) she asked the TD about how to choose the covered bus stops where seats would be installed and the bus stops whether real-time bus arrival information display panels would be set up and how to determine the order in which the facilities were installed; and
- (b) she asked about the possibility of introducing a demerit point system when the franchise of GMB was extended.

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

- (a) he hoped that a display panel could be installed at Mei Tin Estate Bus Terminus; and

- (b) he thought the TD failed to properly supervise the operation of GMB Route Nos. 63 and 64. He hoped the relevant parties could replace the relevant operators.

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

- (a) she opined this paper was very similar to the programme of last year. She said the implementation date of the “stop-and-go” e-payment programme was delayed again and again;
- (b) the TD did not properly arrange transport services for housing estates in Sha Tin and Ma On Shan in the past. With the successive completion of several housing estates in Sha Tin and Ma On Shan, she hoped that the TD could actively make arrangements;
- (c) in recent years, some GMB operators performed worse and worse, e.g. operators of Route Nos. 65A and 808. She asked whether bus services could be introduced between Kwong Yuen / Kwong Hong areas and Ma On Shan in addition to GMB; and
- (d) she inquired about the locations where the TD had set up additional parking spaces in the past year.

113. Mr James CHAN hoped the “stop-and-go” e-payment programme could be implemented in mid-2017 and consideration could be given to an electronic toll collection system other than Octopus.

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

- (a) he opined that the annual departmental plan has not changed much every year and did not solve the problems in the district. The transport services in Yan On Estate had long been unsatisfactory. Minibuses on GMB Route No. 807A were often full in the morning and there were not enough departures from the University Station in the evening. Moreover, there was still no feeder bus route connecting the railway stations;
- (b) the TD often arranged for more inter-company bus-bus interchange concessions only when the franchises of the bus operators were extended;
- (c) he asked the TD whether it could ensure that the service of the GMB routes would not be affected by the change of their operators; and
- (d) he doubted about the effectiveness of projects under the traffic management programmes such as the addition of road signs.

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

- (a) upon receiving members’ comments on bus fares, section fares and inter-company bus-bus interchange concessions, the TD would generally



report such comments to the bus operators and request the bus operators to conduct studies. This paper gave a brief introduction of the long-term work plan of the TD. The TD would report the implementation of the plan in the progress report when appropriate;

- (b) he would relay the views of the members on driving license to the relevant groups;
- (c) it was mentioned in the *Policy Address* that regarding the criteria of selecting locations for the installation of seats and display panels at bus stops, considerations included whether the site environment permitted, whether there were obstacles from underground facilities, nearby power supply facilities and nearby public health care facilities and related community facilities, etc.; and
- (d) as the service levels of GMB Route Nos. 65A and 65K series in New Territories during the period of 2015-2016 were constantly unstable and far below the standard of the TD, after considering its overall service performance, the TD decided the passenger service licence of the related operator would not be extended upon its expiry on 31 March 2017. To maintain the relevant GMB services, the TD invited the interested parties to make an application by way of gazette notices on 25 November last year and selected appropriate operators according to the established selection mechanism to operate that group of GMB services. The TD would report the results to members in due time.

116. Mr TONG Cheung, Engineer / Sha Tin 1 of the TD gave a consolidated response as follows:

- (a) at present, the TD was implementing the following measures to increase the number of parking spaces in the district: (i) requiring provision of appropriate number of public parking spaces in appropriate private developments by land grant provisions; (ii) maintaining close liaison with relevant departments, and identifying suitable lands for temporary carparks when necessary; (iii) setting up additional on-street “metered” parking spaces where there were parking needs without prejudice to smooth traffic, road safety or other road users; and
- (b) the TD was concerned about the demand for parking spaces for commercial vehicles (such as trucks) in Fo Tan Industrial Area and was considering the provision of additional night-time on-street parking spaces for trucks at the appropriate road sections. The TD would conduct district consultation on relevant schemes.

117. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD gave a consolidated response as follows:

- (a) the TD’s annual departmental plan involved joint participation by different persons from the TD;

- (b) they would relay the views on the “stop-and-go” programme to the relevant groups for follow-up and then give members a reply; and
- (c) after the meeting, he would study the suggestions and problems mentioned by other members.

118. The Chairman asked the TD to follow up the views of the members and submit a paper on the “stop-and-go” programme after the meeting.

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

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

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

“The Traffic and Transport Committee of the Sha Tin District Council strongly requested the TD and the franchised bus operators to review the currently provided section fare mode, bus-bus interchange concessions and inter-company bus-bus interchange concession schemes to provide more options and concession arrangements to the public and relieve the burden of transport expenses on the public.”

Ms Iris WONG seconded the motion.

122. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 121.

123. Members unanimously endorsed the provisional motion in paragraph 121.

124. Mr WONG Yue-hon said that the discussion on the bus route programme at the meeting was lively every year and it was difficult to discuss other issues. He suggested that the Chairman should consider looking for another day in the coming year to discuss the bus route programme so that proposal of questions and motions could be continued.

125. As a quorum was still not present after 15 minutes, the Chairman declared that the meeting was adjourned at 7:50 pm and decided to postpone the motion on the “Introduction of Mark Deducting System for Traffic Congestion, Hindrance to Emergency Vehicles, and Road Safety Caused Illegal Parking” and the five questions, including “Signalling Systems of the MTR’s “East West Corridor” and “North South Corridor””, “Safety and Service Quality of Green Minibus Route No. 63”, “Illegal Parking at Wo Che Estate”, “Insufficient Motorcycle Parking Spaces in Sha Tin” and “Fatal Accident of Bus Route No. 681” to the next meeting for handling. In addition, the Progress Report of the Transport Department, Reports of Working Groups, Report on the Works Progress 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 and Tai Wai Town Centres and Wu Kai Sha would be dealt with by circulation of papers. In view of the members’ concern on the failure to address the questions, he, after discussing with the Secretariat, did not rule

out the possibility of adjusting the agenda at the next meeting to first discuss the questions postponed due to abortion of the previous meeting, so as to improve the efficiency of the meeting.

**Date of Next Meeting**

126. The next meeting was scheduled to be held at 2:30 pm on 9 May 2017 (Tuesday).

127. The meeting was adjourned at 7:50 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

May 2017