



Sha Tin District Council

Report on the meeting of the
Traffic and Transport Committee held on 8 March 2016

(1) The Committee discussed the following:

(i) *Sha Tin District Bus Route Programme 2016-2017* submitted by the Transport Department, and passed the 10 provisional motions below:

- (a) “The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Kowloon Motor Bus Company (1933) Limited (KMB) and the New World First Bus Services Limited and Citybus Limited (NWFB/CTB) to actively consider introducing bus services heading towards the Central and Queensway areas via Tsing Sha Highway and West Harbour Crossing for the benefit of the residents of Ravana, City One, Yu Chui, Kwong Yuen and Kwong Hong areas.”;
- (b) “The Traffic and Transport Committee of the Sha Tin District Council urges the authorities to seriously consider introducing competition by granting new franchises, with a view to improving the quality of bus services and fixing the fares at a more competitive level for the benefit of the general public.”;
- (c) “With the continuous increase in population in Fo Tan and Tai Wai, the railway system is overburdened. The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to tie in with community development by introducing whole-day cross-harbour bus service that covers Fo Tan, Sha Tin town centre and Tai Wai to meet the needs of Sha Tin residents.”;
- (d) “Regarding the introduction of route no. 981P of the NWFB, the Traffic and Transport Committee of the Sha Tin District Council strongly requests the KMB and the NWFB/CTB to operate two more trips during morning peak hours, and opposes to the transfer of two trips of route no. 681P to route no. 981P during morning peak hours. The Committee also requests the Transport Department and the bus company to provide for a rainy day by establishing in advance a mechanism for future increase in frequency of route nos. 980X and 981P.”;

- (e) “The Traffic and Transport Committee of the Sha Tin District Council maintains that after the completion of the Shatin to Central Link, bus services heading towards Kowloon should not be cut down, such as route no. 85B. The Committee strongly requests the Transport Department to make available various means of transport to choose from for the convenience of Sha Tin residents.”;
- (f) “The Traffic and Transport Committee of the Sha Tin District Council welcomes the proposal to divert and ease passenger flow by adding extra resources by the NWFB/CTB’s to increase the frequency of route no. 682P, so as to cope with the needs of additional population in Ma On Shan, but strongly opposes to substantial cutting down of the service of route no. 682 for Tai Shui Hang, Bik Woo and City One areas during morning peak hours because the passengers’ waiting time would increase by three times, seriously affecting cross-harbour passengers travelling to work.”;
- (g) “The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department and the bus company to, while devising the bus route programme of Sha Tin, give thorough consideration and response to the following demands:
1. align the different fares (whichever is lower) of return trips of all bus routes having the same terminus in Sha Tin as well as implement section fares;
 2. provide optimal transport facilities in support of new development areas of Sha Tin such as Shui Chuen O Estate, new public housing estates and Home Ownership Scheme courts (HOS) in Fo Tan, Yan On Estate Phase 2, new HOS courts in Man On Shan and Shek Mun Estate Phase 2;
 3. in view of population growth, make good use of the new road network and motorway to provide more point-to-point bus services;
 4. introduce franchised bus services plying between Sha Tin and the boundary control point;
 5. with the commissioning of a new interchange station, further extend the bus-bus interchange concession (e.g. according to the current practice of the Shing Mun Tunnel, the passenger is only required to pay the difference between the fare of the first trip and that of the second trip);
 6. collaborate with other public transport operators in providing more bus-bus interchange concessions;
 7. ameliorate the problem of lost and delayed trips;
 8. set up concessionary bus stations at public transport interchanges;

9. beautify and improve the waiting facilities at bus stations so as to provide a comfortable waiting environment for passengers.”;
- (h) “The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department and bus companies to conduct a thorough review on the bus service plying between Sha Tin and the airport and that plying between Sha Tin and Hong Kong Island to meet the needs of residents from various locations of Sha Tin.”;
 - (i) “The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department and bus companies to improve the bus services of Mei Tin Estate, Mei Lam Estate, Mei Chung Court, Mei Shing Court, Mei Ying Court and Mei Pak Court.”;
 - (j) “The Traffic and Transport Committee of the Sha Tin District Council opposes to the KMB’s proposal to convert route no. 80M (Sui Wo Court – Kowloon Tong Station) to a one-way service operating in the morning and the evening. The Committee also opposes to the proposal to reduce the frequency of route no. 281M (Sun Tin Wai – Kowloon Tong) as this will seriously affect the service for passengers travelling to and from Sun Tin Wai Estate to Kowloon Tong Station.”; and
- (ii) *Transport Department Annual Plan 2016* submitted by the Transport Department.
- (2) The Committee endorsed the proposed estimates under Expenditure Head 7 of 2016-2017.
 - (3) Owing to the absence of a quorum, the Chairman decided that the questions on “Capacitor Buses of KMB Bus Route No. 284”, “Improvement to Footbridges in Sha Tin District”, “Transportation Problem in Sha Tin Wai and Shui Chuen O Estate”, “Safety of KMB Buses and Follow-up Action on the Spalled Surface of the Ceiling of Tai Wai Public Transport Interchange” and “Illegal Motor Racing in Ma On Shan” would be dealt with at the next meeting, and that *Progress Report of the Transport Department, Public Transport Re-organisation Plan to tie in with the Commissioning of Kwun Tong Line Extension, Report on the Progress of Works of the Highways Department, Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin* and *Prosecution Figures on Traffic Offences in Sha Tin Town Centre* would be dealt with through circulation of papers.

Sha Tin District Council Secretariat

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