

Sha Tin District Council
Minutes of the 2nd Meeting of
the Traffic and Transport Committee in 2018

Date : 13 March 2018 (Tuesday)
Time : 2:35 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:35 pm	6:47 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	“	2:35 pm	9:08 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:35 pm	8:48 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:35 pm	4:20 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:35 pm	6:41 pm
Mr CHAN Kwok-keung, James	“	2:35 pm	5:06 pm
Ms CHAN Man-kuen	“	2:35 pm	9:08 pm
Mr CHAN Nok-hang	“	2:45 pm	6:42 pm
Mr CHENG Tsuk-man	“	2:44 pm	6:56 pm
Mr CHING Cheung-ying, MH	“	2:35 pm	9:08 pm
Mr CHIU Chu-pong, Sunny	“	2:35 pm	4:20 pm
Mr CHIU Man-leong	“	2:35 pm	7:54 pm
Mr HUI Yui-yu, Rick	“	2:35 pm	6:10 pm
Mr LAI Tsz-yan	“	2:35 pm	8:58 pm
Ms LAM Chung-yan	“	2:35 pm	6:52 pm
Mr LEE Chi-wing, Alvin	“	5:29 pm	6:22 pm
Mr LEUNG Ka-fai, Victor	“	2:35 pm	3:07 pm
Mr LI Sai-hung	“	2:40 pm	9:08 pm
Mr LI Wing-shing, Wilson	“	2:39 pm	7:08 pm
Mr MAK Yun-pui	“	3:18 pm	5:45 pm
Mr MOK Kam-kwai, BBS	“	2:40 pm	3:40 pm
Mr NG Kam-hung	“	2:35 pm	6:47 pm
Ms PONG Scarlett Oi-lan, BBS, JP	“	2:50 pm	6:51 pm
Mr PUN Kwok-shan, MH	“	2:35 pm	7:10 pm
Mr SIU Hin-hong	“	2:35 pm	5:10 pm
Mr TING Tsz-yuen	“	2:35 pm	6:47 pm
Mr TONG Hok-leung	“	2:35 pm	5:45 pm
Ms TSANG So-lai	“	2:35 pm	6:56 pm
Ms TUNG Kin-lei	“	2:35 pm	6:47 pm
Mr WAI Hing-cheung	“	2:35 pm	9:08 pm
Mr WONG Fu-sang, Tiger	“	2:35 pm	7:58 pm
Mr WONG Hok-lai	“	2:35 pm	9:08 pm
Mr WONG Ka-wing, MH	“	2:35 pm	9:08 pm
Ms WONG Ping-fan, Iris	“	2:35 pm	8:38 pm
Mr WONG Yue-hon	“	2:35 pm	8:22 pm
Mr YAU Man-chun	“	2:35 pm	6:46 pm
Mr YIP Wing	“	2:35 pm	6:48 pm
Mr YIU Ka-chun	“	2:35 pm	9:08 pm
Ms YUE Shin-man	“	3:25 pm	7:58 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 YIP Koon-keung, Ken
 Mr CHIU Sung-ko
 Mr LIU Chi-kwong

Mr NG Kok-hung, Edmund
 Mr CHOW Siu-ye
 Mr CHOW Kwok-kee, KK
 Mr LAM Chi-chung

Mr LO Tit-kau, Terry
 Mr LI Shuet-hang

Mr Andy CHEUNG
 Ms CHUNG Pui-yi, Penny

Title

Assistant District Officer (Sha Tin)
 Senior Executive Officer (District Council) / Sha Tin District Office
 Senior Transport Officer / Sha Tin / Transport Department
 Senior Transport Officer / Ma On Shan / Transport Department
 Senior Engineer / Sha Tin / Transport Department
 Engineer / Sha Tin 1 / Transport Department
 District Engineer, New Territories Region / Sha Tin (2) /
 Highways Department
 Administrative Assistant / Lands (District Lands Office, Sha Tin)
 Housing Manager / Tai Po, North & Shatin (4) / Housing Department
 District Operations Officer (Shatin District) / Hong Kong Police Force
 Officer-in-Charge, District Traffic Team, Sha Tin Police District /
 Hong Kong Police Force
 Assistant Manager (Operations) / The Kowloon Motor Bus Co. (1933) Ltd.
 Senior Officer (Planning and Development) /
 The Kowloon Motor Bus Co. (1933) Ltd.
 Manager (Operations) / The Kowloon Motor Bus Co. (1933) Ltd.
 Senior Public Affairs Officer /
 New World First Bus Services Limited and Citybus Limited

In Attendance by Invitation

Mr LEUNG Lung-kei

Mr MUI Yin-wai
 Ms LUI Hiu-fai, Monica

Mr YUEN Kin-hang, Tom

Mr LEUNG Ling-yin, Gary

Mr WONG Hon-chung

Mr WONG Sing-yin

Title

Division Commander (New Territories East) (Acting) /
 Fire Services Department
 Station Commander Sha Tin Fire Station / Fire Services Department
 Senior Transport Officer / Bus / New Territories East /
 Transport Department
 Transport Officer / Bus / New Territories East /
 Transport Department
 Administrative Assistant (Chairman's Office) /
 The Kowloon Motor Bus Co. (1933) Ltd.
 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

Action

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

Application for Leave of Absence

2. The Chairman said that the Secretariat had received the application for leave of absence in writing from the following member:

Mr LEE Chi-wing, Alvin Official Commitment

(Note: Mr Alvin LEE arrived at the meeting at 5:29 pm.)

3. The Traffic and Transport Committee (TTC) approved the application for leave of absence submitted by the member above.

Confirmation of the Minutes of the Meetings Held on 9 January 2018

(TTC Minutes 1/2018)

4. Mr LI Sai-hung suggested that paragraph 49 of minutes TT 1/2018 be amended as:

“49. Mr LI Sai-hung said that he had proposed the retrofitting of covers for ‘the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section)’ as a district minor works project. And he had suggested that the TD retrofit the related covers. The TD had later inspected the site and made a response. Therefore, he suggested the word ‘study’ be changed to ‘re-study’ in the amendment.”, and his statement be inserted after paragraph 51;

“52. Mr LI Sai-hung clarified to avoid misunderstanding that he was not present with Mr YIU Ka-chun on any other occasion except for STDC meetings.”

5. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the Transport Department (TD) suggested that paragraph 89 of minutes TT 1/2018 be amended as:

“Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD responded that the TD took a number of factors into account when considering the necessity of conducting a car journey time survey on the two parallel sections on A Kung Kok Street and Ma On Shan Road, including studying the vehicular flow, mapping out new bus routes, the impact of the boarding/alighting time on the journey duration under different alignment schemes, etc. New bus routes that had been put into service in the district in recent years included NA40, N287, 980X and 981P. In view of the smooth traffic at night, the journey times were similar for overnight bus routes going via A Kung Kok Street and Ma On Shan Road. Therefore, it would be unnecessary to conduct a journey time survey. Apart from the journey time, the patronage at boarding/alighting stops was also taken into account when considering the necessity of operating such new routes as 981P and 980X. Therefore, the TD had not conducted a journey time survey on the 2 sections of A Kung Kok Street and Ma On Shan Road when planning those 2 routes.”

6. Ms Cherry CHAN, Executive Officer (District Council) 4 of the Sha Tin District Office (STDO) added that as Mr LI Sai-hung suggested that his statement be added into the minutes, the number of relevant paragraphs in the first draft of minutes of the 1st meeting in 2018 will be renumbered accordingly. Besides, the paragraph in Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting (Paper No. TT 13/2018), would be changed from paragraph 60 to paragraph 61, she asked members to take note of that.

7. The TTC accepted the amendments proposed above and confirmed the amended minutes.

(Post-meeting note: Paragraph 89 of minutes TT 1/2018 would be changed to paragraph 90.)

Matters Arising

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

(Paper No. TT 13/2018)

8. Members noted the above paper.

Discussion Items

Proposed Estimates under Expenditure Head 7 of 2018-2019

(Paper No. TT 14/2018)

9. Members unanimously endorsed the above proposed estimates.

Revised Membership List of Working Group under the Committee

(Paper No. TT 15/2018)

10. Members unanimously endorsed the revised membership list of the Working Group on Public Transport and Road Safety.

Sha Tin District Bus Route Programme 2018-2019

(Paper No. TT 16/2018)

11. The Chairman welcomed representatives of the TD and bus companies to the meeting.

12. Ms Monica LUI, Senior Transport Officer / Bus / New Territories East of the TD briefly introduced the paper.

13. Mr Thomas PANG opposed the proposal that Routes 81K and 280X detouring the housing development projects in the vicinity of Kwei Tei Street, Fo Tan. In 2014, the Housing Department (HD), with many other government departments (including the TD), consulted the Sha Tin District Council (STDC) on the development of Public Rental Housing (PRH) and the Home Ownership Scheme (HOS) projects in the vicinity of Fo Tan. The Government now proposed to convert the relevant PRH project into a Green Form Subsidised Home Ownership Scheme (“GSH”) project. These two residential development projects would transform industrial buildings into residential ones, bringing more population to Fo Tan, as well as increasing the plot ratio of Sha Tin from 5 to 6. The STDC had already expressed its views about the proposal then. Both the HD and the TD undertook not to arrange for bus and minibus routes serving Sui Wo Court to travel via the new housing development projects, to avoid causing inconvenience to residents of Sui Wo Court. However, the Government now proposed that Route No. 81K travel via Wong Chuk Yeung. The journey time would then increase by more than 10 minutes and residents would be affected. In addition, to meet the overwhelming transport demand brought by the over 3 500 units of Sui Wo Court, the number of bus routes had increased from 1 to 3, supported by minibus services. The two residential development projects would house a total of 6 000 to 7 000 units, which would be a double of Sui Wo Court. However, as the TD only proposed 1 new bus route, with the remaining passenger volume to be handled by the bus routes serving Sui Wo Court, it was evident that facilities for these new residential development projects were far from adequate. He suggested that the Government consider increasing the resources for Route No. 80M and its frequency detouring the new residential development projects, so as to provide residents with a convenient transport link to Kowloon Tong. A more desirable proposal would be introducing a new bus route for the GSH projects which would travel to the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) or Central and Western District via Eagle’s Nest Tunnel (ENT). In addition, the TD should also consider providing whole-day Green Minibus (GMB) services to Sha Tin Station or Fo Tan Station.

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

- (a) she was pleased that the return trips of Route No. 82C had increased. However, she opined that it should stop by the University Station to pick up East Rail Line passengers to travel to and from the vicinity of Kwong Yuen Estate and Wong Nai Tau. She asked how long it would take to drive into the University Station. Besides, the 4 trips in the morning travelling via Ravana Garden from Kwong Yuen Estate and Wong Nai Tau would take more than 10 minutes for the buses to arrive at Ravana Garden, which made it difficult for the residents of Ravana Garden to interchange to the East Rail Line. Therefore, she suggested increasing the bus frequency during the period between 7:00 am and 7:30 am;
- (b) she pointed out the trip of Route No. 38B departed at 6:15pm was the only one to Tsuen Wan. She hoped that two trips could be operated, on a trial basis, to Tsuen Wan, Kwai Fong and commercial and industrial areas along the waterfront. Such routes should be made known to more members of the public with a view to increasing the passenger volume. She also hoped that two-way services would be implemented during peak hours;
- (c) Route No. 980A received more criticism than complement since its introduction on 2 January 2018. It took about an hour to travel from Shek Mun and Ravana Garden to Wan Chai, it was common for passengers to arrive much later than expected due to traffic congestion during peak hours. She considered the route too circuitous. Half of the journey time was spent within Sha Tin as it took half an hour for the bus to go to Regal Riverside Hotel from Shek Mun. Besides, it would be already past 8:00 am when the current two morning trips arrived at Regal Riverside Hotel, making it difficult for passengers to arrive at Hong Kong Island for work before 9:00 am. She opined that the route should be altered by departing from the terminus at Wong Nai Tau, travelling to Shek Mun Station at On Ming Street via Siu Lek Yuen Road, then passing through Tai Chung Kiu Road to areas of City One Shatin and Belair Gardens via On Sum Street. She also proposed running a special trip of Route No. 982X which stopped by To Shek Village to accommodate her suggestion;
- (d) Route No. 682D currently travelled via On Muk Street. However, the street would be included into the area of a housing estate and it would not be ideal for the bus to go through a gate before reaching the stop. Therefore, she suggested relocating the terminus. She was aware that bus services to the Hong Kong Island were inadequate at Kwong Yuen Estate and Wong Nai Tau and suggested making reference to her proposal for Route No. 980A; and
- (e) there was a roundabout at On Ming Street. She suggested that the TD consider rerouting Route No. 240X to travel via On Ming Street, so that residents would have an easier access to Lai Chi Kok, Mei Foo and Kwai Fong.

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

- (a) he believed that there was a strong demand for Route No. 40S trips that

bounded for Kwai Fong and suggested introducing 3 to 4 additional trips;

- (b) he supported the proposal in respect of Route Nos. 86C and 286C, and hoped that whole-day service could be introduced to Route No. 286C. However, since some passengers would be affected if the destination of Route No. 86C was to be changed from Cheung Sha Wan to So Uk, he suggested that it remain unchanged. In addition, as the proposal would significantly reduce the frequency of Route No. 86C, the waiting time could be up to half an hour in cases of lost trips. He asked whether the TD and the bus company would consider aligning stops at Cheung Sha Wan with those at Sham Shui Po, so that passengers would have 2 options;
- (c) he opined that this bus route programme overlooked areas in the vicinity of Ning Tai Road in On Tai Area. On top of Yan On Estate Phase 2, a HOS project on Ma On Shan Road and another on Hang Kin Street, new housing estates, such as Oceanaire and the soon-to-be completed We Go Mall, would also bring a significant upsurge in people flow to the area. He proposed the introduction of whole-day cross-harbour bus services that travelled via Ning Tai Road, direct transportation services to Tai Po, as well as arranging some trips of Route No. 86C to travel via Ning Tai Road. He enquired the bus company and the TD about the timetable for implementing relevant arrangements; and
- (d) he hoped that Route No. 289R would travel via A Kung Kok Street and Chevalier Garden.

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

- (a) he opined that the bus route programme this year shrank in scale and was not aggressive enough. Not only did it fail to provide satisfactory bus service to newly completed residential projects, it even reduced frequencies and resources for bus routes serving existing estates. This, coupled with the issue of frequent lost trips, bus services were inadequate for some old areas, such as Sun Tin Wai. As bus route rationalisation plans introduced a few years back had cut back resources for bus routes serving old areas without replacement arrangement, he enquired about the compensation for this bus route programme;
- (b) as there was no bus route to Shing Mun Tunnels (SMT) from Sun Tin Wai, he asked whether Route No. 47X could travel via Sun Tin Wai;
- (c) he did not accept the plan for Route No. 81K to travel via multiple locations with just one additional bus. He anticipated higher demand for this route following the intake of housing projects at Wong Chuk Yeung;
- (d) he believed that the plan for Route Nos. 86C and 286C was actually a reduction in frequencies. If the proposed plan was implemented, the frequency of Route No. 86C would become every 25 to 30 minutes per headway, and he believed that no passenger would want to take the route;

- (e) the frequency of Route No. 80M had already been reduced in the past, with the current reduction in frequency of Route No. 281M, the waiting time for buses from Sun Tin Wai to Kowloon Tong would be over half an hour, which he considered unacceptable. He also queried the authenticity of the data showing the low passenger volume of Route No. 281M;
- (f) the Shatin to Central Link (SCL) would soon be put into operation, and he opined that bus routes between Sun Tin Wai and the public transport interchange of Tai Wai Station should be introduced. He asked the TD to response to this request at the next meeting; and
- (g) the southern pare of Sha Tin included Tin Sam Tsuen, Lung Hang Estate, Hin Keng Estate, Ka Tin Court and Festival City Phase I to III. With a population of over 60 000, there was a strong demand for Airport bus services at those locations. He hoped that the government departments concerned could give positive responses.

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

- (a) the bus company did not respect the STDC on matters related to route series of Route No. 47X. The TTC had previously passed a motion stating that resources of Route No. 47X should not be transferred to improve services of Route No. 47A. Trips of Route No. 47X were already very crowded during the morning and evening peak hours, any further reduction in frequency would affect its current passengers. He opposed the TD's current proposal to extend Route No. 47A to whole-day service, as it would have an impact on Chun Shek Estate, Garden Rivera, Sha Kok Estate, Jat Min Chuen and Pok Hong Estate. He requested the TD and the bus company to allocate additional resources to extend Route No. 47A to whole-day service;
- (b) the TD failed to increase the frequency of Route No. 86A when reducing that of Route No. 86C. The current frequency of Route 86C was low and caused inconvenience to passengers travelling from Belair Gardens, Sha Kok Estate, Jat Min Chuen, Pok Hong Estate and Chun Shek to Cheung Sha Wan. He requested that the original frequency of Route No. 86C be kept, and opposed the current proposal for Route Nos. 86C and 286C;
- (c) he hoped that extension of Route No. 982X to whole-day service could be finalised as soon as possible;
- (d) following the completion of intake of Shui Chuen O Estate, trips of Route No. 287X were very crowded in the evening. He opined that the proposal to add Route No. 287P in the morning and one more bus for the whole day by the first quarter of 2019 was too conservative. Passengers were often unable to get on buses between Mong Kok Market and Olympian City. He therefore opined that the frequency should be increased to at least 1 trip every 3 to 5 minutes;
- (e) there was a large number of passengers waiting for Route No. 288 at Sha Tin Town Hall, yet the TD only proposed to assign one additional bus by the third quarter. He opined that the frequency should be increased to at least 1 trip every 3 to 4 minutes; and

- (f) he asked when the whole-day service of Route No. 682B would be put in place.

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

- (a) she opined that the current bus route programme reduced bus services for Hin Keng. They had been striving to extend Route No. 985 to whole-day service and its frequency had been increased from 6 to 10, then to 12. However, the bus company now proposed cutting back the frequency to 6. She opined that the splitting of route would not bring convenience to residents, and she believed that they preferred to have more trips to choose from. She enquired about the reason why some trips would depart from Festival City following the splitting of route. Given the heavy traffic at the Tai Wai Roundabout, she suggested that those trips depart from Hin Keng so as to reduce the frequency of travelling via the Tai Wai Roundabout. At the current stage, she objected the proposal for splitting of route and proposed to put the plan on hold, and the TD and the bus company should first study the statistics of passenger volume of the current 12 trips, or even consider extending the route to whole-day services that departed from Hin Keng. She opined that the trip departing from Festival City, Tai Wai at 7:25 am was too late. Currently, the last trip of Route No. 985 departed at 8:05 am and estimated to arrive at Hin Keng at 8:20 am. She enquired about the passenger volume of this trip;
- (b) she did not understand why the frequency of Route No. 46X had to be altered; and
- (c) she opined that since Route No. 281M could compete with the MTR in the future, its frequency should not be reduced.

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

- (a) she said neither the TD nor the bus company would improve the bus services for Tai Wai and asked whether it was because there were already MTR services (including Tai Wai Railway Station), and the SCL would soon be put into operation. She pointed out that given the growing population at New Territories East, the East Rail Line was about to exceed its carrying capacity. She opined that the TD and the bus company should try to divert passengers at Tai Wai Railway Station with bus services;
- (b) after having increased the frequency of Route No. 985 from 6 trips to 12, the bus company now proposed to change its frequency back to 6, which would lead to longer waiting time for passengers. She hoped that Route No. 985 could be extended to whole-day service. She proposed to delay the return service of Route No. 985 to between 6:15 pm and 7:30 pm, with a view to serving residents getting off work;
- (c) as the current departures proposed for Route Nos. 46X and 46S were not in line with the travel patterns of passengers, she proposed to have them amended;

- (d) she hoped that the TD and Long Win Bus Company Limited (Long Win) would consider converting Route No. E42 to the A-series routes. Most trips of Route No. E42 were operated by part-time bus captains, and the trips at 8:00 were often lost. She hoped that the TD could improve bus services from Tai Wai to the Airport. Moreover, the service level for Route No. E42 was not satisfactory, for it often had only places for standees left when it arrived at Mei Fung House;
- (e) Route No. 81 was the only bus route plying between Tai Wai and Tsim Sha Tsui. However, with its inadequate frequency, high lost trips rate, circuitous routeing, it failed to win over passengers. She proposed taking the opportunity brought by the XRL development and introducing bus routes plying between Tsim Sha Tsui and Tai Wai through Tsing Sha Highway; and
- (f) she opined that it had been a hope of TD and the bus company that Route Nos. 82B and 82K could be cancelled. Therefore, she suggested combining the two routes for optimised performance.

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

- (a) he opined that the current bus route programme lacked vision and only brought piecemeal remedies;
- (b) when Route No. 798 was first introduced, Mr Christopher CHIU Hak-pui, a TD staff member at that time, told members that the route could be gradually optimised in the future and persuaded members to first allow the introduction of the route. The route was now finally proposed to travel via Yuen Wo Road. However, his proposal that the route travelled via Sha Tin Wai Road, still had not been responded. He opined that a special trip could be operated on a trial basis;
- (c) he hoped that the return service of Route No. 982X would commence operation as soon as possible, and be extended to whole-day service in the long term. He pointed out that one trip of Route 982X was often lost, and that some residents of Yu Chui Court reported that the trip at 7:50 was lost last Friday;
- (d) he hoped that bus routes could be introduced to serve the Kowloon Bay Business Area;
- (e) he enquired about the possibility of introducing special trips of Route No. 680 travelling via Shek Mun, Yu Chui Court, City One Shatin, Ravana Garden and Kwong Yuen, so that passengers of Ma On Shan would be able to reach Tate's Cairn Tunnel (TCT) via a more direct routeing, and the demand in the above locations for bus service to the Hong Kong Island would be addressed;
- (f) he hoped that inter-company bus-bus interchange concession could be implemented, and an addition bus stop could be set up at To Shek Street;
- (g) he was disappointed by Mr WONG Hon-chung, Planning and Scheduling Manager of New World First Bus Services Limited (NWFB) and Citybus

Limited (CTB). He had once proposed for Route 682B to travel via Ngan Shing Street at certain time slots, but Mr WONG Hon-chung ignored the proposal made by him or the STDC and kept the original route. He asked why there was still no plan on extending Route No. 682B to whole-day service. He opined that travelling via Kwong Hong Area could increase passenger volume; and

- (h) he enquired why the TD would divide Route No. 985 after allowing the bus company to increase its frequency.

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

- (a) she opined that the return journeys of Route No. 82C, just as its departures, should also travel via the University Station and provide bus services for university staff. In addition, some residents opined that the return trips currently proposed were too early, she therefore proposed introducing an additional trip or adjusting the relevant schedule;
- (b) although the service hours of Route No. 83X had been extended since Route No. 89D no longer travelled via Kwong Yuen, residents hoped that its frequency would be increased. Moreover, they hoped that bus routes plying between Kwong Yuen / Kwong Hong Area and Ma On Shan could be enhanced, as routeing, frequency and fares of Route No. 89S, a temporary replacement arrangement, was far from ideal. For the long term, residents requested that Route No. 89S travel via Ma On Shan, even Prince of Wales Hospital (PWH) and other areas in need. GMB Route No. 808 failed to fully serve Kwong Yuen / Kwong Hong Area;
- (c) as the intake of Greenhill Villa in Area 36C would start in the second half of next year and would gradually bring about 2 500 additional units, she hoped that bus services for Kwong Yuen / Kwong Hong Area could be enhanced in the bus route programme next year, and the TD and relevant bus companies could submit papers at the next meeting to briefly introduce relevant arrangements; and
- (d) only places for standees were left when Route No. 682B arrived at Kwong Sin Street, the current final stop in Sha Tin. She hoped that the TD and the bus company could provide the schedule of its whole-day operation.

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

- (a) he opined that the current bus route programme failed to serve the objectives of “using railways as the backbone” and shortening routes as set out in the paper. It was common for the TD and the bus companies to serve new development projects by extending or changing the current routes. He opined that short bus trips from and to railway stations should be provided;
- (b) he hoped that apart from offering interchange concession at major transport interchanges, it could also be provided in the district to make interchanging easier for the public;

- (c) he agreed with the suggestion made by Mr YIU Ka-chun in respect of bus services for the Hong Kong Island, and that by Ms CHAN Man-kuen in respect of Route No. 89S;
- (d) he enquired about the possibility of arranging for one departure from Wong Nai Tau every hour. It would be difficult for passengers to interchange to Route No. A41 from Route No. 83K while carrying luggage;
- (e) the departure time and circuitous route of Route No. 980A made it undesirable for passengers. The bus was still in Sha Tin after it had departed for 40 minutes;
- (f) he asked why the return trip of Route No. 82C did not travel via University Station, hoping that it could travel there;
- (g) he hoped that the TD, bus companies and GMB operators would use low-floor vehicles for A Kung Kok Street;
- (h) passenger were dissatisfied with inadequate and low frequencies of bus services. He opined that delayed trips might not be caused by bus captains sometimes, but the undesirable operating arrangements of bus companies instead. It would take as long as 15 minutes for Route Nos. 82X and 83X at the TCT bus-bus interchange. The frequencies of Route Nos. 49X and 281A after 7:45 pm were low and he enquired how the TD would oversee operations of bus companies; and
- (i) he asked when the whole-day service of Route No. 682B would be introduced, and whether Route No. 682B could be rerouted to travel via Wong Nai Tau or the Kwong Yuen Bus Terminus to provide easy access to passengers while increasing its passenger base.

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

- (a) he welcomed the proposal to increase the frequency of Route No. 182X from 4 to 6 trips, and he hoped that the bus company would pay attention to passenger volume and continue to introduce additional trips;
- (b) he hoped that return service of Route No. 982X could be introduced before the fourth quarter, and proposed extending service hours of return trips, so that passengers who got off work earlier or later could also be accommodated;
- (c) he opined that resources of Route No. 47X should not be transferred to improve the service of Route No. 47A. Route No. 47X already could not meet the demand sometimes, and it was difficult for passengers to get onboard the return trips at Kwai Fong Estate in the evening. He hoped that the TD would handle this plan properly;
- (d) he was not against the enhancement of Route No. 286C services but he opposed transferring resources of Route No. 86C to do so. If the terminus of Route No. 86C was to be relocated to So Uk Estate, passengers would have no other choice but to take Route No. 86A, whose service frequency was rather

low for the time being. He urged the TD not to reroute Route No. 86C. Although passengers could reach Cheung Sha Wan by changing buses, passengers would actually take more time to wait for buses and it would cause inconvenience;

- (e) some members of the public reported that it was difficult for them to board Route 81K at Sha Kok Estate, and they had to take Route 88X instead. He hoped that the TD would seriously reflect on whether Route 81K could accommodate the increased passenger volume brought by rerouting with just one additional bus; and
- (f) he remembered that last year, it was claimed that the whole-day service for Route 682B would commence. He asked when it would be put in place.

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

- (a) evening trips of Route 286C to Lee On could not meet the demand, as the buses were already full at Cheung Sha Wan. Therefore, he hoped the plan to increase its frequency could be implemented by the third quarter;
- (b) he hoped that the existing route of Route 86C could remain unchanged, to avoid causing inconvenience to passengers who now took this route to Cheung Sha Wan; and
- (c) most passengers from Ning Tai Road and Oceanaire go to Mong Kok by MTR. As it was inconvenient to switch lines twice, he proposed introducing direct bus service to Mong Kok.

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

- (a) he opined that railway system should work hand in hand with bus service, instead of overriding it. The service of railway system was often disrupted recently despite that it was highly efficient. On the other hand, bus services provided point-to-point transportation and were fundamentally different from railway services. In addition, as private cars, not buses, made up the majority of vehicles on the road, reduction of buses on the road should not be the means to achieve balanced traffic demand;
- (b) he was pleased to see the proposal to introduce return trips of Route 985. However, most people would still be working when the bus departed, he therefore suggested extending service hours of the return trips. Moreover, many passengers taking Route 985 in the morning went to Causeway Bay or Wan Chai, the return journey departed from Admiralty Station (East), would not be able to serve those passengers. He enquired whether some of the trips would depart from Causeway Bay or Wan Chai. He pointed out that since Route 978 travelled between Sheung Shui and Wan Chai (North), there should be enough space in Wan Chai to accommodate the operation of Route 985;
- (c) some residents reported that morning trips of Route 985 departed a bit late, and it was difficult to estimate the actual journey time. Therefore, he opined that the proposed departure time, 7:20 am, of Route 985A from Mei Tin Estate

(Mei Chi House) as set out in the splitting plan for Route 985 was slightly too late;

- (d) he hoped that whole-day cross-harbour bus routes to Hong Kong Island East via the Eastern Harbour Crossing (EHC) could be introduced for Mei Tin Estate and Mei Chung Court;
- (e) there were only places for standees when Route E42 arrived at Tai Wai after departing from Pok Hong Estate. He opined that the population of Tai Wai could support the operation of an A-series route travelling to and from the Airport. He said he had been making the same request for many years, and asked whether the TD and the relevant bus company had a concrete timeframe for that; and
- (f) it was difficult to board Route 286X at Lai Chi Kok during the peak hours when people got off from work. He enquired about the possibility of introducing return trips of Route 286P to cover the low frequency of Route 286X.

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

- (a) the paper showed that the occupancy rate of Route 46X during the busiest hour was 83%, which exceeded the threshold set for increasing service frequency for more than 2%. He enquired about the occupancy rate of the busiest 30-minute period. If the occupancy rate was high, frequencies of Routes 40X and 40S should then be increased at the same time. Based on his own observation, Route 46X would be full when it arrived at Lung Hang Estate at Tin Sam Street during the busiest hours. If the relevant threshold was met, its frequency should be increased, instead of transferring its resources to serve other routes. He believed that about 30% of passengers would change buses at the SMT, and 70% would alight at en route stops. Therefore, any changes to its frequency would be unfair to 70% of the passengers;
- (b) he asked why the fare of Route 46S was \$8.1 when it only travelled a short distance. He suggested reducing the fare;
- (c) following the splitting of Route 985, there would only be a 5-minute gap between the first departure of Route 985A and that of Route 985B. He was concerned that they might arrive at the Tin Sam Tsuen stop on Che Kung Miu Road at the same time. He asked how the TD and bus companies would deal with this issue. The Tin Sam Tsuen stop at Che Kung Miu Road not only served Tin Sam Tsuen, but also Lung Hang Estate, Sun Chui Estate, Festival City and Hin Yiu Estate. The splitting of route, if materialised, would affect about 485 passengers, that is, around 58% of the passengers of Route 985B. Although the splitting would shorten the journey, there was no plan to increase the frequencies of related bus services. He hoped that the frequency of Route 985 could be increased;
- (d) Route E42 failed to serve Hin Keng Street and Tin Sam Street. He hoped that bus routes departing from Six-Mei Area could first travel via Che Kung Miu Road, Hin Keng Street, Tin Sam Street and the Tai Wai Roundabout, then

Tsing Sha Highway and the Stonecutters Bridge before reaching the Airport;

- (e) he hoped that bus routes from Sha Tin to the Liantang Boundary Control Point could be introduced; and
- (f) residents of City One Shatin aged between 60 and 65 were entitled to concessionary fares on Citybus. He opined that Kowloon Motor Bus Co. (1933) Ltd. (KMB) should offer similar concessions.

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

- (a) he was pleased to see the proposal for the provision of return service of Route 985, but he hoped that return trips could depart from Wan Chai, just as the departures;
- (b) the frequency of Route 985 was increased from 6 trips to 12, but it was now proposed to be cut back to 6. While the journey time from Mei Tin Estate to Wan Chai might be shortened, its frequency would be lower and the service hours would be shortened. He suggested that the first trip should depart earlier. He also hoped that Route 985 could be gradually extended to whole-day service;
- (c) he was pleased to see that Route 81 now travelled via Mei Fai Street, but some residents reflected that it would be even better if an additional stop could be set up at Mei Tin Estate for the return journey. He found it unacceptable for Route 81K to travel via so many more places with just one additional bus in service. He expected that the demand for this route would grow following the intake of the housing estates at Wong Chuk Yeung;
- (d) they had long been requesting the introduction of bus routes between Tai Wai and the Airport and had yet to receive any response;
- (e) Mei Tin Estate had long suffered from inadequate transport services. While he thanked the TD and relevant bus companies for the improvement in recent years, the situation was still not satisfactory. Although Route 46P provided Mei Tin Estate with access to the SMT, no whole-day service was available. In addition, whole-day bus service to the TCT was also unavailable there. The occupancy rate at Mei Tin Bus Terminus was close to its full capacity. He hoped that the TD and bus companies would at least provide interchange services among bus routes; and
- (f) as Route 81 would travel via Mei Fai Street, he hoped that the TD and bus company could consider arranging for Route 88 to travel via Mei Fai Street, so as to provide residents with easy access to the TCT.

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

- (a) he opined that a railway-based network complemented by bus services was not ideal, for it would only increase workload on the railway network in the long run. Bus and railway services should complement each other;

- (b) Route 86C was originally an option for passengers travelling from Tai Wai and Chun Shek to Cheung Sha Wan. The route was modified later and there was no stop after Tsang Tai Uk. After years of hard work by Mr CHING Cheung-ying, a stop was finally set up at Sun Tin Wai Estate for Route 86C. However, it still failed to serve passengers in Tai Wai, where only Route 86A was still in operation. The TD and the bus company had indicated that they would adjust the stops of Route 286C and it would go to the ENT via Tai Wai. But updates were yet to be heard. Some members strongly opposed the proposal for Routes 86C and 286C to travel via Tai Wai, but he hoped that members could understand that Tai Wai needed an alternative to Cheung Sha Wan, and he hoped that the TD and the bus company would proceed with relevant arrangement;
- (c) he was pleased to see the introduction of return service of Route 982X and opined that it should be put in place as soon as possible. In addition, it would be impractical if the first return trip departed at 5:50 pm, for he believed that most passengers would still be at work. On the contrary, many passengers might take the two trips at 6:10 pm and 6:20 pm. He hoped that the TD and the bus company would adjust the schedule, and asked how long it would take to make such adjustment. He also pointed out that a terminus should be set up in Wan Chai as soon as possible; and
- (d) he hoped that bus routes that directly travelled between Tai Wai and Island East, as well as A-series routes to the Airport could be introduced.

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

- (a) residents of Belair Gardens, Garden Rivera and nearby areas would no longer be able to reach Cheung Sha Wan by bus after the rerouting of Route 86C. In addition, there would only be 1 trip every 30 minutes.. He asked whether the TD had considered any compensation, such as arranging for Route 286C to travel via Belair Gardens. Route 286C currently travelled via Belair Gardens and the Regal Riverside Hotel without stopping. Another feasible compensation would be extending Route 240X to whole-day service. The best solution would be maintaining the current service level of Route 86C. It now took about 1 hour to interchange to Route 86A from Route 85A. He opined that the frequency of Route 86A was low and trips were often delayed. Therefore, he found the bus company's proposal that passengers of Route 86C would have to change to Route 86A to reach Cheung Sha Wan, unacceptable;
- (b) he said he had heard that passengers had to sit on stairs when taking Route 798. Trips of Route 798 during the morning peak hours were insufficient, with a frequency lower than non-peak hours. He asked whether its frequency could be increased during the morning peak hours shortly, and he hoped that the NWFB and CTB would increase its frequency as soon as possible; and
- (c) he opined that Route 980A should have been an express route as it travelled via the Western Harbour Crossing (WHC), yet its current route in Sha Tin was circuitous, with the first trip arriving at Regal Riverside Hotel at 8:15 am, it was difficult for passengers to get to work before 9:00 am. He therefore suggested providing earlier trips and changing its route. He had already

suggested last year that a more direct route would be for it to depart from Kwong Yuen and travel via Shek Mun.

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

- (a) it was proposed in the current programme that the frequency of Route 86C should be adjusted to 1 trip every 25 to 30 minutes in the fourth quarter. He asked whether the TD and the bus company were expecting a drop in passenger volume of this route, and then have it cancelled. He had reservations about the proposal for Routes 86C and 286C; and
- (b) Route 89D which travelled from Kowloon to Ma On Shan was often full during the afternoon peak hours, he hoped that the TD and the bus company would come up with a solution.

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

- (a) the TD had formulated guidelines for increasing frequencies of bus services, for example, the occupancy rate of any bus route reaching 100% during any half hour of the peak period and 85% during that 1 hour, or reaching 60% during the busiest 1 hour of the off-peak period. However, he hoped that the TD and the bus companies could provide figures and show whether the service levels of relevant routes complied with the relevant standards when submitting bus route programmes in the future, so that members could explain to the public why no additional trips could be introduced for certain routes;
- (b) he understood that delays were common during peak hours due to a large number of passengers and vehicles on the road. He suggested simplifying the mobile application of real-time estimated bus arrival time developed by bus companies to facilitate the use by the elderly and enhancing its publicity. In addition, he opined that the TD should consider diverting bus routes during peak hours and having them travel through some other routes. He was confident that passengers would be able to adjust their travel patterns accordingly; and
- (c) he opined that passenger volume was high for the four morning trips of Route 82C, and he asked if additional return trips could be introduced. He said some residents had complained that some NWFB & CTB vehicles were dilapidated.

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

- (a) he considered that the proposal to increase the frequency of Route 288 subject to its passenger volume was pointless. He hoped that KMB would consider arranging Route 288 to travel via Jat Min Chuen;
- (b) he and Mr WONG Hok-lai had requested Route 82B to travel via Mei Tin Road to a roundabout near Tung Lo Wan Tsuen, and then set off to Tai Wai. They hoped that residents living on the hillside, including those of Peak One, Pristine Villa and Tung Lo Wan Tsuen could reach Tai Wai Railway Station and Four Mei Area;

- (c) the frequency of Route 85 during the morning peak hours was one trip every 13 to 20 minutes. Some members of the public had complained that they had to wait for 28 to 30 minutes at Sha Tin town centre. He hoped that KMB could introduce additional trips during the morning and afternoon peak hours; and
- (d) with the rapid development of Hong Kong Science Park, there would be more people working there. He was aware that many of them now took GMB Route No. 27 but the service was unsatisfactory. He believed that KMB might encounter similar issues in relation to its future bus services, he therefore urged the TD to review all relevant issues at once.

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

- (a) he was pleased to see the proposal for Route 798 to travel via Yuen Wo Road to provide service to residents of Lek Yuen Estate and Wo Che Estate. The frequency of Route 798 was one trip from Sha Tin every 30 minutes during the morning peak hours, and he hoped that it could be increased to one trip every 20 minutes. The low passenger volume of this route might be attributable to its current low frequency. In addition, he asked NWFB & CTB to carry out the operation on Kwei Tei Street on a trial basis, so as to learn about the driving conditions;
- (b) at present, none of the A-series routes travelled via Yuen Wo Road and the service was not satisfactory. He hoped that the TD could consider arranging Route A41P to travel via Yuen Wo Road. Since Routes A41, A41P and E42 served the 700 000 residents of Sha Tin, he opined that Routes A41 and A41P could be split into three routes to serve Ma On Shan, as well as the eastern and western parts of Shing Mun River, so as to shorten their journey times and serve more residents; and
- (c) the passenger volume of Route E42 was high at Sha Tin town centre, and only little capacity was left for residents in Tai Wai. He opined that the TD and Long Win could consider splitting Route E42.

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

- (a) he was pleased to see the introduction of return services for Routes 982X and 985, as well as the increased frequency of Route 287X. However, there was no response to the issue of inadequate frequencies of Routes 87B, 86A and 286X, he hoped that the TD and the bus company could put in their best effort;
- (b) Route 46X was the only route in Tai Wai bounded for the SMT, and its passenger volume remained unchanged. He opined that transferring resources of Route 46X to Route 46S would weaken the services from Tai Wai to Mei Foo, which would be unacceptable to passengers. He hoped that additional resources could be allocated for the introduction of Route 46S. He and Mr Michael YUNG had suggested a plan for Route 47X to travel via Tai Wai, which was never implemented;
- (c) he still remembered that it was proposed in the bus route programme last year that special trips departing from Chun Shek Estate of Route E42 should be

introduced in the third quarter, yet it still remained to be implemented. Route E42 was known for excessively high passenger volume, low frequency and long journey time, he hoped that the TD and bus company could introduce an A-series route in Tai Wai to mitigate the pressure on Route E42;

- (d) he hoped that the TD and the bus company could introduce bus services from Tai Wai to Island East;
- (e) he enquired about the feasibility of increasing the frequency of Route 80A; and
- (f) he hoped that KMB could focus on its main operation, instead of property speculation.

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

- (a) she opined that Kwei Tei Street and Wong Chuk Yeung Street were too narrow, and therefore she did not support the proposal for Route 798 to travel there. She opined that to avoid an overly circuitous route, Route 789 should keep travelling via Shan Mei Street, and passengers in need could always walk to Shan Mei Street;
- (b) she hoped that a direct route plying between Fo Tan and Hong Kong Island via the ENT could be introduced; and
- (c) she hoped that a route plying between Fo Tan and the Airport could be introduced.

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

- (a) he believed that residents of Shui Chuen O Estate would be pleased to see Route 47A extended to whole-day service, but transferring resources of Route 47X would lead to conflicts. Currently, the demand for Route 47X was very high during the morning peak hours. The TTC had passed a motion stating that the improvement of other services should not be made by transferring existing resources;
- (b) he believed that no passenger would be willing to take Route 86C if its frequency were to be changed to one trip every 25 to 30 minutes. He enquired whether there was any other plan to handle the services of Routes 86C and 286C. In addition, if resources of Route 86C were to be transferred, whether the TD and the bus company would consider allocating additional resources for Route 86A; and
- (c) he was pleased to see the introduction of return service for Route 982X, yet he hoped that it could be implemented in the third rather than the fourth quarter.

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

- (a) the bus route programme had never included any proposal of the introduction of bus service between Tai Wai and the Airport over the years;

- (b) he opined that the TD and relevant bus companies should consider introducing bus services between Tai Wai and the Hong Kong Island. He did not agree with the policy that promoted a railway-based network complemented by bus services;
- (c) as the frequency of Route 87B would be reduced, he asked whether its frequency after peak hours would remain the same. There was a serious loss of bus trips of Routes 87B and 85B, and the interval between two trips sometimes exceeded 40 minutes;
- (d) none of the bus routes that served Hin Keng travelled any further than Route 81S, which was bound for Mong Kok Market in the morning. He hoped that the TD and relevant bus companies could consider his old proposal for introducing bus services from Hin Keng to Tsim Sha Tsui;
- (e) he hoped that the TD and relevant bus companies could give early notice about bus service updates; and
- (f) he asked whether bus captains were able to control bus air conditioning systems, if not, he urged the bus companies to issue notices to inform the public.

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

- (a) given the current strong demand for services provided by Route 46X, he gave his support to allocate additional resources for the introduction of Route 46S, though he was against deploying buses that served Route 46X for the time being;
- (b) he proposed postponing the departure time of return service of Routes 985 and 982X. Besides, the additional trips of return trip service were still less than those of departures, he asked the bus companies to prepare to increase the frequencies of related bus services shortly;
- (c) he hoped that the TD and the bus companies could introduce express bus services from Tai Wai to Island East and the Airport. He was confident that the additional express services for the Airport would help lessen the burden of Route E42; and
- (d) frequent traffic accidents at the “Octopus Footbridge” led to frequent lost trips of buses. He hoped that the TD would come up with new route arrangements as soon as possible.

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

- (a) he was disappointed by the current bus route programme for Sha Tin, as the scale was conservative for two consecutive years. He remembered a rather aggressive bus route programme for the 2016-2017 year, while the criticism it received back then was caused by a lack of communication, there were also suggestions that would benefit the public. He hoped to see a more aggressive approach and enhanced engagement with members for future bus route programme;

- (b) in light of the declining stability in railway services, he opined that the government should review the policy where a railway-based network was complemented by bus services, for there would be no improvement without competition;
- (c) he hoped that additional bus routes would be introduced to travel via Tsing Sha Highway and the WHC. In addition, he proposed setting up bus terminus at Wan Chai, Causeway Bay or Tin Hau, so as to make it more convenient for buses from the New Territories to travel to Hong Kong Island;
- (d) he hoped that the frequencies of Route 682X could be increased, and its fares reduced to the same as Route 682;
- (e) he hoped that Route 980X could be extended to provide whole-day services as soon as possible, or the option that Route 681 travelling via Wu Kai Sha during non-peak hours could be considered;
- (f) he opined that the TD could arrange for Routes 87D and 86K to travel via Wu Kai Sha, just as long as it did not affect other districts;
- (g) he said that it was inadequate for Routes 87E and 86P to provide a single departure / return journey, hoping to see a significant increase in their frequencies. He opined that the passenger volume of Routes 87E and 86P was low because the schedules failed to meet public needs, the two trips at 7:40 am and 7:45 am mismatched with the peak hours when people went to work or school. Besides, the bus companies still had not introduced the two trips proposed last year;
- (h) he opined that the TD and the bus companies might consider providing bus services between Alice Ho Miu Ling Nethersole Hospital, North District Hospital, PWH in Tai Po and Ma On Shan during non-peak hours;
- (i) he hoped that pick-up and drop-off areas could be set up again at Villa Athena for Route A41P. He agreed on re-organising and enhancing bus services for Ma On Shan and the Airport;
- (j) he hoped that Routes 286C, 85X, 87D and 86K could travel via Wu Kai Sha during non-peak hours; and
- (k) he said that Route 40S proposed in the paper provided only one trip at fares higher than Route 40X. Nevertheless, he still hoped that the programme could be promoted as soon as possible, and that a route could be opened to travel from Ma On Shan to Tseung Kwan O.

40. The views of Ms TSANG So-lai were summarised below:

- (a) she said that in principle, residents would welcome that the service of Route 286C extended to a whole-day one. But she opined that the service hours were rather short, as there would be no trip between Ma On Shan and Cheung Sha Wan after 10:00 pm;

- (b) she proposed extending the terminus of Route 89S to cover the PWH. Trips of GMB Route 808 were often lost, and the driver often skipped stops and had bad attitude. In addition, low-floor vehicles were not common for minibus routes, which caused inconvenience to patients who went to hospitals for check-ups; and
- (c) as the return trips of Route 89D were often full when reaching Kowloon Bay, she proposed introducing special trips that departed from en route stops.

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

- (a) he agreed with Mr WONG Yue-hon on splitting bus services for the Airport;
- (b) there was only one trip for the trial operation of special trips including Route 87E, Routes 40S and 86P. He opined that the TD and the bus companies had realised that one trip was inadequate, but they still took a year or more to consider introducing additional trips. He could not understand why the TD and the bus companies did not propose having three trips on trial operation when those routes were first introduced;
- (c) most passengers boarding Route 85X at Sunshine City were residents of Kam Ying Court, Saddle Ridge Garden or Lee On Estate, he therefore opined that the frequency of Route 85X (special trips) should be increased, or even have them extended to depart from Nai Chung, Wu Kai Sha or Lee On. Besides, the problem of lost trips of Route 85X and Route 85M was serious;
- (d) he welcomed the arrangement to extend Route 286C to provide whole-day services, and hoped that Route 86C could be kept if possible, but he opposed adjusting Route 286C to travel via Tai Chung Kiu Road and changing the stops of Route 86C;
- (e) he hoped that the service hours of Route 87P could be extended;
- (f) he hoped that Route 980X could be extended to provide whole-day service;
- (g) he proposed introducing special trips for return journeys of Route 89D at Kowloon Bay; and
- (h) in light of the growing population at Ma On Shan, he opined that instead of travelling via Tai Chung Kiu Road and Tai Wai, the more efficient way would be for buses to travel directly to their destinations after passing Chevalier Garden. He was confident that good services could bring sizeable income.

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

- (a) he opined that KMB did not respect the STDC. The TD provided inaccurate data during the 2014 bus route rationalisation, claiming that the journey time of Route 87D could be shortened by 4 minutes without traveling via A Kung Kok Street, so as to provide 5 special trips. He later discovered in paragraph 10 of the minutes for the meeting held on 7 July 2015 that skipping A Kung Kok Street could only save 2 minutes of journey time. He pointed out that

KMB and the TD had never presented any satisfactory bus route programme during these years. He hoped that Mr Gary LEUNG – Administrative Assistant to the Managing Director Office of KMB, could pass on views expressed by members today to Mr Roger LEE. If KMB was not interested in relevant operations, he would urge the TD to open the franchise of the bus routes by inviting open tenders;

- (b) he said that to provide more direct services at Wu Kai Sha, Routes 40S, 86P and 87E no longer travelled via A Kung Kok Street, and a few stops had been removed, including Chevalier Garden, A Kung Kok Street and Shatin Hospital. However, due to the low passenger volume, they would travel via Kam Ying Court under the new programme. During the busiest hour, the occupancy rates of Routes 86P and 87E were only 11% and 34%, respectively. There was still some time before residents of housing estates in this neighbourhood moved in, so this was only the research and report stage. He asked what criteria the Bus and Railway Branch under the TD would look into when it reviewed proposals for increasing frequencies of related bus services. He asked why A Kung Kok Street, Tai Shui Hang and Chevalier Garden were not covered by the express bus services that travelled to Mong Kok;
- (c) Route 980A, Routes 982X and 985 provided different services. He opined that the TD and the bus companies should first discuss the mechanism for increasing bus service frequencies before introducing relevant services;
- (d) he hoped that the TD and the bus companies would submit information on the passenger volumes of Routes 86C and 286C at different time slots plying between the section of Cheung Sha Wan, Sham Shui Po, Nam Cheong Street, and the section of Ma On Shan and Sha Tin, after the meeting. He pointed out that while the proposed routes remained the same in coverage, the fares however, went up by \$1, he enquired about the reason;
- (e) he opined that the discussion proved time-consuming because the TD and the bus companies had been ignoring members' opinions over the years. The whole-day services of bus routes travelling via the WHC remained unsolved. Members had to repeatedly bring up the \$1 increase in bus fare for Routes 286C and 86C, and the Airport bus services remained unsatisfactory. He opined that the TD and the bus companies should collate members' opinions after this meeting, and then arrange for the Bus and Railway Branch under the TD to explain finalised plans and follow-up measures to members at another occasion; and
- (f) he asked why the 12.8m long buses offering the maximum capacity were still not allowed to travel via Shui Chuen O Estate.

43. The views of the Chairman were summarised below:

- (a) he pointed out that Route 89D was almost full at Millennium City on its return journey, which made it difficult for passengers at Kowloon Bay to get on board;

- (b) the strong demand for bus services between Ma On Shan and the PWH was not addressed in the current bus route programme. He wished to know the progress of the arrangement of the relevant routes;
- (c) most residents of Yiu On Estate and Heng On Estate took bus at Hang Hong Street. However, it was difficult to board Route 40X at Hang Hong Street from 7:45 am to 7:55 am. He had therefore suggested introducing a special trip at Hang Hong Street, to which he had not received any response;
- (d) he enquired about the passenger volume of Route 286C following the introduction of additional trips during peak hours, and whether its service frequency could be increased again; and
- (e) he opined that many suggestions for the bus route programme were the same every year because they had not been addressed. He said that the TD should learn about the cause of the issue, whether it was because it failed to monitor the bus companies. He hoped that the TD and the bus companies would communicate with members before formulating the bus route programme, so that it could submit a more acceptable programme after understanding past opinions.

44. The Chairman asked members to note that Mr Alvin LEE was present at the meeting.

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

- (a) many residents hoped that Route 40X could be streamlined. He believed that Route 40S would be well received but a single journey would not be sufficient and suggested increasing frequency as soon as possible. The peak hour should be 7:00 am to 8:00 am, and Route 40X was very busy in this period;
- (b) he hoped that new bus routes travelling between Wu Kai Sha and Tseung Kwan O could be introduced in the third or fourth quarter this year, which would bring convenience to some 200 000 residents of Ma On Shan; and
- (c) although he supported the arrangements for Routes 86C and 286C and hoped that they could be implemented as soon as possible, he opposed relocating the terminus of Route 86C to So Uk.

46. Ms Monica LUI gave a consolidated response as follows:

- (a) the TD valued and welcomed the views from members, and encouraged members to express their views in normal days so that the TD could follow up the issues such as lost trips or minor adjustments to bus routes. Persons-in-charge of districts and the bus companies would continue to follow up on the extension of Route 87P, as well as the inadequate frequency of Routes 89D and 182X in response to passenger demands and any change in the service mode;
- (b) the intake of the GSH at Kwei Tei Street was tentatively scheduled to commence in mid-2019. In addition to the existing Route 88X, the TD also planned on introducing new routes to Fo Tan Station. The TD also proposed

that Routes 48P, 798, 81K and 280X would travel via or be extended to Kwei Tei Street. Relevant proposals were aimed at providing residents in the vicinity of Kwei Tei Street with an access to different interchanges in the future, such as Tsing Sha Highway, the TCT and the SMT bus-bus Interchanges, as well as railway stations and downtown. She understood that by travelling via Kwei Tei Street, the journey time for Routes 81K and 280X might be a few minutes longer for residents of Sui Wo Court, the TD was therefore studying the feasibility of balancing the needs of the two parties by adjusting the schedule;

- (c) the bus stops at MTR University Station were quite busy during the afternoon peak hours. She was concerned that travelling via University Station would increase the journey time. So, the TD proposed that Route 82C would not travel via University Station on its return journey;
- (d) the TD would follow up on the alignment of Route 980A;
- (e) she noted the development at Yan On Estate and Ning Tai Road, and would take it into account when planning for bus routes in the future;
- (f) it was proposed in the programme that return service should be introduced for Routes 982X and 985, the TD would study the departure times for relevant trips with the bus companies when the service was put in place. On the one hand, the TD and the bus companies focused on identifying suitable stops at Wan Chai for the introduction of return services, on the other hand, they also wished to provide return services as early as possible. Therefore, they suggested introducing return service at Admiralty first. The TD would try to relocate the departure terminus of the return service to Wan Chai if a suitable terminus was found there in the future;
- (g) Route 46X was rather busy in the morning. However, since about 30% of the passengers interchanged to other routes at SMT bounded for Tsuen Wan, the introduction of Route 46S was proposed to provide more direct services to existing passengers. It was expected that passengers taking Route 46S would be those who now took Route 46X. Therefore, Routes 46X and 46S would share resources and take passengers of Route 46X to Tsuen Wan;
- (h) she noted members' views about Airport bus services, stating that it would take time to review Airport bus services in Sha Tin, the result of which would be reported to members later;
- (i) there were already 4 trips for Route 47A during the morning peak hours, and Route 47X also had resources to spare during non-peak hours. Therefore, it would be possible to extend Route 47A to provide whole-day services without affecting the frequency of Route 47X. The TD would also pay attention to passenger volume of Route 47X in the morning, and adjust its service frequency when needed to meet passenger needs;
- (j) regarding the demand for bus services to Hong Kong Island, the TD would review cross-harbour services in Sha Tin during non-peak hours with the bus companies. For the time being, the TD and the bus companies would first

consider providing return services via the WHC to address passenger demand, and then gradually increase the frequency based on passenger volume;

- (k) since some members said that it was insufficient for Routes 40S, 86P and 87E to provide just 1 journey, the TD and the bus companies would consider gradually increasing their frequencies based on passenger demand. On the other hand, there were members who said that such special trips might lead to resource reduction for main routes, affecting services in the vicinity of A Kung Kok Street, Chevalier Garden and Shatin Hospital. Under the bus route programme, the bus companies would allocate additional resources to introduce Route 40S, so the existing services of Route 40X would not be affected. Should the population growth at A Kung Kok Street result in higher demand for Route 40X, the TD would increase resources based on passenger volume. Although the current passenger volume of Route 86P as set out in the bus route planning document was not high, it was expected that the passenger volume of the departure terminus would increase along with the subsequent intake of large residential projects. As a result, the bus companies proposed increasing the frequency of Route 86P according to foreseeable changes in passenger volume in the bus route programme. The TD and the bus companies had not introduced the two additional trips proposed in the bus route programme last year because its current passenger volume was not high. As always, the TD and the bus companies would only adjust relevant services based on changes in passenger volume when executing projects under bus route programme. In addition, the bus companies proposed for Route 87E (Tsim Sha Tsui-bound) to travel via Lee On Estate and Kam Ying Court, so as to provide more direct services there. This arrangement would not affect the current service of Route 87D plying between A Kung Kok Street and Chevalier Garden and Tsim Sha Tsui;
- (l) the TD would study with the bus companies whether it would be feasible for Route 88 to travel via Mei Fai Street;
- (m) the TD would study the adjustment to relevant public transportation networks in response to the completion and operation of major infrastructure concerned, and give advice to members in due course;
- (n) the TD would further arrange for discussion with members about arrangements for transport services after the SCL came into operation;
- (o) since the distance between the GSH and Shan Mei Street was not short if residents travelled between the two places on foot, it was suggested that the departure terminus of Route 798 should be changed to Kwei Tei Street. The TD and the bus company would pay close attention to changes in passenger volume following the relevant route modification, and enhance the service level when necessary;
- (p) information about the occupancy rates of bus routes that were proposed to be modified had already been set out in the paper, should members demand detailed occupancy rate of individual route, the TD and the bus companies would consider making relevant arrangements based on actual circumstances; and

- (q) regarding suggestions about service adjustments for Routes 86C and 286C, service arrangements for the 682-series routes, and details about the proposed splitting of Route 985, representatives of the bus companies would introduce them to members in detail shortly.

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

- (a) in response to the development of Hong Kong Science Park Phase 3, GMB Route 27 had been expanding its fleet size in recent years. In addition, since services of GMB Route 27 to Sha Tin were inconsistent during peak hours due to traffic jams at Tolo Highway and Tai Po Road, Sha Tin Section, the TD and the operator, after studying, arranged for the above route to travel via Tai Chung Kiu Road without en-route stops during the morning and evening peak hours, to accelerate the fleet flow without affecting existing passengers. Besides, to accommodate the pattern of passengers at Hong Kong Science Park and Pak Shek Kok at night, and to improve the service at Pak Shek Kok and better utilise resources, the service hour of Route 27A which linked Pak Shek Kok and Sha Tin Station was extended. The Route would also travel via Hong Kong Science Park after evening peak hours to serve more passengers;
- (b) he pointed out that Route 89D did not travel via Wong Nai Tau, following long discussion with all parties concerned, the TD and KMB both agreed on using Route 89S as a temporary alternative to Route 89D to serve areas within Ma On Shan and Wong Nai Tau. KMB would present a plan to further optimise its services this year, so as to benefit more passengers;
- (c) the TD would learn from KMB about the distribution of passengers and how bus services could be adjusted, to address the difficulty of passengers boarding Route 89D at Kowloon Bay;
- (d) the TD would study the proposal about introducing special trips for Route 40X at Hang Hong Street with KMB;
- (e) regardless of the final route planning for Routes 86C and 286C, the TD would still study how to make appropriate resource allocation on a regular basis to address changing passenger needs; and
- (f) the Traffic Engineering Division under the TD was currently studying how to increase the carrying capacity of bus stops at Shek Mun Estate, so as to cope with the new bus routes that would come into operation.

48. Mr Gary LEUNG gave a consolidated response as follows:

- (a) he restated that KMB had considered views expressed by members in the past when preparing the bus route programme every year, and then submit its proposal to the TD. In addition, arrangements such as increasing frequencies of related bus services, making minor adjustments to routes and adjusting bus services could be proposed at any time;

- (b) he did not think the current bus route programme included any proposal for the rationalisation of the SCL or other transport arrangements, they had however, noted relevant views; and
- (c) KMB would actively study the proposals for new routes with the TD, such as cross-harbour services at Tai Wai, whole-day services and routes travelling via Tsing Sha Highway.

49. Mr LI Shuet-hang, Senior Officer (Planning and Development) of KMB gave a consolidated response as follows:

- (a) KMB would study with the TD on how to minimise impact of the plan for Routes 81K and 280X on residents of Sui Wo Court while address the needs of residents upon commencement of flat in-take at Kwei Tei Street;
- (b) based on relevant proposals, KMB would introduce an Octopus Interchange Scheme to bring convenience to passengers who originally took Route 86C to Cheung Sha Wan. KMB noted views of different stakeholders, and it would review plans for Routes 86C and 286C, hopefully the service level of Route 86C would be similar after the change. KMB would also consider allocating additional resources when necessary to accommodate the travel patterns of residents from different areas;
- (c) KMB was inclined not to allocate resources of Route 47X to implement the plan for Route 47A. They would be happy to allocate additional resources if there was a significant growth in passenger demand;
- (d) since many passengers of Route 46X interchanged to other routes to reach Tsuen Wan at the SMT, it was therefore suggested that resources of Route 46X should be allocated to the introduction of Route 46S, so as to serve existing passengers who travelled to and from Tai Wai and Tsuen Wan. That which set out in the paper was the proposed departure time for Routes 46S. While KMB had now plan to change the service hours of Route 46X, it would however, make minor adjustments to its frequency. In case of strong demand for Route 46S, KMB would consider introducing additional trips for Routes 46S;
- (e) KMB noted that suggestion for Route 82C to travel via University Station on its return trip. University Station was currently a busy station, in addition to a few bus routes, other public transport means also accessed this station. The journey time of Route 82C would be prolonged for about 2 or 5 minutes if it were to travel via University Station on its return trip. KMB would need to carefully consider the impact that adding this stop would have on traffic flow and passengers at the Hong Kong Science Park;
- (f) KMB proposed the departure times for the return service of Routes 982X and 985 based on experience from operating similar routes. In case of strong passenger demand, KMB would study increasing their frequencies with NWFB & CTB;

- (g) currently, Route 985 would need to travel via Hin Keng when it departed from Tai Wai (North) (namely Mei Lam Estate) during the morning peak hours, which would take about 8 to 10 minutes. Therefore, to reduce journey time for passengers of Tai Wai (North), KMB proposed splitting the route and rationalise departure times, hopefully the journey time to Hong Kong Island would remain more or less the same. They would carefully study all relevant issues with NWFB & CTB;
- (h) KMB would follow up on proposals for Routes 288, 82B and 980A, as well as service arrangements of other routes with members after the meeting;
- (i) KMB currently arranged for some trips of Route 89D to depart from the en route stop at Ngau Tau Kok for passengers at Kowloon Bay. In response to the distribution of passengers, they would consider enhancing relevant services when necessary;
- (j) as to the introduction of a whole-day route that travelled to Hong Kong Island via Tsing Sha Highway and the WHC, it would require a suitable terminus at Hong Kong Island, as well as a study about the need to adjust service levels of cross-harbour routes that travelled via the EHC. KMB would study with the TD and NWFB & CTB; and
- (k) as to the public transport arrangement to cope with population growth from Kwei Tei Street and Yan On Estate phase 2, KMB would enhance public transport services there in due course in response to the actual growth in population.

50. Mr WONG Hon-chung gave a consolidated response as follows:

- (a) the 12 trips currently operated by Route 985 served residents from different areas, including Tai Wai, Mei Tin and Hin Keng. Since Route 985B served only half of the areas served by Route 985, the number of proposed trips for Route 985B was therefore smaller than now. The proposed splitting of Route 985 was based on the current distribution and travel patterns of passengers at Tai Wai, Mei Tin and Hin Keng. Following the splitting of route, passengers of Hin Keng would no longer need to share resources with others, and it was believed that the residents of Hin Keng and Lung Hang would be able to get on board easier. The proposed frequency was one trip every 10 minutes, which was considered a reasonable level. The proposed journey time for Route 985B excluded that for travelling via Tai Wai, which he believed to be similar to the arrival time at Hin Keng. Upon the implementation of the programme, they would pay attention to actual operations, and adjust the frequency and number of trips when necessary;
- (b) if Route 798 were to be rerouted to travel to Tseung Kwan O via Sha Tin Wai Road, it would have to pass 5 more traffic lights, and 3 more for Fo Tan-bound direction. He opined that the change would significantly increase the journey time. Since most passengers taking Route 798 were from downtown Sha Tin, NWFB & CTB would need to carefully assess how changing the route to travel via Sha Tin Wai Road would affect existing passengers. In July 2017, NWFB & CTB had once changed the first morning departure of Route 798

bound for Tseung Kwan O to the same as that for Sha Tin-bound, only to realise later that the passenger volume for the additional 2 departures was not ideal. Therefore, they would review the arrangement after the change to travel via Kwei Tei Street and Yuen Wo Road;

- (c) NWFB & CTB would first provide one trip for Route 682X first, and then adjust as appropriate following the implementation. Since Route 682X travelled directly to Ma On Shan after departing from Nai Chung, it would not have to travel via Kam Ying Court, Heng On Estate and Yiu On Estate, its routing was simpler than that of Route 682P, which was why its fares were also higher. Route 682P on the other hand, would maintain its original services, allowing passengers to pick the route that most suitable to them;
- (d) NWFB & CTB would study issues associated with Route 682D travelling via On Muk Street with the TD;
- (e) NWFB & CTB would follow up on the lost trip at 7:50 am of Route 982X, and reply to relevant members after the meeting;
- (f) the passenger volume of Route 682B was rather low during non-peak hours, often with less than 10 passengers taking its 10:15 am trip that departed from Shui Chuen O. NWFB & CTB therefore would not provide whole-day services for the time being, but it would pay close attention to the passenger volume of Route 682B; and
- (g) the service level of Route 682C was sufficient to meet current demand, NWFB & CTB would pay close attention to its passenger volume. In addition, he would report the issues related to vehicle status to relevant departments.

51. Mr Ken YIP Koon-keung, Senior Engineer/Sha Tin of the TD responded that the TD was currently studying measures for improvement so that 12.8 m buses could travel via Shui Chuen O.

52. The Chairman asked whether members agreed to handle the provisional motion moved by Mr CHING Cheung-ying.

53. Members agreed to discuss the provisional motion moved by Mr CHING Cheung-ying.

54. Mr CHING Cheung-ying moved a provisional motion as follows:

“Since the bus route rationalisation was implemented in the Sha Tin District a few years ago, passengers at Sun Tin Wai Estate have been neglected, and no replacement service or alternative measures are available. This has caused inconvenience to the passengers. As such, the Traffic and Transport Committee of the Sha Tin District Council strongly requests the following from the KMB and the Transport Department:

1. to arrange the provision of circular bus service between Sun Tin Wai Estate and MTR Tai Wai Station as soon as possible to facilitate passengers to interchange and do shopping, and to make forward-looking arrangements for the ‘Sha Tin to Central Link’ which will come into operation soon;

2. to make appropriate adjustments to the existing route so that bus service for Sun Tin Wai Estate via Shing Mun Tunnels can be provided;
3. the frequency of Route No. 281M (Sun Tin Wai Estate—Kowloon Tong Station) should not be cut down to over 30 minutes per trip to avoid long waiting time for passengers at midway stops;
4. to arrange airbus services for estates along Tin Sam Street and Che Kung Miu Road (South) as soon as possible, to bring convenience to residents of various estates, including Sun Chui Estate, Lung Hang Estate, King Tin Court, Tin Sam Tsuen, Hin Keng Estate, Sheung Keng Hau Village and Ha Keng Hau Village, Ka Tin Court, Festival City Phase 1 to Phase 3.”

Mr NG Kam-hung seconded the motion.

55. The Chairman said that since the seconder was not present, the motion was seconded by Mr Wilson LI.

56. Ms TUNG Kin-lei said that the “Six-Mei Area” of Tai Wai, including Mei Chung Court, May Shing Court, at which Airport bus services were not provided, was neglected in the 4th paragraph. Besides, services provided by Route E42 at Mei Lam Estate were also inadequate. She hoped that A-series routes could be added at Tai Wai. She suggested that the mover should consider amending the motion to serve “residents in Tai Wai”.

57. Mr HO Hau-cheung said that the demand for bus services from Tai Wai to the Airport was very strong and the STDC had kept striving for the enhancement of relevant services. He hoped that the mover would adopt others’ suggestions and change it to “airport bus services to Tai Wai travelled via housing estates located along Six-Mei and Hin Keng.” The TD had once explained to him that while there was only 1 bus route in all the other districts, there were 2 in the Sha Tin District.

58. Mr Wilson LI said that he would be pleased if Mr CHING Cheung-ying accepted suggestions made by members. He considered the TD’s hidden rule that only 1 Airport bus route for each district absurd. Sha Tin had a population larger than other districts, it would therefore have stronger demand for airport bus services. He hoped that resources could be distributed equally, Routes A41, A41P and E42 could be rationalised, with a view to serving residents of Sha Tin, Tai Wai and Ma On Shan.

59. Mr Michael YUNG said that many members had reflected their concerns of inadequate airport bus services. For example, Mr Wilson LI opined that current airport bus routes should be rationalised. He proposed changing housing estates mentioned in the motion to areas or roads. He believed that roads could cover more areas, so that the bus companies would be able to follow up with greater accuracy. In addition, since the TD would need to finalise its bus route programme before 30 June, he and the Chairman therefore suggested that the TD should find another suitable occasion to report the proposed programme for Sha Tin-based bus routes later, such as bus routes of airport bus services, 9 series (cross-harbour routes of the WHC), return services and whole-day services.

60. Mr CHING Cheung-ying said that his motion primarily focused on the southern part of Sha Tin. He proposed crossing out “to bring convenience to residents of various estates,

including Sun Chui Estate...”, and add “Tai Wai District (Six-Mei Area,” after “to arrange airbus services as soon as possible” in the motion.

61. Mr YIU Ka-chun said that currently there were 3 airport bus routes in Sha Tin, departing from Yu Chui Court, Pok Hong Estate and Ma On Shan respectively, but their coverage was still insufficient. He therefore proposed adding “review the coverage of airbus services” to the fourth paragraph”.

62. Mr WONG Ka-wing said that he agreed with Mr YIU Ka-chun, stating that it would be feasible to consider introducing one bus route that departed from Kwong Yuen and Kwong Hong, and travelled via Shing Mun River East, one that departed from Fo Tan and travelled via Shing Mun River West, and Tai Wai, and another one that served Ma On Shan.

63. Mr CHING Cheung-ying accepted members’ suggestions and amended his provisional motion as follows:

“Since the bus route rationalisation was implemented in the Sha Tin District a few years ago, passengers at Sun Tin Wai Estate have been neglected, and no replacement service or alternative measures are available. This has caused inconvenience to the passengers. As such, the Traffic and Transport Committee of the Sha Tin District Council strongly requests the following from the KMB and the Transport Department:

1. to arrange the provision of circular bus service between Sun Tin Wai Estate and MTR Tai Wai Station as soon as possible to facilitate passengers to interchange and do shopping, and to make forward-looking arrangements for the ‘Sha Tin to Central Link’ which will come into operation soon;
2. to make appropriate adjustments to the existing route so that bus service for Sun Tin Wai Estate via Shing Mun Tunnels can be provided;
3. the frequency of Route No. 281M (Sun Tin Wai Estate—Kowloon Tong Station) should not be cut down to over 30 minutes per trip to avoid long waiting time for passengers at midway stops;
4. to arrange airbus service for the Tai Wai District (‘Six-Mei Area’, Tin Sam Street and Che Kung Miu Road (Southern)) as soon as possible;
5. to review the coverage of airbus service in the Sha Tin District simultaneously.”

Mr Wilson LI seconded the motion.

64. Mr HO Hau-cheung said that he had reservations about Mr WONG Ka-wing’s views, but he agreed with Mr CHING Cheung-ying’s suggestion on adding the fifth paragraph.

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

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

67. The Chairman asked whether members agreed to handle the provisional motion moved by Ms Scarlett PONG.

68. Members agreed to discuss the provisional motion moved by Ms Scarlett PONG.

69. Ms Scarlett PONG moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department to make use of Eagle’s Nest Tunnel of Tsing Sha Highway to enhance bus service from Lok King Street at the Fo Tan District to Hong Kong Island and the Airport.”

Ms YUE Shin-man seconded the motion.

70. Mr HO Hau-cheung opined that as the overall population at Fo Tan would grow, he proposed removing “Lok King Street” from the motion.

71. Ms Scarlett PONG explained that Lok King Street was mentioned because only a few bus routes travelled there, and Lok King Street could be set as the departure terminus which would allow bus routes to travel via Fo Tan Industrial Area, namely the future GSH areas.

72. The Chairman asked Ms Scarlett PONG whether she could amend “Lok King Street at the Fo Tan District” to “the Fo Tan District”.

73. Ms Scarlett PONG accepted members’ suggestions and amended her provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department to make use of Eagle’s Nest Tunnel of Tsing Sha Highway to enhance bus service from the Fo Tan District to Hong Kong Island and the Airport.”

Ms YUE Shin-man seconded the motion.

74. The Chairman asked whether members agreed to endorse the provisional motion in paragraph 73.

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

76. The Chairman asked whether members agreed to handle the provisional motion moved by Mr YIU Ka-chun.

77. Members agreed to discuss the provisional motion moved by Mr YIU Ka-chun.

78. Mr YIU Ka-chun said that since NWFB & CTB had not responded to the suggestion for Route 798 to travel via Sha Tin Wai Road, he hoped that they would follow up the suggestion after the meeting and moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council welcomes the proposed addition of four return trips in the afternoon for Route No. 982X in the fourth quarter of 2018 under the Sha Tin District Bus Route Programme 2018-2019 of the Transport Department. The Committees strongly requests early implementation of the proposal and the TD to actively study the provision of whole-day service.”

Ms TUNG Kin-lei seconded the motion.

79. Mr CHAN Nok-hang opined that “actively study” would give the TD and the bus companies too much space, proposing changing it to “implement whole-day operation as soon as possible”.

80. Mr LAI Tsz-yan asked whether “as soon as possible” meant early implementation of whole-day operation or return service.

81. Mr YIU Ka-chun explained that the programme had already included the proposal for introducing 4 return journeys, therefore he requested the proposal to be implemented as soon as possible. The proposal for whole-day operation was not mentioned, and therefore he requested that it should be actively studied. He accepted members’ suggestions and amended his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council welcomes the proposed addition of four return trips in the afternoon for Route No. 982X in the fourth quarter of 2018 under the Sha Tin District Bus Route Programme 2018-2019 of the Transport Department. The Committees strongly requests early implementation of the proposal and provision of whole-day service.”

Ms TUNG Kin-lei seconded the motion.

82. The Chairman asked whether members agreed to endorse the provisional motion in paragraph 81.

83. Members unanimously endorsed the provisional motion in paragraph 81.

84. The Chairman asked whether members agreed to handle the provisional motion moved by Mr YAU Man-chun.

85. Members agreed to discuss the provisional motion moved by Mr YAU Man-chun.

86. Mr YAU Man-chun moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the following from the Transport Department and the bus companies:

1. to increase the frequency of bus trips of Route Nos. 288, 287X so as to divert the waiting passengers and improve the service;
2. early implementation of the commitment of whole-day service for Route No. 682B;
3. implementation of the routing of Route No. 288 to Shui Chuen O via Jat Min Chuen Street at which a stop should be provided there.”

Mr WAI Hing-cheung seconded the motion.

87. Mr Michael YUNG proposed replacing “the commitment” in the second point with “plan”. Implementation of whole-day service for Route 682B was finalised in the paper prepared last year.

88. The Chairman proposed removing “the commitment”.

89. Mr YIU Ka-chun pointed out that the NWFB & CTB had just responded that there was no plan for Route 682B to provide whole-day service because of low passenger volume, he proposed adding “rerouting via Wong Nai Tau”.

90. Mr Michael YUNG proposed changing the second paragraph to “early implementation of whole-day service for Route No. 682B and rerouting via Wong Nai Tau to serve more passengers”.

91. Mr YAU Man-chun accepted members’ suggestions and amended his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the following from the Transport Department and the bus companies:

1. to increase the frequency of bus trips of Route Nos. 288, 287X so as to divert the waiting passengers and improve the service;
2. early implementation of whole-day service for Route No. 682B and rerouting via Wong Nai Tau to serve more passengers;
3. implementation of the routing of Route No. 288 to Shui Chuen O via Jat Min Chuen Street at which a stop should be provided there.”

Mr WAI Hing-cheung seconded the motion.

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

93. Members unanimously endorsed the provisional motion in paragraph 91.

94. The Chairman asked whether members agreed to handle the provisional motion moved by Mr Wilson LI.

95. Members agreed to discuss the provisional motion moved by Mr Wilson LI.

96. Mr Wilson LI said that there used to be Airport bus services at Villa Athena 4 years ago. However, it was cancelled without fully consulting the residents there, and Villa Athena was currently the only estate in Ma On Shan that was not covered by Airport bus services. He hoped that the services of either A-series routes or Route E42 could be enhanced, and moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department to make use of Tsing Sha Highway to enhance bus service from Ma On Shan to the Airport, and to provide additional bus stops at Villa Athena to serve the residents in the vicinity.”

Ms TSANG So-lai seconded the motion.

97. Mr Michael YUNG said that there was no bus service to the Airport at Yan On Estate either, proposing adding “Yan On Estate” to the provisional motion.

98. Mr WONG Yue-hon asked whether the mover hoped for the introduction of a new Airport bus route that travelled via Tsing Sha Highway, or for the existing Airport bus route to travel via Tsing Sha Highway.

99. Mr Wilson LI explained that his provisional motion hoped that the Airport bus services could be enhanced. If new routes were introduced, they should travel via Tsing Sha Highway. He accepted members’ suggestions and amended his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department to make use of Tsing Sha Highway to enhance bus service from Ma On Shan to the Airport, and to provide additional bus stops at Villa Athena and Yan On Estate to serve the residents in the vicinity.”

Ms TSANG So-lai seconded the motion.

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

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

102. The Chairman hoped that the TD would communicate with members before the next TTC meeting and report whether an agreement could be reached at the next meeting.

TD

Transport Department Annual Plan 2018
(Paper No. TT 17/2018)

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

- (a) he asked the TD to closely monitor KMB on lost trips issue. Lost trips problem of Routes 282 and 87B at Sun Tin Wai was serious; and
- (b) he asked the TD to closely monitor issues related to frequencies of GMB routes. He proposed introducing more interchange concessions for GMB routes, e.g. GMB Route 68K.

104. Since Mr LI Sai-wing, the Chairman, had to leave the meeting due to other commitments, the Vice-Chairman, Mr Michael YUNG would preside over the meeting.

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

- (a) the Government had granted KMB funds to beautify its bus stops. But the progress was slow and he hoped that it could be expedited;
- (b) interchange discount was already available for interchanging between minibuses and railway stations, he asked why KMB did not follow suit;
- (c) he hoped that the TD would follow up fare increase of GMB. The fare of GMB Route 68K was rather high and there was only one 19-seat vehicle in the

fleet. He hoped that more 19-seat vehicles could be introduced. Besides, the excessively long queue for the return journey to Lung Hang Estate at the Tai Wai transport interchange during peak hours should also be addressed;

- (d) the TD should increase parking spaces for commercial vehicles;
- (e) he asked whether the TD had any measure in place to deal with prolonged occupation of public car parks by motorcycles;
- (f) he hoped additional parking spaces for bicycles could be set up below the “L” shaped flyover between Tin Sam Street and Hung Mui Kuk Road; and
- (g) the operation of the XRL station, the Hong Kong-Zhuhai-Macao Bridge and the Liantang Boundary Control Point would commence soon, he asked whether the TD had any proposal for the transport arrangement between Sha Tin and these locations.

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

- (a) he opined that annual plan failed to make any transport arrangement for the future population growth at Ma On Shan. The HOS development at the Southern and Northern section of Ma On Shan Road, Yan On Estate Phase 2 and development of Hang Kin Street would bring more than 10 000 people to Ma On Shan. A Kung Kok Street was currently the main access point to Ma On Shan, given the imminent population growth, he believed that any traffic accident would likely to bring the traffic at Ma On Shan to a standstill. He enquired whether the TD had prepared any plan for this;
- (b) there were prolonged occupations of spaces by motorcycles at many estates, including Heng On Estate. He enquired whether the government would make room for motorcycles, such as space under bridges; and
- (c) he pointed out some of the bus stops at Hang Hong Street were equipped with real-time bus arrival information display panels (display panels), but some were not. The TD and bus companies had once explained that display panels were not installed at some of the bus stops because there was no power supply. He opined that the TD and bus companies should put some effort to resolve this issue.

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

- (a) he enquired why inter-company bus-bus interchange concession could not yet be introduced. He opined that it would be feasible to introduce relevant programme at large interchanges which covered by the routes of two bus companies;
- (b) the TD had recently carried out a consultation on the 10% fare increase of GMB Routes 811 and 811A through the STDO. The paper showed that the fares of the routes had not been increased over the past few years, and the increase was necessary now over several factors, including higher operational cost and bus captain wages. However, he opined that the reasons for fare

increase were more or less the same every time. Despite of the views expressed by members during the consultation period, the TD still approved the increase that the GMB operator requested. So he opined that the consultation was not practicable. He opined that the TD should ask the operator to directly contact members to learn about how the services could be improved and explain the reasons for fare increase; and

- (c) members had requested at the meetings many times the installation of escalators, toilets and the widening of the interchange during the takeover of the TCT by the Government. But the paper did not give any response.

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

- (a) apart from the new item “takeover of Tate’s Cairn Tunnel” in paragraph 7, all other items were the same as those of last year, and the appendices were the same as the bus route programme. Mr HO Hau-cheung, Mr CHIU Man-leong and the Vice-Chairman also opined that the annual plan was the same every year;
- (b) residents often complained about traffic jams, lost trips and delays during the morning and afternoon peak hours. He hoped that the TD could include reports of relevant works in future. He enquired whether the TD had studied any arrangement to direct public transport to other roads with less traffic during peak hours, as well as the reasons of traffic jam. Citing the traffic jam at Kwun Tong Station during peak hours as an example, he enquired about the feasibility of establishing bus lanes and no stopping zones. If it proved difficult for passengers at the last stops to get on board, whether buses departed from en route stop could be arranged;
- (c) he opined that it was a good thing for GMB to upgrade to 19-seaters, he enquired whether buses could be modified to take more passengers; and
- (d) installing seats and display panels at bus stops could bring convenience to passengers, for they would be informed of the estimated time of bus arrivals and be spared of long waiting time.

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

- (a) he opined that plan was way too simplistic, it should have listed all works undertaken during the past year, provided relevant statistics, and set out works planned to be carried out in response to transport development. Take the 2016 Policy Address for example, it was mentioned that the government would subsidise a programme to install seats and real-time bus arrival information display panels at covered bus stops (DP Programme), and such facilities would be installed at more than 3 000 locations in 5 years. Yet, the Legislative Council had pointed out in 2017 that the programme was going slow. He opined that the annual plan should explain the background information about the DP Programme, works in 2017 and estimated progress for 2018. Besides, no detailed arrangement was found in the paper about the upcoming intake of Shek Mun Estate Phase 2, or the development of Yan On Estate and Fo Tan. While the paper did provide quantified information about the bus-bus

interchange concessions scheme, but it was information of the territory. He hoped that district-based information could be provided instead. In addition, the discussion on the provision of roadside parking spaces for goods vehicles had been ongoing for several years, the paper however, failed to provide information about specific location or time. He hoped that the paper could provide relevant information, assessment on work progress and locations where parking would be introduced in the coming year. He also hoped that the Chairman and Vice-Chairman could request TD officials of directorate grades to provide the annual plan in greater detail at the meeting of the District Management Committee (DMC); and

- (b) as the services of MTR Corporation Limited (MTR) were closely related to Sha Tin, he found it hard to understand why no work undertaken by MTR was mentioned in the annual plan.

110. The Vice-Chairman asked whether Mr HO Hau-cheung hoped for the annual plan to review past works before setting out future prospects, as well as enrich its content.

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

- (a) members knew little about bus stops where the bus companies would install additional improvement facilities, and some of the proposed improvement projects were also far from ideal. He opined that the design for bus stops under Canal Road Flyover, which were queue railings with built-in seating that passengers could lean on, was a better option than seats; and
- (b) currently, the real-time bus arrival information was inaccurate, he hoped that the bus companies would study means to display real-time bus locations. He had once filed a complaint over having to wait for over 40 minutes to board Route 81 at Sham Shui Po.

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

- (a) he asked how the bus companies would install display panels at bus stops with no power supply, and enquired about the progress of the plan. He opined that seats should not be installed at the middle of bus stops. He asked how these seats which caused obstruction would be dealt with;
- (b) regarding the lost trip of Route 182 between 7:15 am and 7:20 am, he enquired how the TD would address lost trips of bus services; and
- (c) he asked when fares of the same route would be standardised.

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

- (a) he enquired about bus stops that had power supply and the progress of installing display panels. There were no seats at the bus stop at May Shing Court in the past, while the bus company did have one installed in the end, it made very little difference;

- (b) KMB Monthly Pass was \$780 and could not benefit the residents of Tai Wai. He enquired whether KMB would consider introducing other types of monthly pass; and
- (c) he enquired how the TD would encourage GMB operators to switch to 19-seat vehicles. He hoped that 19-seaters could be introduced at the 63-series GMB routes as soon as possible.

114. Ms CHAN Man-kuen said that the TD should elaborate on its arrangement of the takeover of the TCT in greater detail. She had expressed hopes for additional barrier-free facilities and expanded bus-bus interchanges upon the takeover of the TCT. She had also stated the people had to take stairs from Hang Shin Link to the TCT bus interchanges, in relation to which she proposed to open another entrance / exit, so that residents would not have to take stairs and there would be no need to install additional lifts.

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

- (a) no facility had been installed at Kwong Yuen Estate Bus Terminus to reduce the spreading of bus emission. Besides, the stop Route 83X at Wong Nai Tau bus terminus was moved to near the temporary public toilet, he was concerned that there would be odour during summer;
- (b) he opined that the reduction of “point-to-point” bus services would increase the number of vehicles on road, he therefore suggested that the TD should consider connecting short-haul bus services with long-haul trips with interchange discount, so as to effectively reduce the number of buses on the road;
- (c) he enquired whether the TD would consider referring labour disputes concerning GMB operators to the Labour Department if the TD was unable to deal with them;
- (d) he knew that many drivers were not aware of the fact that the “stop-and-go” e-payment system had been introduced at some tunnels, he enquired whether the Radio Television Hong Kong could help spread the message;
- (e) he opined that safety measures for some of the road works at night were not satisfactory, namely, the express lane to Tate’s Cairn Highway at the flyover opposite the Coca-Cola factory, and another location on Ma On Shan Road towards the T6 flyover where two lanes converged into. He suggested that the TD pay more attention to that; and
- (f) he opined that lost trips were not limited to just a few routes, suggesting that the TD should learn about the details of lost trips from the bus companies.

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

- (a) she agreed with Mr HO Hau-cheung on asking for quantified indicators. Relatively detailed information was only provided for the first item. The intake of Shek Mun Estate Phase 2 was scheduled for the second half of this year, but no relevant report was found in the paper. For the time being, On

Ming Street was the terminus for 5 bus routes, but illegal parking was serious there. He enquired the TD what strategies it had to ensure passenger safety when boarding and alighting buses, as well as the stability of bus services;

- (b) she enquired about GMB routes that already operated with 19-seat vehicles, as well as those that would introduce 19-seaters in the coming year;
- (c) the TD had once proposed carrying out improvement works at the layby at Kings Wing Plaza Phase 2, On Kwan Street which she had also agreed. However, because the concerned section was rather wide, illegal parking was serious there, and made the two-lane-two-way road become a one-lane-two-way one, and even caused congestion at On Lai Street. She proposed installing parking meters and narrow the traffic lanes at this section. She also hoped that her proposal could be used at On Ping Street;
- (d) she asked the TD to follow up on the issue about the standardised fare for short-haul bus routes in the Sha Tin District. It was unreasonable that the fares of Routes 85K, 86S, 284 and 299 ranged between \$3.8 and \$6.1; and
- (e) the names of some bus stops were currently not marked on their covers, she asked the bus companies to follow up.

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

- (a) he opined that the plan should explain the work progress of last year, such as the number of covers built for bus stops, the number of seats and display panels installed, the number of routes that interchange discount was introduced. As the relevant information was not available, members were unable to review the work undertaken by concerning departments and how the plan was implemented;
- (b) he said that the progress of installing seats and display panels at covered bus stops was slow. There were 6 bus stops in the vicinity of Po Tai Street and Ning Tai Road, and he had been striving for the prompt installation of display panels and seats. However, no schedule was provided. He hoped the TD and the bus companies would arrange for installation as soon as possible;
- (c) inter-company bus-bus concession was mentioned in the annual plan every year, yet members were not clear about the number of routes that the TD and bus companies had covered, or the difficulties they had encountered. If members got to know the situation, they could worked with the TD to demand the bus companies to implement such discount as soon as possible, so that residents could have more bus routes to choose from, and the efficiency would also be enhanced. The cross-harbour buses costed almost \$20. If members of the public had to pay additional fare at the bus-bus interchanges, their burden of transport expenses would be very heavy. Some of them might take cheaper, but more inconvenient routes; and
- (d) members opined that certain policies failed to help promote electric cars, he proposed raising the tax deduction ceiling. In addition, many electric car owners reported that parking spaces for electric cars were insufficient.

118. The views of the Vice-Chairman were summarised below:

- (a) based on his understanding, the first 3 items in the paper were responsibilities of the Bus and Railway Branch, the fourth, the fifth and seventh were those of the Management and Paratransit Branch, the sixth was overseen by the Sha Tin Traffic Engineering Division. Since only local officials of this district were present at the meeting, he enquired whether department representatives present could respond to members' enquiries; if not, whether written responses would be given after the meeting. Given the frequent personnel changes at the Sha Tin Traffic Engineering Division, members were concerned about progress of traffic works in the district;
- (b) he suggested that relevant branches and divisions under the TD should submit written replies in "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" to address enquiries raised by members at the meeting. In the long run, the TD should review the paper for the coming year, and consider inviting representatives of responsible branches and divisions to attend the meeting, so that they could respond to members' enquiries; and
- (c) he had obtained information about the installation of seats and display panels at covered bus stops from the TD, and then passed on to relevant members. The Secretariat could also obtain a Microsoft Excel document from the Bus and Railway Branch for members' reference. In addition, he enquired the bus companies about the staff responsible for installing seats and display panels at covered bus stops, suggesting that they should communicate with relevant members before the installation, to avoid causing inconvenience instead. He said some residents of Chevalier Garden complained that the seats installed there caused inconvenience.

TD

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

- (a) information contained in the annual plan was provided by different branches in the TD. He noticed that the little suggestion and information on work review, quantified indicators, research on traffic congestion, carrying capacity of bus services, and inter-company bus-bus interchange concession, which members were concerned about, was provided. He would pass on members' suggestions to relevant colleagues, and study how to optimise the report; and
- (b) he would follow up on lost trips of individual routes with relevant members.

120. Mr Ken YIP gave a consolidated response as follows:

- (a) the TD had commenced a research on parking spaces for commercial vehicles, which would take roughly 2 years. Having been seeking parking spaces for commercial vehicles in Sha Tin over the past 2 months, he had found some potential locations and would proceed with district-based consultation shortly after. He would come up with a summary of relevant works after the meeting, which would then be passed on to members through the Secretariat;

TD

- (b) he would study the issue of parking spaces for bicycles at Tin Sam Street and Hung Mui Kuk Road, and would contact relevant members directly when needed;
- (c) the TD had finished the initial design for bus bays at the TCT, Sha Tin-bound direction, which was now under internal consultation, and the TD would still need to consult other concerning departments afterwards;
- (d) the Highways Department (HyD) would be in charge of installing lifts at the TCT. The TD would contact relevant members and follow up on barrier-free facilities at tunnels, and it would also follow up on the dangerous sections at Tate's Cairn Highway pointed out by members, the installation of parking meters at On Kwan Street and On Ping Street, as well as modifying road widths. Besides, the TD was now following up on the carrying capacity of bus stops at On Ming Street; and
- (e) he had received letters about electric cars before the meeting, which he would pass on to relevant departments for follow-up action.

121. Mr Corwin YAU pointed out that he and Mr Jim HO served 2 purposes at the meeting, one for handling traffic matters in the district, another for facilitating communication between the TD and the STDC. They opined that current communication was quite frequent since on top of reporting operations in the district to the STDC every 2 months, the TD also engaged the STDC in its daily works. They would find out how information about installing seats and display panels in Sha Tin was provided from relevant branch staff.

122. Mr Terry LO, Assistant Manager (Operations) of KMB said that KMB had set up designated department to be in charge of installing seats and display panels at covered bus stops, and they did not mind communicating with members and residents before the installation. He could provide contact details of relevant personnel to Mr Michael YUNG after the meeting.

123. Ms Penny CHUNG, Senior Public Affairs Officer of NWFB & CTB gave a consolidated response as follows:

- (a) NWFB & CTB already provided real-time bus arrival enquiry service for solely-operated routes, such as series 682 and 798. As to members' suggestion about displaying real-time bus locations, NWFB & CTB's mobile app already provided the distance between buses and the bus stops for reference. NWFB & CTB would welcome members to offer suggestions about its mobile app. The 2 bus companies were making satisfactory progress in installing devices at bus compartments to provide real-time information, it was expected that real-time bus arrival enquiry service would be extended to cover all CTB routes under franchise 1 and franchise 2 before the end of May, while the extension to all NWFB solely-operated routes would be moved ahead to the third quarter this year; and
- (b) after introducing real-time bus arrival enquiry service for all solely-operated routes, NWFB & CTB would gradually install display panels at over 200 covered bus stops with power supply in the territory. Works for installing seats

at bus stops on the other hand, had already commenced and were now expected to be fully completed in June this year. NWFB & CTB would follow up on members views on seat-related arrangements at individual bus stops after the meeting.

Questions

Question to be Raised by Mr LI Sai-wing on the Response to the Request of the Traffic and Transport Committee
(Paper No. TT 7/2018)

124. The Vice-Chairman said that according to the Secretariat, the paper number TT 4/2018 in the agenda was a typological error. He asked members to take note and the Secretariat to be more careful when proofreading papers in the future. Since the Chairman was not present, he proposed leaving it to the Chairman to decide himself whether to discuss this question at the next meeting.

(Post-meeting note: The Chairman had withdrawn the above question.)

Question to be Raised by Mr WAI Hing-cheung on the Retrofitting of Covers over the Taxi Stand outside the Public Transport Interchange of New Town Plaza
(Paper No. TT 18/2018)

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

- (a) he had written letters or verbally expressed his demand to the TD 2 years ago, yet he had received no response, he therefore had no choice but to submit his question to be raised at the TTC meeting for discussion;
- (b) as shown in picture 1, there was no cover over the tip of the taxi stand outside the public transport interchange of New Town Plaza at present, yet the second half was covered, he had therefore suggested that the TD should retrofit covers there. In addition, he had also proposed addressing relevant issues through district minor works. The STDO had carried out 2 on-site inspections and replied that the suggestion was unfeasible, for the retrofitting of covers would block the view, and the TD later said it was not consulted by the STDO. He then proposed relocating the taxi stand backward, and the TD replied that there were crash barriers that could not be removed. Picture 3 showed that the taxi stand with the tip moved backward for the length of about 3 cars, the TD said that would result in insufficient space for taxi waiting for passengers;
- (c) based on current response from the TD and opinions collected from public consultation on the proposed plan in picture 3 before the meeting, he was under the impression that the TD had accepted his suggestion, yet he could not understand why the TD only took active action after the question was submitted to the TTC. He hoped that the New Town Plaza could fulfil its social responsibilities. He was sure that Sha Tin residents were not the only people who used this stop, hoping that members could understand that the suggestion was aimed at benefiting the general public. He asked whether the public had raised any objection to the suggestion; and

- (d) he asked how soon the suggestion could be implemented if no one was against it. He understood that the TD gave its response because its officials adopted different standards.

126. The Vice-Chairman asked Mr Jim HO to actively follow up on members' requests. He understood that it was necessary for government personnel to be assigned to different positions from time to time, but he nonetheless hoped that all officials could adopt unified work standards as far as possible, and to enhance communication during handover.

127. Mr Jim HO responded that he believed the changes in the TD's attitudes might have been caused by a lack of communication. He had not been well informed of the background, and he immediately followed up upon receiving the question. He worked closely with engineers, who also considered the suggestion in picture 3 as the more feasible option, which was why he tried to address the issue from that perspective. The consultation was yet to be completed, and he would communicate with members once the result was released. If no one was against the works, the TD engineering division would issue a works order for the HyD to follow up on changing signals and signs on the road, at which point they would engage the HyD to learn about work progress, and communicate with members at the same time.

Question to be Raised by Mr YIU Ka-chun on the Fatal Bus Crash on Tai Po Road on 10 February

(Paper No. TT 19/2018)

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

- (a) he welcomed the establishment of the Independent Review Committee on Hong Kong's Franchised Bus Service (Independent Review Committee) by the Government today, as well as the appointment of the Honourable Mr Justice Michael Victor Lunn as chairman. He hoped that in addition to listening to opinions of the bus companies, the Independent Review Committee would also listen to different members of the society, including the STDC. He asked how long the investigation would take and when a report would be available. He hoped that relevant information would be provided after the meeting;
- (b) he was pleased to see that the TD gave a detailed response this time, while the KMB's response lacked sincerity, as it provided no suggestion for review, no work was undertaken to follow up on the deceased and the injured afterwards. He enquired whether KMB had checked whether the vehicle involved was fit to run on that section, whether it reported the road condition to the TD, and whether it urged the TD to make improvement;
- (c) serious accidents happened at the section of Tai Po Road between Sha Tin and Sham Shui Po from time to time, resulting in casualties. He opined that the 3 different speed limits applied throughout that section might have made it difficult for drivers to adapt. He enquired of the TD whether it would review and install additional speed detectors. He hoped that the TD and the bus companies would supplement information about reviews after the meeting, so that members could convey the information to concerning residents; and

- (d) he enquired whether the Police could provide the numbers of prosecutions against speeding over the past 5 years.

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

- (a) KMB immediately adjusted working hours of its staff members following the accident. Staff members often had to work overtime during peak-hours when special trips were arranged. He hoped the TD and KMB could study and come up with better strategies, so as to prevent bus captains who had been working long hours to work overtime; and
- (b) the family of one of the victims lived in the housing estate that he served. The victim was first admitted to Kwong Wah Hospital, and later transferred to Shatin Hospital. Although the victim had received financial consolation of \$50,000, the KMB did not ask for his contacts and had never contacted the victim for the entire month since his admission. He had already reminded that family member to ask the hospital for a medical report and KMB for information about insurance compensation. He enquired whether KMB had any designated team to contact each of the victims, follow up on their compensations, prompt insurance companies to learn about victim conditions, so as to fulfil its commitment to do its best to help and support the victims and their families. Members opined that the bus company should not use the excuse of avoiding bothering victims and not contacting them, and should at least contact them once.

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

- (a) the public didn't could not see how KMB valued safety and made improvement, instead, they saw KMB firing the bus captain, and having to make amends afterwards. He asked how KMB would improve bus safety. He opined that KMB must rebuild its image as a safe bus company as soon as possible;
- (b) he himself often drove on Tai Po Road (Sha Tin Heights Section), he opined that most accidents were caused by vehicles switching to another lane. He did not see anything wrong with the speed limits on the road, therefore did not propose any change. Yet, he suggested that the TD might consider studying the necessity to modify traffic lanes. In addition, since there was a hairpin turn on Keng Hau Road, he proposed applying anti-skid dressing there, so as to increase safety. He also hoped that the TD could analyse the causes of the accident; and
- (c) he opined that certain road works might make the road more dangerous, hoping that the TD would pay attention.

131. The views of the Vice-Chairman were summarised below:

- (a) he enquired about the person in charge of setting speed limit and preparing relevant standards. He opined that private cars differed from buses in terms of weight and centre of gravity, so the likelihood of crashing was also different.

Double-decker buses should not tilt more than 28 degrees, while single decker buses should not exceed 35 degrees in the tilt test;

- (b) based on news report, the bus captain involved in the crush used to work full time, he switched to part time later on. He believed that that bus captain must have passed the bus captain assessment, so the crush was obviously caused by his attitude when driving. He enquired how KMB evaluated bus captains on driving safety when they switched from full time to part time, and whether it would provide appropriate training to them. In addition, since KMB had already sold its driving simulation system, he asked whether training would be provided onsite instead;
- (c) he enquired about amendments to the TD's Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Guidelines), and he hoped that the TD could submit the original Guidelines as a matter arising after the meeting;
- (d) KMB could only provide common rooms at bus stops for bus captains on special shift, and the space inside might not be enough for them to take a rest. He opined that this had violated the rest time arrangement;
- (e) he enquired of the TD how it would prevent excessive delays and lost trips caused by the amendment of the Guidelines;
- (f) KMB was probably the only franchised bus company that adopted a self-insurance arrangement. This meant that as long as the indemnity was within the coverage, KMB would pay for it on its own, while any part exceeding the self-insurance limit would be covered by the relevant insurance company. He pointed out that claims might need to be filed to insurance companies for some of the indemnity cases via the legal department of KMB. However, as KMB was one of the parties to be indemnified, he enquired whether there was any conflict of interest that might lead to unsatisfactory outcome. He asked whether the TD had provided legal support to the injured and the family members of the deceased. He was extremely concerned about matters related to providing passengers with appropriate assurance. He was disappointed to realise that the TD was not clear about the terms under the self-insurance arrangement, and he requested the TD to supplement after the meeting. Many victims and family members of the deceased involved in the CTB accident at Sham Shui Po and the accident at Tai Po Road had complained that the bus companies showed little care to them, he opined that the TD should effectively monitor the bus companies on their consolation effort for the injured and the families of the deceased;
- (g) he enquired whether the TD would install additional speed detectors at sections that were of public concerns, and reduced the number of fake speed detectors;
- (h) he enquired whether the Fire Services Department (FSD) would consider inviting members to take part in its drills; and

- (i) although the location of the accident was not in the Sha Tin District, the bus route involved departed from Sha Tin, so it was still closely related to Sha Tin. He hoped that the investigation report from the Independent Review Committee could be submitted to members shortly after, and that all safety measures recommended could be implemented as soon as possible.

132. Mr CHIU Sung-ko, Engineer / Sha Tin 1 of the TD gave a consolidated response as follows:

- (a) clear signs had been put up for speed limits and speed limit ahead on Tai Po Road (Sha Tin Height Section) to remind drivers. Speed limits were determined based on the types and visions of vehicles accessing a certain section, as well as corners and clearways;
- (b) with regard to Tai Po Road (Sha Tin Height Section), in the past 10 years, with the exception of 2009 when its traffic accident rates were slightly higher than the average rates in Hong Kong, its traffic accident rates for the remaining 8 years were all lower than the Hong Kong average, while no conclusion had been reached for 2017. Over the past few years, the TD had implemented many improvement measures at relevant sections, such as installing crash barriers and speed detectors, as well as traffic control measures at certain intersections (e.g. prohibiting vehicles from turning right to trails from Tai Po Road (Sha Tin Height Section));
- (c) he believed that the HyD would follow up on laying anti-skid dressing on Keng Hau Road after the meeting; and
- (d) the Police would investigate the cause of each traffic accident, and the TD would take appropriate follow-up measures based on relevant causes.

133. Ms Monica LUI gave a consolidated response as follows:

- (a) main amendments to the Guidelines included shortening the maximum duty hours and driving hours from not exceeding 14 hours and 11 hours at the present, to not exceeding 12 hours and 10 hours respectively. Breaks for bus captains after six driving hours were increased from 30 minutes to 40 minutes. Maximum working hours of special shifts remained the same, namely, not exceeding 14 hours, and the driving hours would be the same as those of other shifts, namely not exceeding 10 hours. A break of at least 3 consecutive hours for each special shift. She could provide both old and new version of the Guidelines to members for their reference;
- (b) in response to the implementation of the Guidelines, the bus companies would hire additional bus captains based on demand to ensure consistent service quality; and
- (c) she would provide detailed information about the self-insurance arrangement of KMB to the TTC after the meeting.

TD

TD

134. Mr Gary LEUNG gave a consolidated response as follows:

- (a) KMB would actively assist the Independent Review Committee in its investigation;
- (b) following the crash, the KMB board had already formed an independent investigation committee comprising 3 members. This committee had met with many departments, labour unions and bus manufacturers, giving recommendations about recruitment, training, work conditions of bus captain, emotional support and bus safety devices, hoping to improve vehicle safety. Report from the investigation had been submitted to the TD a day before the meeting, it had not been provided to members for the time being as legal proceedings for the case had already begun. Road safety was of the main concern of KMB, and measures to improve safety would be implemented as soon as possible. For example, KMB was aware that Route 872 could take a route that was less complicated than that of Tai Po Road, and it therefore introduced a special trip that travelled via Tolo Highway after the accident, known as Route 872X. KMB would continue to enhance safety measures with reference to suggestions in the report;
- (c) KMB had a designated team in charge of contacting victims and family members of the deceased involved in accidents. While some of the victims and family members of the deceased did not want any frequent communication with KMB, the bus company did keep a record of relevant contact details, he could follow up on the issue with relevant members after the meeting;
- (d) although KMB had recently stopped assigning shifts to part-time bus captain and encouraged them to work full time, KMB had the same requirements and training for full-time and part-time bus captains. KMB regularly required part-time bus captains to receive training from the KMB Bus Captain Training School, including emotional quotient training; and
- (e) he had no information about self-insurance and indemnification for the time being.

135. Mr LEUNG Lung-kei, Division Commander (New Territories East) (Acting) of the FSD responded that because performing drills at road would affect road users, the FSD would only perform fire or traffic accident drills at tunnels or public road when required by relevant ordinance or necessary. The FSD would arrange for drill to take place at night and minimise the time taken as far as possible. He believed that drills would likely become longer if an explanation session were to be added. In case members were interested in learning about how the FSD dealt with traffic accidents, the FSD could arrange an explanation session for members at fire stations, and carry out demonstration on cutting scrap vehicles, blasting and drills there.

136. Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team, Sha Tin Police District of the Hong Kong Police Force responded that there was a team under the Traffic New Territories South Region responsible for matters related to speed detectors. The team would also install speed detectors based on accident blackspots and local settings. Some cameras would be relocated elsewhere after a certain period of time, not all speed detectors were actually in use.

Information Items

Progress Report of the Transport Department
(Paper No. TT 20/2018)

137. Mr CHING Cheung-ying said that he had communicated with Traffic Engineering Divisions under the TD a week before. He pointed out that the offside lane of the Che Kung Miu Road bounded for Jat Min at Chun Shek Estate, and vehicles originally could only turn right to Lion Rock Tunnel Road. However, vehicles were now allowed to go straight to Jat Min Chuen, while the lines and the design of the road were not in line with the change, and there were no lines on the road guiding the drivers. He did not support relevant changes, and he could not understand why the lines were inconsistent with the change of traffic movements. He enquired of the TD about the number of accidents that had happened since the change took effect. Such changes made it impossible for vehicles to cut lanes and resulted in traffic congestion at the intersection. He asked who proposed to make such changes.

138. The Vice-Chairman suggested that the TD should give a response to Mr CHING Cheung-ying under the agenda item “Report on the Progress of Works of the Highways Department” (Paper No. TT 22/2018).

Reports of Working Groups
(Paper No. TT 21/2018)

139. Members noted the above paper.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 22/2018)

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

- (a) he thanked the TD and the HyD for the work under “NE/00155/16 Ngau Pei Sha Street / Chui Yan Street / Yuen Shun Circuit junction – Proposed Improvement Works”. However, as the officer in charge was replaced during the works, the progress of the works was not satisfactory. As the works would take quite a long time, he hoped that staff from the TD and the HyD would keep a good record to facilitate the handover in future; and
- (b) following the completion of the complex in Area 14B, the public car park nearby had been quite busy. Therefore, he asked whether it would be possible to improve “NE/00658/17 Public Car Park on To Shek Street near Sha Tin Wai Road – Building Private Car Parking Spaces”. Members of the public had to cross the road to the complex after parking at the present but there was no crossing facility. The progress of the relevant works was slow at the moment, which made it difficult for members to explain to residents.

141. The views of the Vice-Chairman were summarised below:

- (a) he was concerned about the delay in certain works due to frequent changes of engineers at Traffic Engineering Divisions under the TD. He had asked

relevant engineers to double-check for oversight and prepare a list at the DMC meeting, and contacted relevant proponents after the meeting. He wished that future handover among staff could be straightened out, and that guideline could be developed for proposed work procedures, so as to make following-up easier;

- (b) the Steering Group on Bicycle Promotion had indicated that wire fences should be installed at the tunnel entrance for Sha Tin Market and Yan On Estate to prevent illegal parking of bicycles. He enquired about the works progress for replacing railings with wire fences to prevent illegal parking of bicycles, as well as the number of the Works Request Forms issued by the TD in relation to such works;
- (c) he concurred with conclusions drawn by Mr CHING Cheung-ying from his observation. He said that there were yellow box marking at the junction between Siu Lek Yuen Road and Tai Chung Kiu Road heading for the car park of Star Seafood Floating Restaurant, marked with white line showing the direction. He opined that this was what qualified as a step of any road improvement work. He could not understand why the arrangement for Che Kung Miu Road had to be divided into 2 parts. While he was pleased to see traffic capacity being increased through different road improvement works, the TD however, should review whether lines at relevant junctions were in contradiction with such works, so as to provide a safe environment on the road; and
- (d) he asked the HyD to discuss with relevant traffic engineers after the meeting. Some works in the district were delayed and he hoped the HyD could accelerate work progress. He said that works such as lining on Che Kung Miu Road were of higher priority and asked the HyD to arrange as soon as possible. He also asked the Police to offer its assistance and express its views as soon as possible if relevant works involved temporary traffic arrangements, with a view to ensuring road safety. He asked Traffic Engineering Divisions to communicate with members first when handling works at key junctions in the future.

142. Mr CHING Cheung-ying said that he considered it an administrative error to change the previous arrangement to allow vehicles to drive straight ahead to Jat Min Chuen, which previously only allowed vehicles to turn to Lion Rock Tunnel Road from the offside lane of Che Kung Miu Road. The TD failed to carry out consultation in advance on relevant changes, and lining should be consistent with directions shown by signals. Such changes might give rise to more accidents, and did not bring significance improvement in the traffic flow. An additional lane had also been added to the opposite direction, which now comprised of 4 lanes, on which no consultation was made in advance, either. He enquired about the number of traffic accidents that happened at the junction after these changes.

143. Mr Ken YIP gave a consolidated response as follows:

- (a) vehicles on the offside lane of Che Kung Miu Road were only allowed to turn to Lion Rock Tunnel Road before, but an arrow for straight ahead had now been introduced, so that vehicles on all 3 lanes could go straight and facilitate the traffic flow. Meanwhile, the TD was aware that some experienced drivers

found it hard to adapt to such changes, and vehicles on the offside lane and the middle lane could not cross the lane on the opposite side smoothly. The TD had issued a Works Request Form to the HyD earlier on, asking it to paint white lines to provide directions to vehicles. He believed that the HyD was currently arranging relevant works, and that it would study with the TD on expediting the arrangement. He pointed out that white lanes were not painted on all junctions to prevent vehicles from crossing, unless the junctions were not aligned. He opined that the relevant junctions were not entirely unaligned, therefore consultation on the changes was not carried out. Generally speaking, district consultation might not be carried out for all proposed traffic improvements. However, for changes like the addition or removal of crossing facilities, district consultation were carried out for certain;

- (b) the TD had collaborated with the STDO in relation to works for installing wire fence at the tunnel entrances to Sha Tin Market and Yan On Estate to prevent illegal parking of bicycles, and a Works Request Form had been issued. He could provide the number of the Works Request Form issued by the TD for such works to relevant members after the meeting; and
- (c) the TD had prepared a list of works that required further follow-up action. As far as he was aware, Mr HU Yue-ming, Alan, Engineer / Shatin 2 of the TD was now following up relevant matters with Mr YIU Ka-chun, and learning about the background information of the works from his predecessor. They had also been verifying oversights with different members.

144. Mr LIU Chi-kwong, District Engineer, New Territories Region / Sha Tin (2) of the HyD responded that the HyD would follow up relevant works immediately after receiving the Works Request Form from the TD. Works set out in the paper were still in the planning stage, which meant that the TD had already issued works request to contractors. In addition, he could submit the number and progress of relevant works to the Secretariat after the meeting.

HyD

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 23/2018)

145. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 24/2018)

146. Members noted the above paper.

Date of Next Meeting

147. The next meeting was scheduled to be held at 2:30 pm on 8 May 2018 (Tuesday).

148. The Vice-Chairman said that this was the last TTC meeting for Ms Cherry CHAN Cheuk-lee. He thanked her for her assistance over the years.

149. The meeting was adjourned at 9:08 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

May 2018