

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2020

Date : 6 February 2020 (Thursday)
Time : 2:14 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 YUNG Ming-chau, Michael (Chairman)	DC Member	2:14 pm	3:28 pm
Mr LAI Tsz-yan (Vice-Chairman)	”	2:14 pm	3:28 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:14 pm	3:28 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:14 pm	3:28 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:14 pm	3:28 pm
Mr CHAN Nok-hang	”	2:14 pm	3:23 pm
Mr CHAN Pui-ming	”	2:14 pm	3:28 pm
Mr CHAN Wan-tung	”	2:14 pm	3:25 pm
Mr CHENG Chung-hang	”	2:14 pm	3:22 pm
Mr CHENG Tsuk-man	”	2:14 pm	2:34 pm
Mr CHEUNG Hing-wa	”	2:14 pm	3:28 pm
Mr CHIU Chu-pong	”	2:26 pm	3:28 pm
Mr CHOW Hiu-laam, Felix	”	2:14 pm	3:25 pm
Mr CHUNG Lai-him, Johnny	”	2:14 pm	3:22 pm
Mr HUI Lap-san	”	2:14 pm	3:28 pm
Mr HUI Yui-yu	”	2:26 pm	3:28 pm
Dr LAM Kong-kwan	”	2:14 pm	3:27 pm
Mr LI Chi-wang, Raymond	”	2:14 pm	3:05 pm
Mr LI Sai-hung	”	2:14 pm	3:28 pm
Mr LI Wing-shing, Wilson	”	2:14 pm	3:28 pm
Mr LIAO Pak-hong, Ricardo	”	2:14 pm	3:28 pm
Mr LO Tak-ming	”	2:14 pm	3:28 pm
Mr LO Yuet-chau	”	2:14 pm	2:26 pm
Mr LUI Kai-wing	”	2:14 pm	3:28 pm
Ms LUK Tsz-tung	”	2:14 pm	3:28 pm
Mr MAK Tsz-kin	”	2:14 pm	3:28 pm
Mr MAK Yun-pui, Chris	”	2:14 pm	3:28 pm
Mr MOK Kam-kwai, BBS	”	2:14 pm	3:27 pm
Mr NG Kam-hung	”	2:14 pm	3:28 pm
Ms NG Ting-lam	”	2:14 pm	2:42 pm
Mr SHAM Tsz-kit, Jimmy	”	2:14 pm	3:25 pm
Mr SHEK William	”	2:14 pm	2:36 pm
Mr SIN Cheuk-nam	”	2:14 pm	3:24 pm
Mr TING Tsz-yuen	”	2:14 pm	2:36 pm
Mr TSANG Kit	”	2:14 pm	3:28 pm

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Ms TSANG So-lai	DC Member	2:14 pm	3:28 pm
Mr WAI Hing-cheung	”	2:14 pm	3:16 pm
Mr WONG Ho-fung	”	2:14 pm	3:28 pm
Ms WONG Man-huen	”	2:14 pm	3:28 pm
Mr YAU Man-chun	”	2:14 pm	2:37 pm
Mr YEUNG Sze-kin	”	2:14 pm	3:28 pm
Mr YIP Wing	”	2:14 pm	3:28 pm
Mr YUEN Chun-kit, Derek (Secretary)	Senior Executive Officer (District Council) / Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin) (1)
Mr WONG Shek-hay, Sebastian	Assistant District Officer (Sha Tin) (2)
Mr HO Kin-nam, David	Executive Officer I (District Council) 1/ Sha Tin District Office
Ms TSANG Hing-kwan, Natalie	Senior Transport Officer/ Shatin/ Transport Department
Mr CHAN Yau-yau, Leo	Senior Transport Officer/ Ma On Shan/ Transport Department

<u>In Attendance by Invitation</u>	<u>Title</u>
Mr MAK Ting-pong	Senior Engineer/ Shatin to Central Link (1)/ Highways Department
Mr WONG Yuk-ki, Mark	Senior Transport Officer/ Railway 2/ Transport Department
Mr TSE Chi-wai, Jeff	Engineer/ Major Projects 6/ Transport Department
Mr CHU Cheung-ki, Jacky	Senior Engineer/ Railways 7/ Electrical & Mechanical Services Department
Ms FUNG Jade Chui-bik	Public Relations Manager – Projects and Property/ MTR Corporation Limited
Mr LEUNG Sean Man-dik	Assistant Public Relations Manager – External Affairs/ MTR Corporation Limited

Action

Election of Chairman and Vice-Chairman of the Traffic and Transport Committee

The Chairman of the Sha Tin District Council (STDC) said that according to Order 34 of the “Sha Tin District Council Standing Orders” (Standing Orders), a committee of the Council should elect 2 members of the committee who were also members of that Council, as Chairman and Vice-Chairman of the committee. He would chair the meeting before the 2 positions of the current term of the Traffic and Transport Committee (TTC) were elected.

2. The Chairman of the STDC informed those present at the meeting that the election of the Chairman and the Vice-Chairman would be conducted according to the procedures set out in paragraphs 5 to 7 and 9 to 14 of Appendix II of the Standing Orders. A member elected as Chairman or Vice Chairman of the committee could not hold office as Chairman or Vice Chairman of another committee at the same time.

3. The Chairman of the STDC announced the commencement of the election of the TTC Chairman.

4. The Chairman of the STDC said that the Secretariat had received only 1 nomination form for the post of the TTC Chairman by the nomination due date:

<u>Candidate</u>	<u>Nominator</u>	<u>Seconder</u>
Mr Michael YUNG	Mr George WONG	Mr LAI Tsz-yan Mr CHING Cheung-ying

5. As there was only 1 candidate for the post, the Chairman of the STDC announced that Mr Michael YUNG was elected ipso facto as the Chairman of the new-term TTC.

6. The completion of the procedures of the TTC Chairman election was followed by the election of the TTC Vice-Chairman.

7. The Chairman of the STDC said that the Secretariat had received only 1 nomination form for the post of the TTC Vice-Chairman by the nomination due date:

<u>Candidate</u>	<u>Nominator</u>	<u>Seconder</u>
Mr LAI Tsz-yan	Mr Michael YUNG	Mr Billy CHAN Mr YAU Man-chun

8. As there was only 1 candidate for the post, the Chairman of the STDC announced that Mr LAI Tsz-yan was elected ipso facto as the Vice-Chairman of the new-term TTC.

(The rest of the agenda would be chaired by Mr Michael YUNG, the Chairman of the TTC.)

9. The Chairman thanked the members and looked forward to close cooperation with them in the future and to continued efforts in tackling traffic and transport issues in the Sha Tin District.

Discussion Items

Meeting Schedule of the Committee for 2020 (Paper No. TT 1/2020)

10. Members unanimously endorsed the above paper.

Opening of “Tuen Ma Line Phase 1” and Public Transport Arrangements (Paper No. TT 2/2020)(Revised)

11. The Chairman welcomed the representatives of the Transport Department (TD), the Highways Department (HyD), the Electrical and Mechanical Services Department (EMSD) and the MTR Corporation Limited (MTRCL) to the meeting.

12. The Chairman asked the MTRCL to send the briefing document to the members for their reference via the Secretariat after the meeting.

(Post-meeting note: The Secretariat emailed the relevant briefing document provided by the MTRCL to members on 17 February 2020.)

13. Mr Simon WONG, Assistant District Officer (Sha Tin) (1) said that, regarding the Tuen Ma Line project, which was formerly called the Shatin to Central Link (SCL), relevant departments had made multiple progress reports to the TTC since 2012, including those on 6 November 2012, 7 May 2013, 7 January 2014, 8 July 2014, 7 July 2015, 6 September 2016, 30 August 2018 and 18 December 2018. The relevant departments were present at the meeting today mainly to explain the opening of Tuen Ma Line Phase 1 and relevant public transport arrangements.

14. Representatives of the MTRCL briefly introduced the contents of the paper.

15. The Chairman asked the TD to provide the relevant supplementary information on the proposed special green minibuses (GMB) route that would be commissioned at the same time as Hin Keng MTR Station.

16. Mr Mark WONG, Senior Transport Officer/ Railway 2 of the TD gave a supplementary consolidated response as follows:

- (a) the opening of Tuen Ma Line Phase 1 would provide an additional option of railway service to passengers commuting between the Sha Tin District and Kowloon East. As the opening of Tuen Ma Line Phase 1 was partial, the existing public transport services within the Sha Tin District would remain afterwards; and
- (b) Hin Keng MTR Station was a new Tuen Ma Line station in the Sha Tin District, which was within walking distance for most Hin Keng residents. A special GMB route, Route No. 68K, was currently running from Julimount Garden to Sha Tin MTR Station via Tai Wai MTR Station. The TD expected some of the patronage of that route to switch to taking MTR via Hin Keng Station to commute to Tai Wai MTR Station. Therefore, after inspecting the actual situation, the TD proposed the provision of a whole-day supplementary service Route No. 68S (Julimount Garden – Hin Keng MTR Station) under Route No. 68K (Julimount Garden – Sha Tin MTR Station) to connect to Hin Keng MTR Station for the convenience of residents travelling to the station after the opening of Tuen Ma Line Phase 1.

17. The Chairman asked the TD to send the information on the above new GMB service to the Secretariat for uploading it onto the STDC website and for annexing it to the discussion paper.

(Post-meeting note: The Secretariat uploaded the relevant information paper onto the STDC website on 10 February 2020.)

18. The Chairman advised that each member speak once for a maximum of 4 minutes.

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

- (a) Assistant District Officer (Sha Tin) (1) had just pointed out that the last report on the SCL was on 18 December 2018, while the Transport and Housing Bureau (THB) announced the opening of Tuen Ma Line Phase 1 on 17 January this year. He repeatedly approached different departments to enquire about the opening date 3 months before the THB made the announcement. However, he did not receive any response. Now that the opening of Tuen Ma Line was suddenly announced, many problems would result;
- (b) the TD changed the traffic light signal at Che Kung Miu Road in early January this year and 3 traffic accidents happened at that junction within last week, including a collision between a bus and a private vehicle, a case involving a motorcycle and the latest case that took place 2 days ago. However, he had not been able to reach the staff members of the TD and opined that the TD had not handled the issue. He asked about the reason for changing the traffic light signal and whether the TD had explained the causes of the 3 traffic accidents to residents of the Keng Hau area and the Hin Ka area. He invited staff members of the TD and the Chairman to conduct an on-site inspection with him the next day at 9:00 am;
- (c) he asked the HyD and the TD whether the traffic light signal was changed because of increased people or vehicle flow. If that was the case, why the HyD opposed the proposal to build a footbridge connecting Hin Keng MTR Station 6 years ago. He requested that the departments reply to him in writing;
- (d) he had kept asking the MTRCL for the opening date of Hin Keng MTR Station and the Community Liaison Group of the SCL had stopped contacting him after the last meeting. The MTRCL said that Tuen Ma Line would be heavily advertised, but the advertisements were not launched until last week. He asked about the reason for a late advertisement launch, considering that the authorities attached great importance to Tuen Ma Line;
- (e) the fire services installation of Hin Keng MTR Station was only tested 2 days ago, and he complained about the broadcast and noise issues of the station a day before the meeting. He asked about the reason for the sudden opening of Tuen Ma Line, as it was announced fewer than 30 days before the opening;
- (f) he asked the TD if it had assessed the patronage of the proposed GMB Route No. 68S. The proposed frequency was set at every 10 minutes approximately. He opined that it was probably the result of insufficient patronage as estimated by the TD ; but if that was the case, he asked why Hin Keng MTR Station was opened. It would not be sufficient to provide the service every 10 minutes or so if Hin Keng MTR Station was expected to be used by a lot of passengers. He asked the TD why only Route No. 68S was operated. He pointed out that the patronage of Route No. 803K was greater than that of Route Nos. 68K, 803 and 804 in the Keng Hau area and the Hin Ka area, and asked why the TD did not reform Route No. 803K; and

- (g) Tuen Ma Line would be connected to Ma On Shan after its opening; however, the TD had not handled Route Nos. 803 and 804 that served the area. He asked the TD if it thought that those routes would not be affected after the opening of Tuen Ma Line. He conveyed that residents of the area and the GMB service operators concerned had strong opinions on the issue. Therefore, he asked that the TD explain how it would handle Route Nos. 803, 804 and 803K.

20. The views of Mr CHAN Pui-ming were summarised below:

- (a) he opined that the relevant railway service should not be called Tuen Ma Line Phase 1 because, according to the funding approval documents of the Legislative Council in the past, the railway service connecting Ma On Shan Line to Hin Keng, Diamond Hill and Hung Hom was not supposed to be opening in phases. The current phased openings all resulted from construction delays;
- (b) he asked if the TD or relevant departments had assessed the traffic impacts of Tuen Ma Line or the SCL then; if yes, what the status of the relevant report was and whether suggestions on affected bus and GMB routes in the district had been proposed. He took Sha Tin and Ma On Shan as examples and pointed out that most residents would go to Diamond Hill and Wong Tai Sin via Tate's Cairn Tunnel (TCT) by bus. The frequencies and patronage of relevant transport services would be seriously affected by the opening of Tuen Ma Line. Regarding the residents of housing estates further away from MTR Stations such as Ocean View, Kam Ying Court and Belair Gardens, he asked about the TD's measures if some bus routes were to be cut and those residents could not benefit from the services of the MTRCL;
- (c) the Kowloon-Canton Railway Corporation (KCRC) adopted the value of time fare-setting approach, while the Mass Transit Railway Corporation (MTRC) charged according to zones or districts. However, after the merging of the KCRC and the MTRC, the pricing of some of the lines was unclear. For example, the current fare for a trip from Tai Wai to Diamond Hill was slightly over \$9, but the fare remained the same after the opening of Tuen Ma Line which shortened the travelling time. In that regard, he asked if there was a clear pricing standard; and
- (d) the current fare for a trip from Tai Wai MTR Station to Hung Hom MTR Station on the East Rail Line was \$6.3. He asked the MTRCL if there was a preliminary direction for the pricing of Tuen Ma Line after its full opening and whether the MTR fare from Hin Keng to Hung Hom would be higher than that from Tai Wai to Hung Hom.

21. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) the Octopus fare for a trip from Hin Keng MTR Station to Hung Hom MTR Station was \$9.8; however, the trip from Shek Mun MTR Station to Hung Hom MTR Station cost less at \$8, though longer, which was against the MTRCL's principle to charge by distance. When Tuen Ma Line became fully opened in the future, passengers would not need to interchange when travelling from Shek Mun MTR Station to Hung Hom MTR Station. He opined that the authorities' failure to

evaluate the fare structure was the reason for longer but cheaper trips and shorter but pricier trips. It would be unreasonable for residents of the areas covered by the new railway services, such as Hin Keng, to pay a higher fare for a shorter trip. He enquired about the role of the TD in monitoring the MTRCL when it set the fares; and

- (b) all parties were only notified 1 month before the opening of Tuen Ma Line on 14 February this year. Yet, the TD had not explained the impact of the opening on the bus and GMB routes in the district. Those routes entirely overlapping with that of Tuen Ma Line, such as GMB Route Nos. 803, 804 and 803K, were in dire situation, but the TD had not implemented any measures. He asked the TD why it did not collect public opinions at the outset to minimise the impact on the residents and the GMB service operators.

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

- (a) the announcement of the opening of Tuen Ma Line Phase 1 was hurried. He asked why the TD had not assessed the relevant traffic impacts, and said that the Bus Route Planning Programme (BRPP) this year did not show the impact of the opening of Tuen Ma Line on bus routes in the district. He asked, for example, whether the frequency of Route No. 80 travelling from Tai Wai to East Kowloon would be affected and adjusted due to the opening of Tuen Ma Line. He asked the TD to elaborate on whether there would be route changes and the relevant arrangements; and
- (b) he asked the TD whether it would strengthen the transport services between the “Six-Mei Area” (i.e. May Shing Court, Mei Chung Court, Mei Park Court, Mei Ying Court, Mei Tin Estate and Mei Lam Estate) and Hin Keng MTR Station plus other areas in response to the opening of Hin Keng MTR Station. Most passengers would now take Kwun Tong-bound Route No. 80 to travel to Hin Keng. He asked if the TD would explore providing other options.

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

- (a) he asked whether the pedestrian crossing facilities connecting to Hin Keng MTR Station were safe enough, as most residents travelling to and from the station would have to use them. He pointed out that the location was a U-shaped dead end and asked if those crossing facilities could handle large vehicle and pedestrian flows. He hoped that the police would, in response to the amount of vehicles stopping by or pedestrians passing by Hin Keng MTR Station, deploy more manpower during the first half of the month after the opening of the station to maintain order on site;
- (b) he was only worried about the conditions of the relevant junctions instead of the interchange arrangements, especially when the police’s failure to seriously tackle illegally parked vehicles at the above locations could pose potential danger to pedestrians. He had reservations regarding the arrangement to set up the terminus of GMB Route No. 68S opposite Hin Keng MTR Station, as passengers getting on and off would have to cross the road to leave or reach the station. He

conveyed the residents' views that they hoped the stop would be located directly outside Hin Keng MTR Station so as to save them the trouble of crossing the road; and

- (c) he opined that the public transport arrangements of Tuen Ma Line Phase 1 did not provide residents with suitable connecting services to MTR Stations. He had proposed to the TD that Route No. 82B be changed to a circular route with coverage extended to Sun Tin Wai via Tai Wai MTR Station so as to boost patronage. However, he learnt from this year's BRPP that the TD had proposed reducing the service of Route No. 82B and opined that the TD disregarded residents' demands.

24. The views of Mr SIN Cheuk-nam were summarised below:

- (a) he opined that most people found it weird that Tuen Ma Line was opened on a weekday, and asked the TD if there was any special reason for that and whether it had to assess the patronage during the time when members of the public commuted to work and to school;
- (b) due to the outbreak, many companies implemented a work-from-home arrangement. He asked if this would affect the TD's assessment of the patronage and its future service adjustments; and
- (c) given that there were confirmed cases of COVID-19 among passengers of a cruise ship parked at Kai Tak Cruise Terminal, he asked if any regular or special preventive measures would be implemented at Kai Tak MTR Station and even on Tuen Ma Line as well.

25. The views of Mr WONG Ho-fung were summarised below:

- (a) a lot of students living in the "Four-Mei Area", in particular Mei Tin Estate, would take Route No. 80 in the morning. He asked if the authorities would take the opportunity to make adjustments to reduce the burden on Tai Wai MTR Station by providing transport services from Mei Tin Estate to Hin Keng MTR Station to divert residents to take the MTR for Diamond Hill to as far as East Kowloon;
- (b) the intersection of Hin Keng Street and Che Kung Miu Road was often congested due to construction works. He asked the authorities if improvements would be made; and
- (c) Kai Tak MTR Station, upon its opening, would be operating with a one-sided two-way platform only. He asked if that would affect the service frequencies.

26. The views of Mr CHAN Wan-tung were summarised below:

- (a) he regretted that the TD announced the opening of Tuen Ma Line all of a sudden and conveyed the views of the GMB service operators that they could not make responsive adjustments in time; and

- (b) he had handed the pictures of the 3 traffic accidents that happened at Che Kung Miu Road to Mr Jeff TSE, Engineer/Major Projects 6 of the TD. He pointed out that the TD had changed the traffic light signals without any consultation or setting up any signs. Three traffic accidents took place at the location in less than a month. He invited Mr Jeff TSE to conduct an on-site inspection with him at 9:00 am the next day to resolve the problem of the traffic light signals.
27. The views of Mr Johnny CHUNG were summarised below:
- (a) after the merging of the KCRC and the MTRC, the East Rail Line and the West Rail Line continued to adopt the pricing standard of the KCRC, while the rest of the network adopted that of the MTRC. He asked if the MTRCL had a timetable to restructure the pricing standard of the entire railway network. He pointed out that the fare from Sheung Shui to Tuen Mun would be unreasonable if determined based on the existing pricing mechanism after the opening of new lines, such as the Northern Link, in the future; and
 - (b) he asked why hurried the opening of Tuen Ma Line, opined that it lacked consultation, and asked if the TD would consult STDC Members and members of the public before the opening of other lines in the future.
28. The views of Mr Wilson LI were summarised below:
- (a) the occurrence of longer but cheaper trips and shorter but pricier trips under the existing pricing system was unreasonable. He asked if the MTRCL would make adjustments;
 - (b) generally speaking, the authorities would open a new line on a holiday or weekend when the passenger flow was relatively low, but the line was opened on a weekday this time. He asked if the same arrangement would be adopted in the future; and
 - (c) given the severe outbreak at present, he requested that the MTRCL strengthen its cleaning and disinfecting measures and asked if there were measures targeting platforms, carriages and the ventilation system.
29. The views of the Chairman were summarised below:
- (a) members who had spoken raised questions on a number of aspects, such as the opening arrangements, fare setting, daily preventive measures, inspection arrangements, transport services in the “Four-Mei Area” and light signal arrangements at crossings;
 - (b) he asked if the patronage of the bus routes from Ma On Shan via TCT would decrease due to the opening of Tuen Ma Line and whether the bus routes would be reorganised and merged;

- (c) he asked if there was enough time for the inspection and opening arrangements. He pointed out that some trains on the Ma On Shan Line had been redeployed to the Pat Heung Depot of the MTRCL for modification works, and he asked whether the number of trains and daily maintenance were sufficient as the railway network continued to expand;
- (d) when the former KCRC Chairman Mr TIEN Puk-sun, Michael was in office, he introduced pricing by way of a time-based system which was inconsistent with the distance-based concept. He asked the MTRCL how to narrow the differential;
- (e) he asked whether the assessment of interchange patronage would be adjusted due to the partial opening and whether the MTRCL would deploy more platform assistants to assist passengers during the early stage of the opening;
- (f) he opined that the departments did not actively respond to members' requests regarding the arrangement of the opening of Tuen Ma Line and hoped that the relevant departments would arrange for another on-site inspection with members;
- (g) he suggested that a non-standing working group regarding the opening of Tuen Ma Line and relevant public transport arrangements be set up under the TTC, so as to monitor and discuss with relevant departments the reorganisation of relevant bus and GMB routes;
- (h) Tuen Ma Line Phase 1 would be opened in a week or so. He understood that the authorities had to conduct system testing and make final preparations for the opening. However, the members wished to learn about the relevant information as soon as possible so as to explain the situation to residents. Therefore, he suggested that the authorities refer to the previous practice of opening spur lines and arrange for the members to visit new stations and take trial rides on the new railway, based on the premise that the EMSD had confirmed that the new railway was in compliance with relevant safety standards;
- (i) he opined that changing traffic light signals at crossings would affect the habits of drivers and pedestrians. Therefore, he suggested that the TD arrange for relevant personnel to conduct an on-site inspection expeditiously. He would like to participate if time permitted. He hoped that the TD would study members' suggestions to decide whether the signals would be restored to its initial setting, or the TD could explain to the members that the change was a suitable arrangement made after considering the traffic flow of the intersection and that signs would be set up to remind road users; and
- (j) according to staff members of the Bus and Railway Branch of the TD, the 2020-2021 BRPP of the Sha Tin District was distributed by the Secretariat a day before the meeting. He hoped that 2 consultation sessions would be held expeditiously so that the members could comment on the BRPP. He instructed the Secretariat to upload relevant discussion papers onto the STDC website expeditiously for public reference.

30. Ms Jade FUNG, Public Relations Manager – Projects and Property of the MTRCL gave a consolidated response as follows:

- (a) the MTRCL and the Government announced the arrangement for a partial opening last July, which was expected to be implemented in the first quarter this year. Due to such an arrangement, the signalling system and trial arrangements had to be altered correspondingly during the period. Afterwards, the trial operation of Tuen Ma Line Phase 1 commenced at the end of October last year. Regarding the opening date of Tuen Ma Line Phase 1, it was announced on 17 January this year, and on the same day, relevant government departments confirmed with the MTRCL that Tuen Ma Line Phase 1 was safe and in good condition and could be put into service; and
- (b) she understood the need for all parties to learn about the operation of new stations. Therefore, the MTRCL would upload videos and relevant information onto the MTRCL webpage (website: www.mtr-shatincentrallink.hk) from next week onwards. Latest information would be announced on the website. Also, the MTRCL would give out relevant leaflets to the members later.

31. Mr Sean LEUNG, Assistant Public Relations Manager – External Affairs of the MTRCL gave a consolidated response as follows:

- (a) Tuen Ma Line Phase 1 would connect several MTR lines and the pricing structure of the existing MTR heavy rail network, where the fares were mainly distance-based, would be adopted, so there would not be longer but cheaper journeys, or vice versa. However, interchanging, if involved, would complicate the things and make it harder to draw a direct comparison;
- (b) the MTRCL attached importance to hygiene and the pneumonia epidemic. Since 25 January this year, it had strengthened station cleaning efforts. Station facilities that passengers would be more exposed to, such as handrails and ticket machines, were cleaned every 2 hours. Also, the MTRCL would increase the cleaning frequency of the air-conditioning system and filters and make it compulsory for frontline staff to wear masks when on duty;
- (c) the MTRCL had a comprehensive repairs and maintenance mechanism to ensure safe operation of the railway. Upon the opening of Tuen Ma Line Phase 1, there would be a slight interval increase from 3 minutes to 3.5 minutes per service during morning rush hours whereas the remaining services would be largely similar to the existing ones of the Ma On Shan Line; and
- (d) a basket of factors had to be considered when deciding the opening date of a new line and a new line had been opened on a weekday before. For example, the South Island Line (East) was opened on 28 December 2016 (Wednesday). The MTRCL would deploy more manpower to help passengers learn more about the new line on the day of the opening.

32. Mr Mark WONG gave a consolidated response as follows:

- (a) since the opening arrangement of Tuen Ma Line Phase 1 was partial, the TD would not reorganise relevant public transport services. However, it would closely monitor the change in the demand for all routes with bus companies and all operators. The TD would adjust services according to the existing guidelines if necessary;
- (b) after the opening of Tuen Ma Line, the TD would conduct on-site inspection and would study the change in passenger demand through different means. Given that passengers would go through an adaptation period after the opening of the line and the opening was partial, the TD deemed it unsuitable to conduct a large-scale reorganisation of relevant public transport services at this stage;
- (c) regarding the proposed GMB Route No. 68S, the TD conducted an on-site inspection with the relevant members and operators last December to listen to their views, some of which had been adopted. The TD sent a related paper to STDC Members for circulation via the Secretariat on 21 January this year;
- (d) regarding the transport services of the “Four-Mei Area”, the residents there going to Hin Keng had to pass by Tai Wai MTR Station, and transport services connecting the “Four-Mei Area” and Tai Wai MTR Station were already available at present. The TD would closely monitor the operation of the relevant routes; and
- (e) regarding the public transport arrangements for the SCL or the full opening of Tuen Ma Line, the TD would consult the TTCs of the relevant DCs, including the STDC, in due course.

33. Mr Jeff TSE gave a consolidated response as follows:

- (a) regarding changing the traffic design at the intersection between Che Kung Miu Road and Hin Keng Street to shorten the waiting time for members of the public crossing the road, the TD already conducted an on-site inspection and discussed it with Mr CHAN Wan-tung and Mr NG Kam-hung on 4 February 2020 (Tuesday);
- (b) the TD added a temporary sign to the above intersection in the morning of 6 February this year to remind drivers to give way at the pocket of the right-turn lane and to pay attention to vehicles taking a turn. The TD would continue to evaluate the traffic situation of the above intersection to ensure the safety of drivers; and
- (c) regarding the arrangement for the on-site inspection, he would discuss the details with Mr CHAN Wan-tung and Mr NG Kam-hung after the meeting.

(Post-meeting note: The TD conducted an on-site inspection with the Chairman, Mr NG Kam-hung and Mr CHAN Wan-tung on 7 February 2020 and had taken the following measures: adding a 24-hour restricted zone at the intersection of Che Kung Miu Road and Hin Keng Street and changing the guard-rail of the central divider at Che Kung Miu Road.)

34. Mr Jacky CHU, Senior Engineer/ Railways 7 of the EMSD gave a consolidated response as follows:

- (a) the EMSD inspected the railway system and facilities, including stations, depots, ventilation buildings, trains, signalling system, power supply system and tracks, and attached great importance to safe operation;
- (b) the EMSD and relevant government departments had maintained close cooperation with the MTRCL to inspect and review station facilities and to ensure the safety and service performance of all systems. It was confirmed on 17 January this year that relevant services and systems reached a safe and satisfactory level and could commence operation. Nevertheless, the EMSD had kept inspecting station facilities and systems since 17 January this year, so as to proceed with the opening of the line on 14 February this year; and
- (c) the EMSD and the relevant government departments had confirmed that the relevant services and systems were safe and in good condition. The members could contact the MTRCL for a station visit and a trial ride on the new railway.

35. The Chairman asked the members whether they agreed to address the provisional motion that he proposed.

36. The members agreed to discuss the provisional motion raised by the Chairman.

37. The Chairman proposed the following provisional motion:

“Background

When making the public transport arrangements for the ‘Tuen Ma Line Phase 1’, the Transport Department (TD) did not carry out measures to help the minibus operator running Route Nos. 803, 803A, 803K, 804 and 805S deal with the consequential patronage loss of Route No. 803K (Hin Keng to and from Tai Wai MTR Station) following the opening of Hin Keng MTR Station, and to help it avoid being closed down due to substantial losses and dire business straits resulting from the financial impact on the set of routes.

Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the TD help the operator re-plan the existing routes, study the feasibility of providing new routes, merge the minibus routes under the same business group in the district, etc. in order to improve the business environment and prevent the operator from shutting down due to substantial losses and dire business straits.”

Mr NG Kam-hung, Mr TING Tsz-yuen, Mr SHEK William, Mr SIN Cheuk-nam, Ms WONG Man-huen, Mr CHAN Wan-tung, Mr LAI Tsz-yan, Mr TSANG Kit, Mr Felix CHOW, Ms LUK Tsz-tung, Mr Ricardo LIAO, Mr CHEUNG Hing-wa, Mr CHENG Chung-hang, Mr CHAN Nok-hang, Mr CHAN Pui-ming, Mr YEUNG Sze-kin, Mr LI Sai-hung, Mr Johnny CHUNG, Mr MAK Tsz-kin, Mr LO Yuet-chau, Mr LO Tak-ming, Mr HUI Lap-san, Mr LUI Kai-wing, Mr Chris MAK, Ms TSANG So-lai, Mr CHIU Chu-pong, Mr George WONG, Mr WONG Ho-fung and Mr Wilson LI seconded the motion.

38. The Chairman asked the members whether they agreed to endorse the provisional motion in paragraph 37.

39. Members unanimously endorsed the provisional motion in paragraph 37.

Date of Next Meeting

40. The next meeting was scheduled to be held at 2:30 pm on 25 February 2020 (Tuesday).

41. The Chairman said that the original deadline for submitting questions for the next meeting was 6 February this year (i.e. today). In order to give the members enough time to prepare, he decided to postpone the deadline to 10 February 2020 (Monday). Lastly, he asked the representatives of the MTRCL to relay to the management the members' opinions about having a station visit and a trial ride on the new railway.

42. The meeting was adjourned at 3:28 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

March 2020