

Sha Tin District Council
Minutes of the 5th Meeting of
the Traffic and Transport Committee in 2020

Date : 17 September 2020 (Thursday)
Time : 2:30 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	2:30 pm	8:54 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	5:24 pm	7:49 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	8:54 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:30 pm	8:09 pm
Mr CHAN Billy Shiu-yeung	DC Member	3:33 pm	6:00 pm
Mr CHAN Nok-hang	"	5:06 pm	6:28 pm
Mr CHAN Pui-ming	"	2:30 pm	8:54 pm
Mr CHAN Wan-tung	"	2:30 pm	8:35 pm
Mr CHENG Chung-hang	"	3:25 pm	6:58 pm
Mr CHEUNG Hing-wa	"	2:30 pm	8:54 pm
Mr CHIU Chu-pong	"	4:06 pm	8:09 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	8:09 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	6:55 pm
Mr HUI Lap-san	"	2:30 pm	6:58 pm
Mr HUI Yui-yu	"	3:32 pm	7:02 pm
Dr LAM Kong-kwan	"	3:29 pm	3:49 pm
Mr LI Chi-wang, Raymond	"	3:03 pm	8:09 pm
Mr LI Sai-hung	"	2:30 pm	8:54 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	7:08 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	8:54 pm
Mr LO Tak-ming	"	2:30 pm	8:09 pm
Mr LO Yuet-chau	"	2:30 pm	8:10 pm
Mr LUI Kai-wing	"	2:30 pm	8:54 pm
Ms LUK Tsz-tung	"	2:43 pm	8:30 pm
Mr MAK Tsz-kin	"	2:30 pm	8:54 pm
Mr MAK Yun-pui, Chris	"	3:18 pm	5:14 pm
Mr NG Kam-hung	"	2:30 pm	8:19 pm
Ms NG Ting-lam	"	2:45 pm	6:30 pm
Mr SHAM Tsz-kit, Jimmy	"	2:53 pm	8:54 pm
Mr SHEK William	"	2:30 pm	8:09 pm
Mr SIN Cheuk-nam	"	2:30 pm	8:27 pm
Mr TING Tsz-yuen	"	2:30 pm	5:08 pm
Mr TSANG Kit	"	3:30 pm	8:09 pm
Mr WAI Hing-cheung	"	2:30 pm	8:54 pm
Mr WONG Ho-fung	"	2:55 pm	8:09 pm
Ms WONG Man-huen	"	2:55 pm	5:41 pm
Mr YAU Man-chun	"	4:10 pm	8:09 pm
Mr YEUNG Sze-kin	"	4:32 pm	8:30 pm

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YIP Wing	DC Member	2:30 pm	4:01 pm
Mr LEUNG Ho-yin, Roy (Secretary)	Executive Officer (District Council) 4, Sha Tin District Office		
<u>In Attendance</u>	<u>Title</u>		
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin) (1), Sha Tin District Office		
Ms WONG Kwan-yee, Jenny	Assistant District Officer (Sha Tin) (1) (Elect), Sha Tin District Office		
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council), 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		
Mr POON Wing-hong	Senior Engineer/ Sha Tin 1, Transport Department		
Mr LO Hoi-wing, Jeff	Engineer/ Sha Tin 3, Transport Department		
Mr CHEUNG Chun-yin, Joey	District Engineer/ Sha Tin (1), Highways Department		
Mr LIU Chi-kwong	District Engineer/ Sha Tin (2), Highways Department		
Ms CHU Kam-seung	Administrative Assistant / Lands (Atg) District Lands Office, Sha Tin		
Mr CHAN Kwok-shing	Housing Manager/ Tai Po, North District and Sha Tin 4, Housing Department		
Mr KO Chun	District Operations Officer (Shatin District), Hong Kong Police Force		
Mr LAM Chi-chung	Officer-in-Charge, District Traffic Team (Sha Tin District), Hong Kong Police Force		
Mr Rob LIU	Division Manager (Operations, N.T. East), Kowloon Motor Bus Company (1993) Limited		
Mr Dennis LEE	Manager (Planning and Development), Kowloon Motor Bus Company (1993) Limited		
Mr Jeff TAM	Manager (Public Affairs), Kowloon Motor Bus Company (1993) Limited		
Ms Vivian KWONG	Manager (Operations), Kowloon Motor Bus Company (1993) Limited		
Mr CHAN Chung-yi	Assistant Officer (Planning and Development), Kowloon Motor Bus Company (1993) Limited		
Ms WU Ka-lai	Public Affairs Officer, New World First Bus Services Limited and Citybus Limited		
<u>In Attendance by Invitation</u>	<u>Title</u>		
Mr WONG Yuk-ki, Mark	Senior Transport Officer/ Railway Projects, Transport Department		
Mr HUNG Ho-wan, Jason	Transport Officer/ Railway Projects, Transport Department		

In Attendance by Invitation

Ms CHU Lai-yee, Rachel

Mr YUEN Kin-hang, Tom

Mr LEUNG Man-tik

TitleSenior Transport Officer/ Bus/ New Territories East 1,
Transport DepartmentTransport Officer/ Bus/ New Territories East,
Transport DepartmentAssistant Public Relations Manager (External Affairs),
Mass Transit Railway Corporation Limited**Absent**

Mr CHENG Tsuk-man

Mr MOK Kam-kwai, BBS

Ms TSANG So-lai

Title

DC Member (Application for leave of absence received)

” (”)

” (”)

Action

The Chairman welcomed Members and representatives of government departments and organisations to the meeting.

Application for Leave of Absence

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

Mr CHENG Tsuk-man	Sickness
Ms TSANG So-lai	”
Mr Chris MAK	Official commitment
Mr MOK Kam-kwai	”

(Note: Mr Chris MAK attended the meeting at 3:18 pm.)

3. The Traffic and Transport Committee (TTC) approved the applications for leave of absence from members above.

Confirmation of the Minutes of the Special Meeting held on 26 May 2020

(TTC Minutes 4/2020)

4. Members unanimously endorsed the above minutes of the meeting.

Confirmation of the Minutes of the Meeting held on 23 June 2020

(TTC Minutes 5/2020)

5. Members unanimously endorsed the above minutes of the meeting.

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

(Paper No. TT 34/2020)

6. Mr SIN Cheuk-nam believed that consultation was lacking in the Transport Department's (TD) dealing with the problems of the Sha Tin to Central Link (SCL) and GMB No. 801.

7. Mr WAI Hing-cheung pointed out that the problem of the shelter over the stop of GMB Route No. 403A had not been solved properly. It was just covered by a piece of cloth. The problem had existed for more than a year and it was not appropriate to use such material.

8. Mr Felix CHOW opined that the Civil Aviation Department (CAD) had taken too long to respond to members' complaints. He also believed that the service of GMB Route No. 814 had no significant improvement and hoped that the TD would follow up.

9. The Chairman decided to discuss the problems of GMB Route Nos. 814 and 403A first, while the matters related to GMB Route No. 801 would be dealt with in detail during the discussion of progress reports.

10. Ms Natalie TSANG, Senior Transport Officer/Shatin of the TD responded to the issue of the shelter of the minibus stop of GMB Route No. 403A. She said the use of a piece of cloth as a temporary shelter was an interim measure taken by the operator. The Department had contacted the operator and the shelter of the stop would be duly repaired in September. When the completion date was known, the Department would contact Mr WAI Hing-cheung. Regarding the service of GMB Route No. 814, the Department would contact Mr Felix CHOW for details and follow up after the meeting.

11. The Chairman asked Members whether they agreed to address the provisional motion proposed by Mr Felix CHOW.

12. Members agreed to discuss the provisional motion proposed by Mr Felix CHOW.

13. Mr Felix CHOW proposed the following provisional motion:

“Background:

GMB Route No. 801 plying between Chung On and Fo Tan and GMB Route No. 808A plying between Yiu On and Cheung Lek Mei Street in Fo Tan will cease operation from 21 September (Monday) this year. The 2 routes will be replaced by the new circular GMB Route No.811B, which will ply between Yiu On and Cheung Lek Mei Street in Fo Tan and will be operated by Himwell Limited, the contractor of GMB Routes of the 811-series. However, the new GMB route will only provide services during peak hours on Mondays to Fridays, causing serious inconvenience to passengers who need to travel between Fo Tan and Ma On Shan on weekends or during off-peak hours. The Traffic and Transport Committee of the Sha Tin District Council therefore moves that:

1. The Committee expresses deep regret at the Transport Department's failure to consult residents on the cancellation of the minibus services operating between Fo Tan and Ma On Shan during non-peak hours and weekends

2. The Committee demands that the Transport Department expeditiously review the public transport arrangements of the district with respect to the population growth in Fo Tan and demands that the contractor, Himwell Limited, provide full-day services of the new Route No. 811B expeditiously”

Mr SIN Cheuk-nam, Mr MAK Tsz-kin, Mr LUI Kai-wing, Mr HUI Lap-san, Mr CHAN Pui-ming, Mr YIP Wing and Mr LO Yuet-chau seconded the motion.

14. The Chairman invited the TD to reply on the first point.

15. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD gave a consolidated response as follows:

- (a) there was only one route under the 801-series, and its patronage had been declining since the beginning of 2018. Under the epidemic in recent months, the patronage was further affected. The average number of passengers per day in July 2020 had decreased by more than 40% when comparing with 2018. If any operator wanted to terminate its service, the Department would assess and review the existing public transport network in the district, the nature of the service, passenger demand and service continuity of the routes concerned, and study possible alternative services;
- (b) according to the Department's field survey, the passenger demand of GMB Route No. 801 mainly concentrated in peak hours. The average patronage of the route was about 90% during peak hours and less than 30% during off-peak hours. In addition, another operator's GMB Route No. 811 series also provided services between Ma On Shan and Fo Tan. In order to meet the needs of passengers during peak hours, the Department coordinated with the operator of GMB Route No. 811 to operate the auxiliary GMB Route No. 811B to maintain the traffic service between Ma On Shan and Fo Tan during peak hours on weekdays; and
- (c) after the termination of service of GMB Route No. 801 on 20 September, GMB Route No. 811B would come into service immediately on 21 September. The route would be available during the morning and afternoon peak hours on weekdays. The Department would pay attention to the situation of operation with the operators and explore appropriate service arrangements in light of the changes in patronage.

16. The Chairman asked Members whether they endorsed the provisional motion in paragraph 13.

17. Members unanimously endorsed the provisional motion in paragraph 13.

Discussion Items

Membership Lists of Working Groups under the Committee (Paper No.TT 35/2020)

18. The Chairman said he had received Mr MAK Tsz-kin's application to join the Working Group on Major Transport Infrastructures and Road Networks and the Working Group on Road Safety and Supply-Demand of Parking Spaces prior to the meeting, and noted that one of Mr CHAN Pui-ming's applications to join the working group had not been processed. The Chairman pointed out that Mr MAK Tsz-kin had forwarded the application email and attachment to the Secretariat prior to the meeting.

19. The Chairman asked if there were any further applications to amend the member lists of the working groups so that they could be processed together.

20. Mr SHEK William said he had not applied to join the Working Group on Road Safety and Supply-Demand of Parking Spaces.

21. Mr CHAN Pui-ming said that he had applied by fax to join the Working Group on Major Transport Infrastructures and Road Networks before the deadline, but the application was not processed. He hoped to join the working group.

22. Mr MAK Tsz-kin said that he had submitted his applications to join the 2 working groups by email and by fax on 3 July, but his applications had not been processed perhaps due to technical reasons. He hoped to join the 2 working groups mentioned above.

23. The Chairman suggested that the 14th member of the Working Group on Road Safety and Supply-Demand of Parking Spaces be changed from “Mr SHEK William” to “Mr MAK Tsz-kin” and the 15th member “Mr CHAN Pui-ming” be added; “Mr CHAN Pui-ming” be added as the 11th member of the Working Group on Major Transport Infrastructures and Road Networks. The Chairman asked Members whether they agreed to the changes.

24. Mr CHEUNG Hing-wa proposed to change the 11th member of the Working Group on Road Safety and Supply-Demand of Parking Spaces to “Mr MAK Tsz-kin” and the 12th member to “Mr CHAN Pui-ming”.

25. Members unanimously endorsed the member lists of the working groups as amended.

The Change in Patronage of Franchised Bus in Sha Tin District upon the Commissioning of Tuen Ma Line Phase 1 and the Proposed Adjustment on Frequency
(Paper No. TT 36/2020)

26. The Chairman welcomed the representative of the TD to the meeting.

27. Mr Mark WONG, Senior Transport Officer/Railway Projects of the TD briefly introduced the content of the paper.

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

- (a) he asked what the Department’s consultancy report on Tuen Ma Line assessed and what suggestions it had for bus service adjustments;
- (b) in his opinion, as many companies had not yet resumed working in office in June this year and the Hong Kong Diploma of Secondary Education Examination had already been over at that time, it was not representative for the TD to compare the data of October last year and June this year before and after the commission of service;
- (c) he pointed out that the TD would adjust the standard of frequency

reduction from 85% to 75% in one hour and tighten the standard of standees for each trip in the coming year. However, the Department was still using 85% as the standard of frequency reduction, which he deemed unreasonable;

- (d) he pointed out that residents of Hoi Nam constituency chose Route No. 286M because there was no cross-harbour bus route in the vicinity. However, its frequency was reduced while no actual traffic arrangement was being made, so they were dissatisfied with the arrangement; and
- (e) he believed that the Department should conduct a new patronage survey and explain how the resources would be allocated after the frequency reduction.

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

- (a) in his opinion, due to the impact of the outbreak of the epidemic, the public's demand for transport had decreased. Therefore, it was unreasonable for the Department to adopt the data of October last year and June this year; and
- (b) he believed that the transport service after the frequency reduction and the existing frequency of the East Rail Line would not be able to meet the needs when work and class resumed and could not effectively prevent the epidemic.

30. The views of Mr Ricardo LIAO were summarised below:

- (a) he believed that under the influence of the epidemic and the "boycott of the MTR", it was unreasonable for the Department to adopt the data of October last year and June this year;
- (b) he objected to the reduction of frequency of Route No. 82X, pointing out that the reduction would have a significant impact on residents of Siu Lek Yuen who had to change to other bus routes at Tate's Cairn Tunnel (TCT), and he opined that the Department had not conducted sufficient consultation; and
- (c) he asked what the actual number of passengers was referring to by 70% of the patronage in the paper.

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

- (a) he believed that due to the impact of the epidemic, it was unreasonable for the Department to adopt the data of October last year and June this year. He hoped that the Department could study the issue of patronage again and deal with it flexibly; and
- (b) in his opinion, the frequency of Bus Route No. 80 was insufficient as many students in the district had to take this route to go to school.

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

- (a) he asked which stops the Department had investigated and how the data had been obtained, and whether the Department had conducted on-going surveys;
- (b) he believed that due to the impact of the epidemic and social movements, it was incomprehensive for the Department to refer to the data of October last year and June this year. He hoped that the Department could make a comparison with other routes before making a decision; and
- (c) in his opinion, the Department responded quickly to bus frequency reduction measures, but slowly to measures of increase in frequency, which could not meet the needs of the public.

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

- (a) he believed that due to the impact of the epidemic and social movements, it was unreasonable for the Department to refer to the data of October last year and June this year. It should wait until the end of the epidemic to consider whether to reduce frequency;
- (b) in his view, the Department should consider improvement plans to help bus routes with reducing patronage by assisting in the improvement of the service, as to provide more choices for the public, instead of reducing frequency;
- (c) he pointed out that Members had proposed to improve bus routes, but the Department did not respond and did not conduct sufficient communication on the issue; and
- (d) among the 10 bus routes in the frequency reduction proposal, 4 involved Hin Keng, which he believed would be difficult for the residents in the area to accept.

34. The views of Mr Raymond LI were summarised below:

- (a) in his opinion, there were data errors in the Department's paper, which should not be taken as the basis for any decision to increase or decrease service frequencies. At the same time, the Department should clearly indicate the data or guidelines on which the decision to increase or decrease frequencies was based; and
- (b) he asked whether the Department had investigated the service targets of the bus routes, which might affect the sampling of the Department and lead to erroneous findings, and whether it had assessed the impact on residents.

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

- (a) in his opinion, the plan only mentioned the proposal of reducing

frequencies. The Department should explain the direction of transport resource allocation after the reduction, including whether the frequency of other services would be increased or any route would be added; and

- (b) in his view, the Department should take into account the areas where direct railway service was not available. For example, residents of Tsz Wan Shan needed to change vehicles 3 times to reach the New Territories East.

36. The views of Mr Felix CHOW were summarised below:

- (a) he believed that due to the impact of the epidemic, the data of October last year and June this year could not be directly compared, and could not be used as a reason for frequency reduction; and
- (b) he pointed out that there was only one bus route accessing Fo Tan, and that the reduction measures of Route No. 88K ignored the travel needs of the public. While considering frequency reduction, the Department should consider how to improve the routes so as to make good use of resources.

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

- (a) he asked why the Department had chosen to conduct the survey on 16 and 17 June, and suggested that the Department should conduct the survey for at least one week;
- (b) he believed that the decrease in patronage was due to the reduction in the frequency of buses. At the same time, he pointed out that during the epidemic, the Transport and Housing Bureau (THB) had recommended that the patronage of buses should not exceed 70%, so the patronage was bound to fall;
- (c) he believed that due to the impact of the epidemic, the data of October last year and June this year should not be compared directly, and suggested that the Department should compare the patronage of buses and railways at the same time;
- (d) he asked the Department why 6 of the 10 bus routes it proposed to reduce the frequency as affected by Tuen Ma Line involved Hin Keng, and whether the service commencement of Tuen Ma Line had no impact on other areas; and
- (e) he believed that there was no direct relationship between Route No. 80P and the service commencement of Tuen Ma Line, and asked when Tuen Ma Line would be fully opened.

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

- (a) he pointed out that, according to his experience, the proposed frequency

reduction would only further reduce the patronage and attractiveness of the routes, and even shrink them to the point where they could not survive; and

- (b) he believed that the epidemic in the past few months had made people go out less frequently. These changes were only short-lived. The proposal to reduce the service frequency would make buses more crowded and the waiting time longer, which would be unfair to the public. He suggests that the Department reconsider the proposal.

39. Mr YIP Wing felt that the Department was partial to the MTR Corporation Limited (MTRCL). He suggested that the Department should take into account the needs of bus passengers and investigate the changes in the number of railway passengers.

40. Mr Billy CHAN believed that due to the impact of the epidemic, the current bus service frequency had not returned to the normal level. He asked whether the Department would conduct a sampling survey again after school started in late September. He hoped that the Department and Kowloon Motor Bus Co. (1933) Ltd. (KMB) would carefully re-consider the frequency reduction plan.

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

- (a) he pointed out that the Department had ignored the public by reducing the frequency of buses before the end of the epidemic. He believed that the Department should review the policy of “using railways as the backbone of Hong Kong’s public transport system” and consider how to improve the competitiveness of buses instead of reducing the frequency of buses blindly. The railway and buses should be allowed to coexist; and
- (b) considering the need of residents of Villa Athena and Wu Kai Sha Village to access the urban area, he opposed to the reduction of frequency of Route Nos. 85M and 286M.

42. Mr LO Yuet-chau pointed out that the Department was biased towards the MTRCL. He believed that the data provided by the Department was inaccurate and requested for a new survey. He also suggested that the Department consult the Sha Tin District Council (STDC) before deciding to adjust the frequency.

43. Mr WAI Hing-cheung believed that due to the impact of the epidemic, the public went out for work and school less frequently. The Department should not refer to the data of October last year and June this year. Reducing bus frequency might even cause some bus passengers to switch to Tuen Ma Line. Therefore, he believed it should not be discussed at this stage.

44. The views of Mr Chris MAK were summarised below:

- (a) he believed that due to the impact of the epidemic, the public went out for work and school less frequently. The Department should not refer to the data of October last year and June this year, and requested the Department to withdraw the paper; and

- (b) he pointed out that the allowable range of bus frequency in the Department's paper was too wide. For example, the frequency Route No. 82X was changed from 12 to 17 minutes to 12 to 20 minutes. Coupled with the problem of lost trips, the data were not accurate enough.

45. The views of Mr Jimmy SHAM were summarised below:

- (a) due to the impact of the epidemic, the public went out for work and school less frequently. He believed that the data used by the Department could not reflect the reality;
- (b) he believed that it would be very difficult for the public to request more frequent bus services when the epidemic subsided and the demand for bus services increased; and
- (c) he understood that KMB had operational pressure, but worried that the demand for bus captains would be reduced in the long run as KMB was proposing frequency reduction measures in different districts. He requested the Department and KMB to guarantee that there would be no layoffs.

46. Mr LAI Tsz-yan asked whether the Department had increased the frequency of some bus routes with high patronage in October last year, including Route Nos. 89B and 80X. He also pointed out that the patronage of these 2 routes had only dropped by 20% during the epidemic and the frequency should be increased instead.

47. Mr CHENG Chung-hang believed that it was inappropriate for the Department to use the data of October last year and June this year as a reference. There were factors other than the service commencement of Tuen Ma Line that would affect the carrying capacity. He also opposed the Department's plan to reduce bus frequency.

48. The views of Mr Johnny CHUNG were summarised below:

- (a) he believed that the Department should compare the patronage with that of the MTR in the same period. At the same time, due to the rising unemployment rate and the arrangement of working or attending classes from home, the data were not accurate;
- (b) he pointed out that due to the epidemic, some members of the public had switched to driving by themselves instead of taking public transport. He suggested that the Department could refer to the data of traffic flow of the tunnel to find out whether the flow of private vehicles had increased; and
- (c) he opined that the Department lacked comprehensive consideration in dealing with traffic problems, and it should understand the demographic changes caused by the completion of the housing estates in the district in the future, so as to formulate traffic plans.

49. Mr TSANG Kit objected to the frequency reduction arrangement of Route Nos. 80 and 80P. He believed that the Department's data could not reflect the reality.

50. The views of Mr HUI Yui-yu were summarised below:

- (a) he asked the Department why the data in October last year covered 21 to 30 October, while the data in June only covered 16 and 17 June. He also asked what the calculation criteria were; and
- (b) he pointed out that the data in June this year could be affected by the situation of the epidemic and the reduction of the number of people going out, and he suggested that the Department should establish a control group to compare data of the same routes in June last year when it organised the data.

51. The views of Mr CHIU Chu-pong were summarised below:

- (a) he denounced the Department's dereliction of duty in dealing with the frequency issues of Route Nos. 80X and 89B, the frequencies of which were already insufficient and the buses were always full. Nevertheless, the Department reduced the frequency instead, which he strongly opposed; and
- (b) he believed that the Department's policy of "using railways as the backbone of Hong Kong's public transport system" encouraged the dominance of the MTRCL and ignored the need of the public to choose buses. However, affected by the epidemic, the public went out less in June. It was unreasonable for the Department to use this data as the basis. He opposed the Department's plan to reduce the frequency of buses.

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

- (a) he opined that the Department was quick in proposing frequency reduction, but slow in dealing with other problems, including those of GMB No. 809K and Bus Route No. 288C;
- (b) in his opinion, affected by the epidemic, in the past 8 months, students did not have to go to school for classes, and many companies also arranged for their staff to work from home. Therefore, it was not accurate for the Department to base its justification on the data in June. He suggested that arrangements should be made after the epidemic subsided; and
- (c) he objected to the plan of frequency reduction of Route No. 80X, which was often full already when it arrived at Kong Pui Street, and a large number of passengers could not get on the bus. After making an enquiry with the Department about this earlier, he learned that it was because the bus could not make it back and forth on time. He opined that the Department should consider the capacity and passenger background of the bus before making a decision.

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

- (a) he believed that due to the impact of the epidemic, the situation in June

this year was different from the present situation. Therefore, it was unreasonable for the Department to show the impact of Tuen Ma Line with the data from October last year and June this year. He requested the Department to withdraw the paper and deal with the matter further after the epidemic subsided;

- (b) he opposed the frequency reduction plan of Route Nos. 80 and 89B, pointing out that many students chose to take Route No. 80 to school, but classes had not yet resumed when the data were sampled. According to his observation, many passengers gave up taking the route due to its poor frequency, and the carrying rate of the above 2 bus routes was more than 65% during peak hours. He believed that the Department's data were inaccurate; and
- (c) he said that there was a large demand for Route No. 89B and there were always long queues. The Department's data also reflected that the patronage of the route reached 98.8% in October last year. He asked why the Department did not increase the frequency at that time.

54. The views of the Chairman were summarised below:

- (a) he pointed out that Members generally had doubts over the Department's standard of handling the increase and decrease of frequency. For example, the Department did not increase the frequency when the patronage was high earlier, but proposed to reduce the frequency right after the service commencement of Tuen Ma Line. At the same time, as the Department would update the standard of increase and decrease of frequency, he asked whether the Department could apply the new standard to measure the routes in the plan ahead of time;
- (b) he believed that after the frequency reduction, the Department should allocate resources to the routes with high demand and new developments in the district, such as reallocating the resources of Route No. 80 series to Route No. 80A, or reallocating the resources of Route No. 82X to Route No. 83X with less frequent services, etc.;
- (c) he understood that the routes to be reduced were mostly along the railway. However, he suggested that the Department should make good use of resources and take care of the routes that were also in great demand in the district, including Route Nos. 980 and 981. He also suggested that the Department should consider reallocating part of the resources of Route Nos. 281M, 89 and 89B to Route No. 88X to serve Chun Yeung Estate which was soon to be occupied;
- (d) he believed that due to the impact of the epidemic, people were less likely to go out. Therefore, the sampling data obtained by the Department in June was not comprehensive, and the sampling method was criticised. He suggested that the Department should consult the STDC again in late September or early October after re-investigating the number of passengers; and

- (e) he suggested that the Department first deal with the problem of frequency of daytime services, because students only needed to return to school for half a day at present, so the impact of frequency reduction on night-time services could not be reflected for the time being.

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

- (a) he disagreed with some people saying that Hin Keng would become an “isolated island” because after the service commencement of Tuen Ma Line Phase I, the public would have more choices, and some people in the district would be happy to see this change;
- (b) in response to a question raised by a Member on whether the patronage of the railway had changed in the same period, he pointed out that the patronage of stations along Tuen Ma Line Phase I had indeed increased compared with October last year and June this year. It was after 6 months of observation before the Department proposed to adjust the frequency of buses according to the guidelines, i.e., if the patronage was less than 85% in the busiest half hour, the Department would consider adjusting the frequency;
- (c) as for the survey method, he pointed out that the Department had comprehensive consideration, including the collection of data on different types of public transport, including on-site survey, communication with different operators, observation at different times and from different angles, etc. He also pointed out that the change of patronage in the past 6 months could be divided into 3 stages. The first stage was from Valentine’s Day to Mother’s Day in 2020 when the patronage of franchised buses dropped significantly. Since the service commencement of Tuen Ma Line Phase I was close to the time of outbreak of the first wave of the epidemic, the Department considered that it was difficult to assess the changes in patronage of other public transport services after the service commencement of Tuen Ma Line Phase I;
- (d) the number of confirmed cases had been declining since May and the number of public transport passengers had been increasing. Therefore, it could be expected that the demand would further increase after the resumption of classes in phases. The survey was conducted on 16 and 17 June because K3 classes and primary and secondary schools had resumed classes at that time, and the number of passengers was believed be near to the normal level;
- (e) after that, the epidemic broke out again in the third quarter of 2020 and affected social and economic activities. The patronage of public transport services dropped sharply again. In view of this, the Department opined that it was more appropriate to make recommendations based on the June data;
- (f) he pointed out that different people’s views on the epidemic might be polarised, and they had different views on the changes of future travel pattern of the public. As for a Member’s proposal to review the frequency

reduction arrangement after the outbreak, he was more reserved. In response to the concern expressed by some Members that bus service would only be reduced but not increased, he reiterated that the Department had established guidelines for adjusting service frequency of buses and would also put resources on routes with greater demand to protect public interests;

- (g) in response to questions about the survey method, he said that the Department would first analyse macro data and observe public transport modes from 2 perspectives, including top-down analysis and on-site survey. In the data from June, the patronage of all transport services returned to near normal level;
- (h) some people described that the Department was “killing routes”. He stressed that it was the adjustment of frequency made according to the guidelines, i.e., if the passenger carrying rate of any route was less than 85% in the busiest half hour, the Department would consider adjusting its frequency but not “killing the route”; and
- (i) the Department would listen attentively to Members’ views, including the issue of resource allocation.

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

- (a) he asked whether the Department insisted on using the June data as the reason for the frequency reduction. According to his observation in the morning yesterday, the lowest patronage of Route No. 80 was more than 60%, and in some cases, it was more than 70%. The patronage of Route No. 89B was also higher than that in the paper, reaching more than 80% at the peak; and
- (b) he believed that the Department’s frequency adjustment benchmark was not reasonable.

57. Mr CHEUNG Hing-wa opined that the Department’s response evaded factors related to the epidemic. He pointed out that transport was still affected by the epidemic in June, so he could not accept the data in the paper. At the same time, he requested the Department to provide data on the patronage of the MTR. He asked whether the government had cancelled the work-from-home arrangement in June and fully resumed normal operation and what the status of private companies was.

58. Mr Chris MAK believed that the community had not yet fully returned to normal from the impact of the epidemic in June. He also asked the Department how the data during peak hours was sampled. He believed that the Department’s data sampling method was not clear enough and suggested that they should carefully understand the reasons why people chose to take buses. He pointed out that the railway could not completely replace the “point-to-point” function of buses. He hoped that the Department would consult the STDC again after obtaining reasonable data.

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

- (a) he believed that Hin Keng was the “orphan” in the district. The establishment of Tuen Ma Line would not be able to meet the needs of residents. The demand for bus services in the district had always existed, but bus resources were getting less and less. In the Department’s proposal of frequency reduction, 4 of the routes were related to Hin Keng Estate. He also doubted the accuracy of the Department’s data and felt that the results of Members field visits were denied; and
- (b) he pointed out that although the Department said that it would allocate resources to other routes, but only frequency reduction was mentioned in this proposal, and he asked whether the Department could provide relevant assurance. He suggested that the Department should put forward both the frequency reduction plan and the allocation of relevant resources during the consultation for discussion.

60. The views of Mr Ricardo LIAO were summarised below:

- (a) he felt that the Department was partial to the MTRCL, pointing out that the Department ignored many variables in data sampling and directly attributed the reduction in patronage of buses to the service commencement of Tuen Ma Line. Since the Department had compared that data with route data of other districts, he suggested that the Department should provide relevant data together for discussion; and
- (b) he pointed out that the paper showed that the passenger carrying rate of Route No. 82X during peak hours was only more than 70%, which he considered inconsistent with the facts. He asked about the sampling method of the data.

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

- (a) he pointed out that the Department’s method of calculating the passenger carrying rate was outdated, i.e., 6 passengers per square meter on the bus, and the Department would change the standard to 4 passengers per square meter in the coming year. He asked whether the Department would increase the frequency of services immediately after the standard was updated;
- (b) he pointed out that the THB once pointed out in 2019 that service of Tuen Ma Line Phase I would be every 3.5 minutes and 4 to 7 minutes per trip during peak and non-peak hours respectively, but the service of Tuen Ma Line in June during non-peak hours was every 9.8 minutes per trip. At the same time, he pointed out that the current frequency of Ma On Shan Line was 7 to 10 minutes per trip and asked the Department whether normal frequency had been resumed; and
- (c) he pointed out that it took about 15 minutes to walk from Ocean View to Tai Shui Hang MTR Station or Heng On MTR Station. Therefore, bus services were very important for the areas nearby without railway stations.

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

- (a) he requested the Department to provide data on the growth of patronage of the MTR;
- (b) the Department pointed out that the service commencement of Tuen Ma Line would provide another choice for the public. However, he believed that the Department's reduction in bus frequency after the service commencement of the railway was a contradictory move which reduced the choices for the public;
- (c) he asked the Department whether it would expect the public's demand for bus services to increase or decrease after 23 September. He believed that it was unreasonable for the Department to determine the increase or decrease of bus frequency for the whole year based on the data of 2 days in June alone; and
- (d) he did not accept the Department's decision to reduce the 6 bus routes in the district and suggested that the Department explain the whereabouts of the resources after the reduction.

63. Mr YEUNG Sze-kin pointed out that the paper showed that the patronage of Route No. 82X before and after the service commencement of Tuen Ma Line was 70.6% and 60.4% respectively. He requested the Department to explain whether there was any scientific basis to prove that the drop in patronage was caused by the service commencement of Tuen Ma Line, and asked how the passengers of the line could get to Siu Lek Yuen after the service commencement of Tuen Ma Line.

64. Mr CHENG Chung-hang asked the Department to explain whether it was looking for corresponding data support in order to reduce the frequency. He pointed out that although the Department had explained why the data of October last year and June this year were used for comparison, he believed that some government departments still implemented work-from-home arrangements in June. He asked why the Department said that the society had returned to normal operation. He also suggested that the Department should provide more data for discussion.

65. The views of Mr Johnny CHUNG were summarised below:

- (a) he was dissatisfied with the frequency adjustment plan proposed by the Department and pointed out that after the service commencement of Tuen Ma Line, the patronage of the MTR would inevitably increase due to the addition of 2 more populous stations, namely, the Hin Keng Station and the Kai Tak Station. Therefore, he suggested that the Department should exclude the data of those stations and only compare the patronage of the other stations;
- (b) he suggested that the Department should start with the flow of the tunnel and compare the change of private vehicle flow in the same period;
- (c) he believed that in addition to the impact of work-from-home arrangements and the suspension of classes, the 120 000 people

unemployed could also have affected the data; and

- (d) he believed that the “point-to-point” function provided by bus services was convenient for the disabled and the elderly. Due to the lack of physical strength for the elderly to get on and off the platform and interchange when taking the railway, the Department needed to analyse which period of time there were more elderly passengers.

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

- (a) he pointed out that the Department did not explain why the data from October last year and June this year were compared, nor did it explain the sampling method. He believed that the data provided were rough and the Department had a pre-set position, which was to reduce bus frequency for the purpose of promoting Tuen Ma Line;
- (b) he pointed out that during the epidemic, the KMB reduced bus frequencies and many people complained about problems included insufficient service and long waiting time;
- (c) he pointed out that many students took the buses to Kowloon to go to school in Hin Keng every day and asked how Tuen Ma Line could serve these students. He also opined that the Department should not confuse railway and bus services; and
- (d) he asked how the Department learned that the drop in patronage was due to the service commencement of Tuen Ma Line, instead of the impact of the epidemic.

67. The views of Mr Raymond LI were summarised below:

- (a) in his opinion, it was not enough for the Department to compare the data of just some days in June this year; and
- (b) he believed that the Department supported the decision to reduce the frequency of buses based on the data rather than the actual needs. He suggested that the Department should first obtain relevant information from the bus company and complete sufficient sampling before deciding how to adjust the frequency of buses.

68. Mr HUI Lap-san asked KMB whether it had opposed the Department’s proposal or accepted it with pleasure.

69. Mr CHAN Nok-hang pointed out that whenever a railway line was opened, the Department would always reduce bus service. He believed that this practice was unfair to the public. He took Route No. 80X as an example. The patronage before and after the service commencement was 94.4% and 70.2% respectively. However, he observed that there was always a long queue of passengers waiting for the bus during peak hours. He asked whether the Department had considered that many people had been working from home, not going to school for classes or had even lost their jobs before June, and there were other factors that could lead to the decrease of patronage. Some people also

changed to walk or take taxis. The choice of the public would be reduced if the decision of frequency reduction was made merely on simple figures. He suggested that the Department should reserve enough transport options for the public.

70. Mr LAI Tsz-yan pointed out that he could not see the direct relationship between the bus service reduction and the service commencement of Tuen Ma Line from the paper and believed that the drop in patronage could be caused by various factors. He also pointed out that the Department ignored the actual needs of the residents and asked the Department to conduct a sampling survey again and review the frequency adjustment plan after the full resumption of work of the residents.

71. The views of Mr HUI Yui-yu were summarised below:

- (a) he suggested that the Department should compare the bus service data of other districts in June this year with those in October last year, and then subtract the figures from the paper to get the figures affected by the service commencement of Tuen Ma Line;
- (b) he asked the Department what the patronage of the affected bus routes in the paper was expected to be during peak hours in the future. If the estimated patronage was close to 100%, the passenger experience would be very poor. He would oppose the proposal; and
- (c) he requested the Department to provide specific data and explain data sampling, e.g., using data from the same period of time across Hong Kong as reference. For the convenience of the public and the protection of bus company staff, he asked whether the Department could make adjustments after full resumption of work.

72. The views of the Chairman were summarised below:

- (a) he asked if the Department could undertake to redo the survey of patronage after the resumption of school classes so as to estimate the frequency reduction required in a more focused manner;
- (b) he wanted to know whether the resources of the reduced frequency could be put into other routes with high demand for services;
- (c) he asked whether the new standard guidelines of frequency increase or decrease could be applied to the current plan to make the extent of reduction more acceptable; and
- (d) he requested the Department to undertake to suspend the frequency reduction amended in this paper before the completion of the new patronage survey.

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

- (a) he understood that Members would like to know how the demand for public transport services would change under different circumstances. He clarified that the Department would analyse public transport services,

including bus services, in accordance with the established mechanism. The Department's team would monitor the services from different channels every day, keep in close contact with the operators, and arrange on-the-spot survey and long-term observation of relevant routes to verify the accuracy of the quantity;

- (b) he pointed out that one of the goals of the Department was to put resources on routes with high usage. The Department would put the saved resources on suitable routes after considering the relevant background;
- (c) the Department would update the standard for frequency addition and reduction in the coming year. In addition, he also suggested that Members refer to Annex I of the paper. It could be seen that there was a gap between the data and the new target (75%);
- (d) he stressed that the Department was not reducing frequency for the sake of reducing frequency. The goal of the Department's work was to take care of public interest and make good use of resources; and
- (e) he reiterated that the Department's policy objective was to facilitate people's access to their destinations in different ways, without favouring the MTRCL.

74. Mr Dennis LEE, Manager (Planning and Development) of KMB responded that the frequency adjustment was not entirely due to the service commencement of Tuen Ma Line. KMB would pay close attention to the situation of service every day and make adjustments at different times. All service adjustments of KMB would be discussed with the Department and implemented after approval.

75. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he asked the Department when work would be fully resumed;
- (b) he believed that the Department had not saved KMB's resources, on the contrary, it was damaging the public's resources and increasing their waiting time; and
- (c) he believed that Mr Mark WONG wanted to increase the patronage of Tuen Ma Line to get himself promoted, so he proposed to reduce the frequency of buses and allocate the patronage to the railway.

76. Mr Ricardo LIAO asked the Department about the number of members in the team and the definition of "long time". He also requested the Department's team to inform Mr YEUNG Sze-kin and him when they would conduct field visits in the future, so as to confirm the data.

77. Mr LI Sai-hung was dissatisfied with KMB's response and pointed out that KMB would also reduce service frequency by itself usually. Taking Route No. 87B that he took as an example, he had to wait for another half an hour although the bus was scheduled to arrive within 15 minutes. Many passengers and elderly people waited at each stop along the way. He asked KMB how they would explain to passengers.

78. Mr CHAN Wan-tung asked the Department to discuss the arrangement of frequency reduction again altogether after the situation of the epidemic eased and the route improvement plan was implemented.

79. Mr NG Kam-hung suggested that the plan be incorporated into the bus route rationalisation programme for discussion altogether, so as to also discuss the plan of increasing bus frequency.

80. Mr CHAN Pui-ming asked about the amount of government subsidy to the MTRCL and the franchised bus companies this year.

81. Mr CHEUNG Hing-wa opined that the Department was inclined to the development of the MTRCL, such as the opening of Route No. 68S to connect MTR stations. In his view, the Department was not consulting, it was just informing Members.

82. Mr YAU Man-chun requested the Department to re-investigate after the epidemic eased and companies and schools resumed normal operation. He took Route No. 80X as an example, suggesting that the Department should learn about the frequency in the morning and afternoon, the patronage and whether there were stranded passengers, and improve the service.

83. Mr LAI Tsz-yan requested the Department to re-investigate after the epidemic eased, especially the patronage of bus routes to Kwun Tong.

84. Mr WONG Ho-fung believed that the Department needed not push for the frequency reduction in a hurry now as KMB had adjusted service frequency due to the impact of the epidemic. He suggests that the Department should review the situation again after the epidemic eased.

85. The views of the Chairman were summarised below:

- (a) he said that he would invite the Department to reply and then deal with the provisional motion; and
- (b) in his opinion, the data during the epidemic were not convincing. He requested the Department to suspend the arrangement of frequency reduction and arrange a survey after the full resumption of work and school to review the situation. He also suggested that the Department should discuss with KMB on vehicle resource allocation arrangements.

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

- (a) in response to the Members' proposal to conduct further surveys after the outbreak, he reiterated that the relevant environmental factors had approached normal in May, so the Department chose to investigate and verify the data from different channels in June. In addition to June, the Department also had been monitoring the data at ordinary times;
- (b) he pointed out that public transport would change with social activities and reiterated that the Department had monitored the data for a period of

time before making relevant proposals; and

- (c) as to whether the government could increase the subsidy to bus operators and avoid reducing the service frequency of buses, he pointed out that the operators could meet the market demand and operate on their own in principle.

87. The views of the Chairman were summarised below:

- (a) he said that although he wanted to streamline the handling of the agenda, the data provided by the Department was confusing and it was difficult to keep things simple; and
- (b) he suggested that the provisional motion should be dealt with first. As for Mr Ricardo LIAO's provisional motion, he proposed to amend it to cover all the routes in this paper.

88. The Chairman asked members whether they agreed to deal with the 2 provisional motions proposed by Mr Ricardo LIAO and Mr CHEUNG Hing-wa.

89. Members agreed to discuss the 2 provisional motions proposed by Mr Ricardo LIAO and Mr CHEUNG Hing-wa.

90. Mr Ricardo LIAO proposed the following provisional motion:

“The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency proposed by the Transport Department (TD) compared the patronages of several bus services that operated between Sha Tin and other districts before and after the commissioning of the Tuen Ma Line in October 2019 and June 2020 respectively. It pointed out that both the peak hour patronage and the daily average patronage significantly dropped, and therefore suggested that the services of the relevant KMB routes be reduced, among which the peak hour service frequency of Route No. 82X was reduced from every 12-17 minutes at present to every 12-20 minutes.

Due to the pneumonia epidemic, all classes have been suspended since March 2020 and many members of the public have been working from home and commuting less. This situation is still ongoing. Given the circumstances, it is normal that the patronage of all bus routes has dropped. The TD's comparison between the patronage data during and before the epidemic cannot fully represent the actual traffic demands of residents.

Besides, since the Siu Lek Yuen area is located on a hill far away from major MTR stations, the Tuen Ma Line has no impact on the commuting habits of Siu Lek Yuen residents. On the contrary, Siu Lek Yuen residents rely on Route No. 82X to commute to and from Kowloon East or interchange to other bus routes that operate via Tate's Cairn Tunnel. The waiting queues at stations during morning and afternoon peak hours represent residents' keen demand for the service of the route. Without comprehensive public transport routes connecting the Siu Lek Yuen area to major MTR stations or interchange stations, the service reduction of Route No. 82X will simply cause inconvenience to residents and

hinder their journeys in and out of the district.

Also, the intake of residents for the newly-built Greenhill Villa in the Siu Lek Yuen area is in train and the number of residents relying on the services of Route No. 82X will only increase. When the intake is complete, the increased patronage can make up for, or even exceed, the original patronage of Route No. 82X. The TD did not take the above factors into consideration in the current proposal, completely neglecting the needs of the community and lacking long-term planning.

Therefore, the Traffic and Transport Committee of the Sha Tin District Council strongly demands that the TD shelf the proposal for The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency, recalculate the patronage after the epidemic, re-evaluate the relevant suggestion to reduce the frequency of Route No.82X and conduct community consultation to collect opinions from residents before proposing adjustments to service frequencies.

At the same time, the Committee urges the TD to expeditiously improve the public transport routes connecting the Siu Lek Yuen area to major MTR stations and Tuen Ma Line stations, so as to facilitate the commuting of residents.”

91. The Chairman proposed to amend it to read “re-evaluate the relevant suggestion to reduce bus route services in the paper”.

92. Mr Ricardo LIAO accepted the Chairman’s views and amended the provisional motion as follows:

“Provisional Motion

The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency proposed by the Transport Department (TD) compared the patronages of several bus services that operated between Sha Tin and other districts before and after the commissioning of the Tuen Ma Line in October 2019 and June 2020 respectively. It pointed out that both the peak hour patronage and the daily average patronage significantly dropped, and therefore suggested that the services of the relevant KMB routes be reduced, among which the peak hour service frequency of Route No. 82X was reduced from every 12-17 minutes at present to every 12-20 minutes.

Due to the pneumonia epidemic, all classes have been suspended since March 2020 and many members of the public have been working from home and commuting less. This situation is still ongoing. Given the circumstances, it is normal that the patronage of all bus routes has dropped. The TD’s comparison between the patronage data during and before the epidemic cannot fully represent the actual traffic demands of residents.

Besides, since the Siu Lek Yuen area is located on a hill far away from major MTR stations, the Tuen Ma Line has no impact on the commuting habits of Siu Lek Yuen residents. On the contrary, Siu Lek Yuen residents rely on Route No. 82X to commute to and from Kowloon East or interchange to other bus routes that operate via Tate’s Cairn Tunnel. The waiting queues at stations during

morning and afternoon peak hours represent residents' keen demand for the service of the route. Without comprehensive public transport routes connecting the Siu Lek Yuen area to major MTR stations or interchange stations, the service reduction of Route No. 82X will simply cause inconvenience to residents and hinder their journeys in and out of the district.

Also, the intake of residents for the newly-built Greenhill Villa in the Siu Lek Yuen area is in train and the number of residents relying on the services of Route No. 82X will only increase. When the intake is complete, the increased patronage can make up for, or even exceed, the original patronage of Route No. 82X. The TD did not take the above factors into consideration in the current proposal, completely neglecting the needs of the community and lacking long-term planning.

Therefore, the Traffic and Transport Committee of the Sha Tin District Council strongly demands that the TD shelf the proposal for The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency, recalculate the patronage after the epidemic, re-evaluate the relevant suggestion to reduce bus route services in the paper and conduct community consultation to collect opinions from residents before proposing adjustments to service frequencies.

At the same time, the Committee urges the TD to expeditiously improve the public transport routes connecting the Siu Lek Yuen area to major MTR stations and Tuen Ma Line stations, so as to facilitate the commuting of residents."

Mr YEUNG Sze-kin, Mr LO Yuet-chau seconded the motion.

93. The Chairman asked members whether they endorsed the provisional motion in paragraph 92.

94. Members unanimously endorsed the provisional motion in paragraph 92.

95. Mr CHEUNG Hing-wa proposed the following provisional motion:

"Provisional motion

[Objection to the reduction of bus service in Sha Tin District by the Transport Department on the excuse of Tuen Ma Line Phase I]

Background

The Transport Department (TD) recently submitted a paper to the Sha Tin District Council (STDC). According to relevant data, the TD unilaterally proposed to reduce the frequency of bus routes between Sha Tin District and Kowloon East from October due to the drop in patronage of some bus routes after the commissioning of Tuen Ma Line Phase I.

A careful comparison of the data submitted by the TD shows that the statistics were collected in October last year and June. It should be noted that there was no outbreak of the Wuhan pneumonia in October last year. Then in June this year,

when the second wave of the outbreak eased, schools were still suspended and some people were still working from home. Therefore, bus patronage was bound to be lower than that of October last year. At present, the Tuen Ma Line has only partially commenced service. Taking such incomplete data to make a comparison, we doubt that this frequency reduction is actually an excuse for the drastic reduction of bus routes in the future.

Over the years, the railway-based transport policy seems convenient. However, because of the dominance of the railway, it not only compresses other public transport, but also allows the railway company to create the absurd “Fare Adjustment Mechanism”, in which other indexes such as the consumer price index are included. As a result, there have been no downward but only upward adjustments, and the poor service is needless to say.

For epidemic prevention, the government once unrealistically required that the carrying capacity of buses should not exceed 70% to maintain the distance between passengers. However, the commissioning of the new signal system of East Rail Line has been delayed, and the existing system can no longer increase services during peak hours. Social distance is required on the one hand, while it is also time for resumption of work and school classes on the other hand. The Department, nonetheless, proposes to reduce bus frequency when the commissioning of the new railway system is postponed. As a result, no diversion can be achieved. On the contrary, it will only increase the density of people on public transport and increase the risk of infection, let alone to prevent the epidemic.

Motion

“The Traffic and Transport Committee of the STDC demands that the Transport Department retract the proposal to reduce bus service frequencies, and requests that the Government abandon its policy of using the railway as the backbone of the public transport system, fulfil its responsibilities, strengthen monitoring and improve bus and minibus services, and address the district’s requests.”

Mr LI Sai-hung, Mr Raymond LI, Mr HUI Lap-san, Mr CHAN Nok-hang, Mr YEUNG Sze-kin, Mr WONG Ho-fung, Mr CHIU Chu-pong, Mr Billy CHAN, Mr Michael YUNG, Mr CHAN Wan-tung, Mr Ricardo LIAO, Mr LO Yuet-chau, Mr NG Kam-hung, Mr Wilson LI, Mr LO Tak-ming, Mr Jimmy SHAM, Mr SHEK William, Mr George WONG, Mr CHING Cheung-ying, Ms WONG Man-huen, Mr Chris MAK, Mr YAU Man-chun, Mr TSANG Kit, Mr LUI Kai-wing, Mr MAK Tsz-kin, Mr Felix CHOW, Mr CHAN Pui-ming, Ms LUK Tsz-tung, Mr LAI Tsz-yan, Mr HUI Yui-yu, Ms NG Ting-lam, Mr Johnny CHUNG, Mr CHENG Chung-hang, Mr WAI Hing-cheung and Mr YIP Wing seconded the motion.

96. Mr CHAN Pui-ming proposed to amend it to read “Tuen Ma Line which has been delayed constantly due to engineering problems, hereinafter referred to as the ‘due line’”.

97. Mr CHEUNG Hing-wa said he would use the name used in official documents.

98. The Chairman asked members whether they endorsed the provisional motion in paragraph 95.

99. Members unanimously endorsed the provisional motion in paragraph 95.

100. Mr Mark WONG reiterated that all colleagues and representatives at the meeting were to serve the public in their official capacity, and the Department would continue to work for the public interest. He stressed that the Department had not only reduced bus services but also increased them. In this year's bus route programme, when there was a need to strengthen bus services, there were corresponding adjustments. He hoped to maintain rational communication with members. When Tuen Ma Line was fully opened and put into service, the Department would adjust the operation of any public transport to meet the needs of the public.

101. The Chairman asked the Secretariat to forward the copies of the above 2 provisional motions to the Department so that the Department could know the views of the TTC on the plan, review the relevant surveys as soon as possible and inform the relevant colleagues of the Department.

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

- (a) he believed that the data compared by the Department were unfair and detrimental to the interests of the public;
- (b) he pointed out that the frequency of bus services had been reduced during the epidemic, and there was the problem of lost trips. He asked the Department why it still had to reduce the service frequency of buses during the epidemic; and
- (c) he believed that members only reflected the opinions of the residents of Sha Tin. When members almost unanimously opposed the plan, he did not understand what the Department meant by its response.

103. Mr LAI Tsz-yan stressed that Members of the STDC were conducting the discussion rationally for the public interest.

104. Mr Ricardo LIAO expressed his gratitude to the Department for its willingness to communicate with members. He invited the Department to make a field trip together and suggested that the Department read the public opinions on his page on social media platforms.

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

- (a) he opined what the Department said was irresponsible and pointed out that the Department had omitted the follow-up work for many routes in the past, including Route No. 809K, Route No. 288 series and Route No. 80X.
- (b) he pointed out that members expressed their opinions in the performance

of their duties as STDC Members, and that Mr Mark WONG, as a representative of the Department, should speak with caution. He requested the Department to withdraw its remarks; and

- (c) he invited the Department to take a field trip together to find out residents' opinions.

106. Mr YEUNG Sze-kin invited the Department to conduct a field visit to Siu Lek Yuen to find out residents' opinions. He pointed out that many residents were dissatisfied with the Department's frequency reduction plan.

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

- (a) he requested the Department to provide more data for discussion and asked why it insisted that the data in the paper were definitely correct; and
- (b) in his view, the Department should not reduce the service frequency of buses without sufficient data, and should explain it to Members clearly before implementing the plan.

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

- (a) he opined that the attitude of the representative of the Department was appalling, and pointed out that all members had the votes of thousands of members of the public on their backs and they had to be responsible to the public. That was why they were expressing their opinions at the meeting, and they were doing it for rational discussion; and
- (b) he stressed that bus and rail services could not replace each other and that the data in the paper were inaccurate. He would submit a relevant provisional motion later, hoping that the Department could improve it.

109. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr WONG Ho-fung.

110. Members agreed to discuss the provisional motion proposed by Mr WONG Ho-fung.

111. Mr WONG Ho-fung proposed the following provisional motion:

“Provisional motion

The Traffic and Transport Committee of the Sha Tin District Council opines that the speech of Mr WONG Yuk-ki, Mark, Senior Transport Officer/Railway/Projects at the meeting on 17 September was not substantiated by enough data and that his wording and attitude at the meeting were provocative. The Committee strongly condemns his attitude.”

112. Mr Ricardo LIAO suggested that it be revised to “at the meeting”.

113. The Chairman suggested changing “provocative attitude” to “unfriendly”, but he

would respect the opinion of the mover.

114. Mr YEUNG Sze-kin suggested keeping “provocative”.

115. Mr WONG Ho-fung accepted Members’ opinions and amended his motion as follows:

“Provisional motion

The Traffic and Transport Committee of the Sha Tin District Council opines that the speech of Mr WONG Yuk-ki, Mark, Senior Transport Officer/Railway/Projects at the meeting on 17 September was not substantiated by enough data and that his wording and attitude at the meeting were provocative. The Committee strongly condemns his attitude.”

Mr George WONG, Mr LAI Tsz-yan and Mr YAU Man-chun seconded the motion.

116. The Chairman asked Members whether they endorsed the provisional motion in paragraph 115.

117. Members unanimously endorsed the provisional motion in paragraph 115.

Revised Proposal regarding KMB Route No. 88X
(Paper No. TT 37/2020)

118. The Chairman welcomed representatives of the TD to the meeting.

119. Ms Rachel CHU, Senior Transport Officer/Bus/NTE1 of the TD briefly introduced the content of the paper.

120. The Chairman briefly introduced pictures of the route and added that the revised proposal regarding Route No. 88X put forward by the Department on 30 June was different from the plan proposed at the second meeting of the TTC in 2016, that the circular route was changed to have a two-way terminus. It also did not show what arrangements would be made for the affected passengers. A discussion therefore needed to be conducted at the meeting.

121. Mr CHEUNG Hing-wa agreed to the revised proposal of Route No. 88X to extend the terminus to Chun Yeung Estate for the convenience of local residents. However, in terms of routeing, he pointed out that the 2 routeings of the revised route would pass through the Kwun Tong Bypass and Kwun Tong Road respectively. As the route would bypass some bus stops in Kwun Tong, residents might not be able to take the route to Kwun Tong at certain times, and it could cause inconvenience and confusion. Therefore, he suggested that the Department integrate the driving routes of the route in Kwun Tong.

122. The views of Mr MAK Tsz-kin were summarised below:

- (a) he agreed with the revision to extend Route No. 88X to Chun Yeung Estate, which could shorten the journey time of the route in Fo Tan and facilitate the residents of Chun Yeung Estate. However, he pointed out

that the revision could result in the loss of the direct bus route to Kwun Tong after 1 pm. He requested the Department and KMB to explain how they could provide assistance to the residents who often went in and out of Kwun Tong;

- (b) he asked how the Department and KMB would study how to improve the routeing in the future;
- (c) he pointed out that all other bus routes plying between Sha Tin and Kwun Tong were charging \$7.5, and asked the Department why the fare for Route No. 88X was \$10;
- (d) he asked whether the Department and KMB would offer interchange concessions to the affected residents;
- (e) he requested the Department to implement the relocation arrangement of Route No. 88X in Fo Tan first as soon as possible, and to consult the Kwun Tong District Council (KTDC) on whether Yau Tong Station could be used as the terminal; and
- (f) he would move a provisional motion later.

1 2 3 . The views of Mr Felix CHOW were summarised below:

- (a) he agreed with the revision in principle, but the revision might make it impossible for passengers from Kwun Tong to Fo Tan to take the route in the morning, and vice versa, indicating that they would not be able to benefit from the increased frequency of the route;
- (b) he believed that the fare of the route was expensive, and the Department and KMB were not offering interchange concessions. With the increase of the population in Fo Tan, the demand for buses would increase, so he asked for interchange concessions and fare reduction; and
- (c) he called for the arrangement of Route No. 88X in Fo Tan to be implemented as soon as possible.

1 2 4 . The views of Mr Raymond LI were summarised below:

- (a) he agreed to suspend the operation of Route No. 88X as a circular route, but considered that the Department had not conducted sufficient consultation in Sha Tin;
- (b) he opined that the 2 routeings were confusing and inconvenient to residents, and no alternatives were mentioned in the paper; and
- (c) he suggested that the Department should discuss the revised proposal separately, i.e., to discuss the extension of terminus to Chun Yeung Estate and Yau Tong Station, and the rerouting separately. He also requested the Department to implement the arrangement of Route No. 88X in Fo Tan as soon as possible.

1 2 5 . The views of Mr YAU Man-chun were summarised below:

- (a) in his opinion, the revised plan of extending Route No. 88X to Yau Tong had its own advantages and disadvantages, with the increase in journey time and the decrease of attraction. He asked the Department what the expected change of patronage was after the revision, and whether data could be provided; and
- (b) he suggested that the Department should divide and discuss the revised plan in different parts. He requested the Department to implement the arrangement of Route No. 88X in Sha Tin District as soon as possible, while the arrangement in Kwun Tong should be consulted with the District Council of the district concerned.

1 2 6 . The views of Mr LUI Kai-wing were summarised below:

- (a) he did not object to the proposed revision of Route No. 88X in Sha Tin. He agreed that the extension of the terminus to Chun Yeung Estate would improve the traffic in the district;
- (b) he agreed that the parts of Sha Tin and Kwun Tong in the revised plan should be discussed separately, and the arrangement of the section of the Route in Fo Tan should be implemented first to meet the needs of the residents of Chun Yeung Estate; and
- (c) he suggested that the Department should offer interchange concessions or adjust the fare to keep pace with other bus routes between Sha Tin and Kwun Tong.

1 2 7 . Mr LAI Tsz-yan agreed to divide and discuss the parts of Sha Tin and Kwun Tong in the revised plan separately and implement the revised arrangement of the Route in Fo Tan first.

1 2 8 . The Chairman pointed out that he had contacted the chairman of the TTC of the KTDC. He explained that members of Sha Tin did not have much opinion on the routing of Route No. 88X in Sha Tin, while it was still under discussion in Kwun Tong. Therefore, he suggested that KMB should discuss further with the relevant stakeholders.

1 2 9 . Ms Rachel CHU gave a consolidated response as follows:

- (a) with regard to the alternatives, she pointed out that after the implementation of the revised plan, passengers from Kowloon Bay to Kwun Tong towards Fo Tan could change to take Route No. 80X in the morning and interchange to Route No. 88X at TCT. Passengers from Fo Tan and Sha Tin towards Kowloon Bay to Kwun Tong could also use the interchange discount and interchange to Route Nos. 80X or 89X; and
- (b) she pointed out that Members were having different opinions at present

on the change of the terminus to Yau Tong, the route and the establishment of two-way terminus. In order to cope with the occupation of Chun Yeung Estate and improve the traffic problems in Fo Tan, the Department would consider implementing the revised proposal of Route No. 88X in Fo Tan first, while other issues would be reviewed further.

130. Mr Dennis LEE said that KMB agreed with members that moving the terminus to Chun Yeung Estate would facilitate residents and improve the operation of the route. KMB would review the routeing in Kwun Tong further.

131. Mr Rob LIU, Division Manager (Operations, N.T East) of KMB said that KMB understood that after the implementation of the revised proposal, some members of the public might not be able to get to their destination directly at a certain time due to the routeing. In this regard, KMB would offer interchange concessions, so that members of the public could interchange to most buses to Kwun Tong free of charge at TCT.

132. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr MAK Tsz-kin.

133. Members agreed to address the provisional motion proposed by the Mr MAK Tsz-kin.

134. Mr MAK Tsz-kin proposed the following provisional motion:

“Regarding the route amendment of Route No.88X

Since the intake of residents of Block 4 and 5 of Chun Yeung Estate has commenced and that of Block 1 to 3 will gradually commence from next January, the Committee moves a motion to demand that the Transport Department and the Kowloon Motor Bus Co. (1933) Limited:

1. immediately relocate the terminus of Route No. 88X to Chun Yeung Estate for the convenience of residents.
2. expeditiously consult relevant stakeholders on the relocation of the terminus of Route No. 88X to Yau Tong as a dual direction terminus to implement a proposal that benefits both residents of the Sha Tin District and the Kwun Tong District.”

Mr LUI Kai-wing, Mr Felix CHOW seconded the motion.

135. The Chairman asked members whether they endorsed the provisional motion in paragraph 134.

136. Members unanimously endorsed the provisional motion in paragraph 134.

137. The Chairman asked members whether they agreed to address with his provisional motion.

138. Members agreed to address the provisional motion proposed by the Chairman.

139. The Chairman proposed the following provisional motion:

“Background:

In recent years, a number of controversial issues in the Bus Route Planning Programmes submitted by the Bus and Railway Branch of the Transport Department (TD) to the Sha Tin District Council (STDC) have not been resolved. However, the TD has been slow in responding to local opinions and has failed to improve public transport services in Sha Tin as soon as possible.

1. On 8 March 2016, the TD proposed to extend Route No. 88X to Yau Tong. For years, the opinions of local community on the routeing and frequency of the route have not been resolved. In July 2020, without consulting the STDC, the TD revised Route No. 88X and cancelled the circular route arrangement, making it impossible for Sha Tin residents to get to and from Kowloon Bay and Kwun Tong directly and they needed to interchange. It is only at my request that the TD submitted a revision to Route No. 88X for discussion at the meeting of the Traffic and Transport Committee (TTC) today. I am deeply dissatisfied with this.

2. At the meeting of the TTC on 3 March 2018, the TD proposed to have Route No. 286C provide full-day service and re-deploy vehicles from Route No. 86C. However, the patronage has not been satisfactory and the service level of Route No. 86C has declined at the same time. I have repeatedly expressed my suggestions to the TD to improve the division of work and vehicle allocation of Route Nos. 286C and 86C. However, the TD has no plans so far.

3. At the meeting of the TTC on 29 August 2019, I asked the TD again about the proposal of setting up a terminus for Route Nos. 980X and 981P in Causeway Bay or Tin Hau. However, up to now, the TD has neither consulted the local community on the site arrangement nor implemented the long-discussed suggestions. So far, there has been no response.

Motion:

The TTC of the STDC expresses deep regret that the former Senior Transport Officer, Ms HUI Ka-yi (transliteration), failed to seriously follow up on the above proposal or to properly handle district opinions. Therefore, the Committee demands that Ms KWAN Kwok-yan, Vivian, Chief Transport Officer, expeditiously follow up on the above item, and urges the Kowloon Motor Bus Co. (1933) Limited to deploy staff members of a higher rank to be in charge of route planning and development and to improve the public transport services of the Sha Tin District together with the TTC of the STDC.”

Mr CHAN Pui-ming, Ms LUK Tsz-tung, Mr MAK Tsz-kin, Mr LUI Kai-wing, Ms WONG Man-huen, Mr Felix CHOW, Mr SIN Cheuk-nam, Mr HUI Lap-san, Mr Johnny CHUNG, Mr WAI Hing-cheung, Mr Raymond LI, Mr Chris MAK, Ms NG Ting-lam, Mr LO Yuet-chau, Mr Ricardo LIAO, Mr NG Kam-hung, Mr CHAN Wan-tung, Mr CHEUNG Hing-wa, Mr LI Sai-hung, Mr Wilson LI, Mr CHENG Chung-hang and Mr LAI Tsz-yan seconded the motion.

140. The Chairman asked members whether they endorsed the provisional motion in paragraph 139.

141. Members unanimously endorsed the provisional motion in paragraph 139.

142. The views of the Chairman were summarised below:

- (a) he requested the Department to discuss with KMB the proposal to modify the Sha Tin section of Route No. 88X as soon as possible and move the terminus to Chun Yeung Estate as soon as possible to solve the problem of unstable journey time in Sha Tin;
- (b) he requested the Department to estimate the relevant interchange concessions and the journey time after interchange; and
- (c) he suggested that the Department should communicate with the KTDC in due course and report to the STDC.

Motion

Motion to be Raised by Mr LI Sai-hung on Increasing Parking Spaces in Sha Tin District
(Paper No. TT 38/2020)

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

- (a) he read the background of his motion:

“In view of the serious shortage of parking spaces reflected by quite a number of members of the public in Sha Tin and the weak law enforcement awareness in dealing with illegal parking of the police, who only attributes the problem to the shortage of parking spaces, which not only aggravates the situation of illegal parking in Sha Tin District, but also causes some drivers to take illegal parking as a matter of course. Moreover, some merchants in the district involved choose not to park in parking spaces. On the contrary, they occupy a specific lane and passage in the area for a long time, seriously blocking the road and affecting the passage of emergency vehicles. At the same time, illegal parking not only obstructs passers-by, but also blocks the sight of passers-by and drivers, greatly increasing the risk of traffic accidents. Therefore, the Traffic and Transport Committee believes that it is necessary to continue to supervise the police to follow up the problem of illegal parking, and at the same time, it is urgent to increase the number of parking spaces in the district.”

- (b) therefore, he moved the following motion:

“Regarding increasing parking spaces in the district, the Traffic and Transport Committee of the Sha Tin District Council makes the following suggestions and requests:

- 1) the Transport Department (TD) should expeditiously resume the proposal and research on converting the landscaped area by the Chik Chuen Street gas station to metered parking spaces, and conduct consultation as soon as possible;

- 2) the TD should study the option of changing perpendicular on-street metered parking spaces in the district to angled ones so as to make it more feasible to increase parking spaces;
- 3) the TD and the Lands Department (LandsD) should study the feasibility of converting different landscaped areas to on-street metered parking spaces;
- 4) the LandsD should search for sites in the district for building underground car parks;
- 5) all relevant government departments should increase the supply of parking spaces for large vehicles on newly planned plots of land in the district, so as to ease the demand for parking spaces among driving professions.”

Mr CHEUNG Hing-wa seconded the motion.

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

- (a) he strongly agreed with the said motion and pointed out that some government policies were outdated, such as the Hong Kong Planning Standards and Guidelines (the Guidelines) and the ratio of parking spaces to residential units were very backward. He suggested that the relevant departments should review them;
- (b) he pointed out that there were insufficient parking spaces for all kinds of vehicles in Hong Kong. For example, in the vicinity of Po Leung Kuk Riverain Primary School in Ma On Shan, heavy goods vehicles illegally parked and blocked the streets at night, and motorcycles also had similar problems. He suggested that the relevant departments should review and increase parking spaces;
- (c) he was pleased to see that the Department accepted the opinions of the TTC to add a car park to the plan of Area 103, Ma On Shan. He suggested that the government should give more consideration to the construction of underground car parks; and
- (d) he pointed out that there were special car park designs all over the world, such as small multi-storey car parks with elevators, which could effectively increase the parking volume. He hoped that the relevant departments would consider them.

145. Mr NG Kam-hung agreed with the said motion. He pointed out that there was green land on Fu Kin Street and Hin Keng Street in Tai Wai. He suggested that the Department should consider the construction of underground car parks there to solve the problem of illegal parking and reduce accidents.

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

- (a) he pointed out that many car parks on short-term tenancy in the district

had been converted to housing developments in the past decade. Taking Kam Fai Court as an example, the number of parking spaces had decreased from more than 100 to 35. The number of parking spaces had decreased despite the population increase. He suggested that the Department should consider the relevant circumstances when changing the use of car parks on short-term tenancy in the future;

- (b) he noted that the usage of some short-term tenancy sites in the district was low, but the parking spaces in the district were expensive. He suggested that the Department should consider whether to continue to rent these short-term tenancy sites to these low-usage users under the shortage of parking spaces; and
- (c) in his opinion, the Guidelines were outdated. The number of parking spaces decreased due to proximity to the railway while the population had been constantly increasing. He suggested that the relevant departments review the situation.

147. Mr TSANG Kit agreed that the land at Fu Kin Street and Hin Keng Street was suitable for use as a car park due to the proximity to the other 2 car parks, and the illegal parking problem on the streets was also serious. He hoped that the relevant departments would consider it carefully.

148. Mr WONG Ho-fung pointed out that, as far as he could remember, the government had planned to build a complex that would include a library and a car park near Tung Wah Group of Hospitals Sin Chu Wan Primary School. He asked about the progress of the plan.

149. Mr Felix CHOW opined that the root of the problem lied in the planning. He pointed out that the existing standards not only reduced the number of “inflated buildings”, but also restricted the construction of sufficient parking spaces in some developments, resulting in a serious imbalance between the number of units and the number of parking spaces. Taking Lai Ping Road in Fo Tan as an example, he pointed out that there were many low-density residential buildings, but the ratio of parking spaces was only half of the number of residential units, which aggravated the problem of illegal parking. He agreed to this motion and suggested that the Department make good use of the temporary rental land and develop temporary car parks.

150. The views of Mr Raymond LI were summarised below:

- (a) he supported this motion, pointing out that there were insufficient parking spaces in Sha Tin and serious illegal parking at night. He believed that there was land suitable for the construction of car parks in Sha Tin, such as at the planned Tai Wai Complex and the different buildings to be built by the government in Sha Tin. He suggested that the Department consider adding a car park to these buildings; and
- (b) apart from auto parking, he suggested that the Department should learn more about the issue of motorcycle parking.

151. The views of Mr Ricardo LIAO were summarised below:

- (a) he said that the problem of illegal parking was serious in Kwong Hong constituency (Kwong Lam Court and Hong Lam Court), and it could be attributed to the large number of vehicles, insufficient supply of parking spaces and high monthly rent. He pointed out that the monthly rental of a parking space in Kwong Hong was \$2,999, which was similar to the price of a parking space at City One Shatin or Sha Tin Town Centre. The high cost had led some people to choose to park illegally. He urged the relevant departments to study and find spaces suitable for parking in the area;
- (b) he pointed out that there were many vacant parking spaces in private car parks, but they were vacant as they were subject to lease terms or other reasons. He suggested that the relevant departments should study this issue;
- (c) he believed that the problem of motorcycle parking was worthy of attention. In Siu Lek Yuen, public motorcycle parking spaces were only found in the area of Kwong Sin Street near Siu Lek Yuen Village, which were seriously insufficient; and
- (d) he requested relevant departments to strengthen the cleaning up of “dead vehicles” to avoid wasting land resources.

152. Mr LO Tak-ming said that he supported the above motion. He said that he had contacted different departments with Mr YAU Man-chun on the issue of parking spaces in Shui Chuen O Estate. Although the Housing Department had added 15% of the parking spaces as required in the planning of Shui Chuen O Estate, the problem of illegal parking was still serious, which just reflected that the criteria were not up to date. He suggested that when planning new housing estates or new government buildings, relevant departments should reflect their views to the Planning Department to improve the standards.

153. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he strongly supported the said motion. He pointed out that there were only 91 parking spaces in Greenhill Villa rented at \$3,500 monthly, which led to serious illegal parking in Kwong Sin Street; and
- (b) he pointed out that there were public parking spaces at Castello and suggested that the authorities should study whether it could be reopened to residents for parking.

154. The Chairman asked members whether they endorsed the provisional motion in paragraph 143.

155. Members unanimously endorsed the provisional motion in paragraph 143.

156. The Chairman asked the relevant departments to reply to the motion in the part of matters arising, such as whether the District Lands Office, Sha Tin could not rent out the parking spaces in some housing estates because of the lease terms, and how the Department would respond to the suggestions on the Guidelines.

Question

Question to be Raised by Mr LO Tak-ming on the Bus and Minibus Services at Shui Chuen O Estate

(Paper No. TT 39/2020)

157. The views of Mr LO Tak-ming were summarised below:

- (a) he said that Shui Chuen O Estate had been occupied for 5 years, but there was still a lack of direct transport service to Kwong Yuen Estate during the hours when students went to school. Only Route No. 83X could provide service similar to that route after about 8 o'clock. He opined that the Department had never considered the needs of students and parents in the area;
- (b) he pointed out that the residents of Shui Chuen O Estate lacked direct transportation facilities to Ma On Shan and Kwong Yuen Estate, and the carrying capacity of Route No. 89S was only about 10%. Therefore, he believed that if Route No. 89S could be extended to Shui Chuen O Estate, the traffic needs of residents could be effectively solved and the patronage could be increased. He urged the Department and KMB to consider the above proposal; and
- (c) he pointed out that although the Department conducted on-the-spot survey on the frequency of GMB Route No. 813 in June, the monitoring period was limited to 7:00 am to 10:00 am, which could not reflect the situation in the evening.

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

- (a) he asked when the Department would improve Route No. 83X to facilitate students going to and leaving school. He also pointed out that the Department had not followed up the relevant route in the past few years; and
- (b) in his opinion, the current practice of GMB Route No. 813 was contrary to the tendering documents with its low frequency. He pointed out that the Department wrongly underestimated the service demand. He also suggested that the terminus of the route be moved to Sha Tin MTR Station to increase patronage.

159. Mr YEUNG Sze-kin said that the patronage of Route No. 89S was low, so he proposed to extend the route to Shui Chuen O Estate to increase its patronage. He agreed with Mr LO Tak-ming's proposal.

160. Ms Natalie TSANG gave a consolidated response as follows:

- (a) for Route Nos. 83X and 89S, the Department would discuss with KMB feasible proposals. If there were any details, the Department would report and follow up with relevant members in due time; and

- (b) with regard to GMB Route No. 813, the Department was arranging to investigate its service performance during off-peak hours. Meanwhile, the Department was discussing with the operator on how to improve the operation efficiency and service performance of the route, and would explore the feasibility of service improvement.

161. Mr Dennis LEE said that the demand for Route No. 89S was low and KMB was considering different options to improve its operation, including extending the route to Shui Chuen O Estate.

162. The Chairman asked KMB whether it agreed to extend Route No. 89S to Shui Chuen O Estate.

163. Mr Dennis LEE said it agreed.

164. Mr LO Tak-ming was satisfied with the open attitude of the Department and KMB, and submitted a provisional motion.

165. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr LO Tak-ming.

166. Members agreed to discuss the provisional motion proposed by Mr LO Tak-ming.

167. Mr LO Tak-ming proposed the following provisional motion:

“Provisional motion

Background:

There are nearly 30 000 residents living in Shui Chuen O Estate in Sha Tin. A large number of school children go to school in Kwong Yuen Estate and Ma On Shan. There is a great demand for convenient public transport. However, after 5 years of occupation, Shui Chuen O Estate still lacks adequate transportation facilities to the above 2 areas, causing serious inconvenience to the residents in the area.

It is known that KMB Route No. 89S currently starts from Yuen Chau Kok, passes through Kwong Yuen Estate and then turns back to Ma On Shan. There are also special services from Wong Nai Tau to Ma On Shan in the morning Mondays to Fridays. However, according to the data of the Transport Department (TD), the passenger carrying rate of Route No. 89S is only 10%, which reflects that the route has the ability to strengthen its passenger source, improve its routeing and frequency to serve the general public and achieve the social principle of making good use of public resources.

Motion:

The Traffic and Transport Committee of the Sha Tin District Council urges the TD and the KMB:

1. to extend KMB Route No. 89S and its special services to operate from the bus terminus in Shui Chuen O Estate to Kwong Yuen Estate and the Ma On Shan area, so as to improve problems including the lack of ancillary transportation facilities to Kwong Yuen Estate and Ma On Shan in the morning peak hours;
2. to extend KMB Route No. 89S to operate from the Yuen Chau Kok Terminus, then travel via Shui Chuen O Estate, before going to Kwong Yuen Estate and Ma On Shan, so as to improve the ancillary transportation facilities of Shui Chuen O Estate and to make good use of public social resources;
3. strengthen the frequency of KMB Route No. 89S and its morning special services to stabilise the source of passengers and serve the public.”

168. The Chairman suggested that Mr LO Tak-ming amend the second point of his provisional motion to extend it directly to Shui Chuen O Estate and to Kwong Yuen Estate and Ma On Shan.

169. Mr LO Tak-ming accepted the Chairman’s opinion and amended his motion as follows:

“Provisional motion

Background:

There are nearly 30 000 residents living in Shui Chuen O Estate in Sha Tin. A large number of school children go to school in Kwong Yuen Estate and Ma On Shan. There is a great demand for convenient public transport. However, after 5 years of occupation, Shui Chuen O Estate still lacks adequate transportation facilities to the above 2 areas, causing serious inconvenience to the residents in the area.

It is known that KMB Route No. 89S currently starts from Yuen Chau Kok, passes through Kwong Yuen Estate and then turns back to Ma On Shan. There are also special services from Wong Nai Tau to Ma On Shan in the morning Mondays to Fridays. However, according to the data of the Transport Department (TD), the passenger carrying rate of Route No. 89S is only 10%, which reflects that the route has the ability to strengthen its passenger source, improve its routeing and frequency to serve the general public and achieve the social principle of making good use of public resources.

Motion:

The Traffic and Transport Committee of the Sha Tin District Council urges the TD and the KMB:

1. to extend KMB Route No. 89S and its special services to operate from the bus terminus in Shui Chuen O to Kwong Yuen Estate and the Ma On Shan area, so as to improve the ancillary transport facilities in Shui Chuen O Estate and to properly utilise public and social resources;

2. to strengthen KMB Route No. 89S and its special morning services to stabilise patronage and serve the public.”

Mr LAI Tsz-yan, Mr Billy CHAN, Mr CHIU Chu-pong, Mr CHAN Nok-hang, Mr HUI Yui-yu, Mr WONG Ho-fung, Mr NG Kam-hung, Mr TSANG Kit, Mr George WONG, Mr Wilson LI and Mr TING Tsz-yuen seconded the motion.

170. The Chairman asked members whether they endorsed the provisional motion in paragraph 169.

171. Members unanimously endorsed the provisional motion in paragraph 169.

Questions

Question to be Raised by Mr YEUNG Sze-kin on the Bus-Bus Interchange Fares of Bus Routes from Sha Tin District to Kwun Tong District at Tate’s Cairn Tunnel Bus Interchange
(Paper No. TT 40/2020)

172. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he continued to ask about the revised proposal for Route No. 88X. It cost only \$6.4 to take the bus from TCT to Yau Tong. However, the total fare of interchanging to Route No. 88X from other routes was not shown. Therefore, he asked the Department about the relevant fares;
- (b) he pointed out that the Department’s written response had not provided a positive answer to the issues about patronage and fare compensation. He hoped that the Department would deal with the problem of residents of Siu Lek Yuen having no direct transport but suffered increased fare; and
- (c) he would submit a provisional motion later.

173. Mr Ricardo LIAO asked whether the Department and KMB had considered unifying the fares of bus routes from the TCT Interchange towards Kwun Tong and Lam Tin, or unifying the fares of bus routes towards the same district and charging the fares in an area approach. At the same time, he requested KMB to consider implementing a similar plan for the opposite direction, i.e., the route towards the New Territories.

174. Mr Leo CHAN gave a consolidated response as follows:

- (a) the development of Route Nos. 83X, 89D and 89S was discussed in the TTC of the last term of the STDC. In view of the current operating conditions of the routes, the Department would review the service arrangements of the routes with the bus company;
- (b) with regard to the patronage of Route No. 83X, the Department and the bus company would pay close attention to the changes in the actual passenger demand of the route; and
- (c) with regard to fares and uniform area-based fares, the Department had

been encouraging public transport operators to offer more concessions in a sound financial situation.

175. Mr Dennis LEE responded that the total fare under the interchange scheme of TCT was calculated on the basis of the total fare of the 2 more expensive routes. KMB would consider factors such as the nature of the route and fare pressure when considering the implementation of sectional fare. Meanwhile, members' opinions were noted.

176. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr YEUNG Sze-kin.

177. Members agreed to discuss the provisional motion proposed by Mr YEUNG Sze-kin.

178. Mr YEUNG Sze-kin proposed the following provisional motion:

“Provisional motion

Request to reduce the interchange fares of Route Nos. 82X and 83X at Tate's Cairn Interchange to Kwun Tong and Lam Tin MTR Stations

Background:

When the Transport Department (TD) decided in 2017 that Route No. 89D would no longer pass through Siu Lek Yuen and would instead serve local residents with Route No. 83X, it did not fully take into account local residents' loss of direct service between Kwun Tong Swimming Pool and Lam Tin. In the past, Route No. 89D would pass through Siu Lek Yuen, so passengers could get to Kwun Tong Swimming Pool and Lam Tin directly from there. Now, they have to interchange under the Bus-Bus Interchange Scheme, but the fare is between \$1.4 and \$8.4 higher than before.

Motion:

In order to make the interchange fare costing Siu Lek Yuen residents for a return trip between Kwun Tong Swimming Pool and Lam Tin comparable with that of Route No. 89D before route changes, the Traffic and Transport Committee of the Sha Tin District Council requests that the TD consider lowering the interchange fares of both Route Nos. 82X and 83X for a trip from the Tate's Cairn Tunnel Bus Interchange to Kwun Tong MTR Station and Lam Tin MTR Station, so as to work together to better tailor the bus routes in Siu Lek Yuen and the Sha Tin District to the demands and expectations of members of the public.”

Mr Ricardo LIAO, Mr CHAN Wan-tung, Mr LO Yuet-chau, Mr LO Tak-ming, Mr YAU Man-chun, Ms LUK Tsz-tung, Mr Raymond LI, Mr SHEK William and Mr CHAN Pui-ming seconded the motion.

179. Mr CHAN Pui-ming proposed to set a uniform fare for all routes from TCT to Kwun Tong.

180. The Chairman asked the Department to forward to new members the summary of the fare for interchange to different bus routes for their reference, and asked whether KMB would consider reviewing the current fare mechanism, which charged for the maximum fare, for interchange buses.

181. Mr Dennis LEE responded that many factors had to be taken into account in the fare adjustment, but he had noted members' opinions and would use them for reference in the future.

182. Mr YEUNG Sze-kin said that members of the public could take Route No. 89D directly to Kwun Tong and Lam Tin in the past, but now the fare for interchange to these places had increased by \$1.4 to \$8.4, so he hoped to emphasise the change in the provisional motion.

183. The Chairman asked members whether they endorsed the provisional motion in paragraph 178.

184. Members unanimously endorsed the provisional motion in paragraph 178.

Question to be Raised by Mr MAK Tsz-kin on Traffic Issues in Fo Tan
(Paper No. TT 41/2020)

185. The views of Mr MAK Tsz-kin were summarised below:

- (a) he said that although Chun Yeung Estate had not yet been fully occupied, some vehicles, such as the vehicles of decoration companies, private vehicles and dump trucks, had been parked on Wong Chuk Yeung Street and Kwei Tei San Chuen Road, causing great inconvenience to residents. He pointed out that the situation in Chun Yeung Estate, which had only 200 parking spaces, would become worse in the future. He believed that the above problems were caused by insufficient ancillary planning;
- (b) he pointed out that the police had made great efforts to enforce the law on the illegal loading and unloading of goods in factory buildings in the district. He asked whether the police would continue to enforce the law in the future and whether illegally parked vehicles had been towed away due to illegal parking. He wanted to know the relevant data;
- (c) he believed that the TD was duty bound to deal with the problem of illegal parking in the district. He hoped that the Department would improve the situation and help the public who lost their time due to traffic congestion. He pointed out that Shan Mei Street had been converted to two-lane one-way due to water works in the past, and asked why the Department said in its written reply that there was no sufficient justification to support the proposal; and
- (d) he asked how the Department would improve the traffic problems in Chun Yeung Estate after its full occupation.

186. The views of Mr LUI Kai-wing were summarised below:

- (a) he also raised a question on traffic in Fo Tan, but it was not included in the agenda of this meeting. He pointed out that in recent months, the commercial operations on Au Pui Wan Street had caused serious problems of road occupation and illegal parking, resulting in traffic congestion and even affecting bus services; and
- (b) he wanted to invite the police, the TD and the Highways Department (HyD) to hold a meeting in the near future to discuss the issue of Au Pui Wan Street and adjacent streets.

187. Mr CHEUNG Hing-wa pointed out that Fo Tan was an industrial area, so he did not understand why the Department had to consider the issue of noise caused by vehicles in the late night. He suggested that the practice of other districts should be taken into consideration to allow minibuses to pass through, such as extending GMB Route No. 61S to Chun Yeung Estate.

188. Ms Natalie TSANG said that the Department had noted members' comments on the transport service during the late night in Fo Tan.

189. Mr POON Wing-hong, Senior Engineer/Shatin 1 of the TD gave a consolidated response as follows:

- (a) the Department was actively reviewing the traffic situation in Fo Tan and studying the design of the junction of Shan Mei Street and Sui Wo Road. More public parking spaces would also be provided for new development projects and redevelopment projects. For the industrial development project on Tsung Tau Ha Road, the Department had also required the project to provide more than 300 parking spaces to solve the problems in the area; and
- (b) the Department would be willing to conduct the discussion as invited by Mr LUI Kai-wing.

190. Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team (Shatin District) of the Hong Kong Police Force responded that the police would strictly enforce the law in Fo Tan. The police would take action to tow vehicles if they were obstructing buses or blocking the road. The police would also work with government departments and Members to improve the road environment in the district.

191. Mr Dennis LEE responded that he would pay close attention to the situation in Fo Tan, and would further study with the Department about the service during the late night.

192. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr MAK Tsz-kin.

193. Members agreed to discuss the provisional motion proposed by Mr MAK Tsz-kin.

194. Mr MAK Tsz-kin proposed the following provisional motion:

“Provisional motion:

Background:

A large number of residents will move into Fo Tan in the coming 2 years, including the gradual intake of, starting from this year, Chun Yeung Estate, Yuk Wo Court, Choi Wo Court and the private residential projects adjacent to the Fo Tan Station. It is estimated that the population in Fo Tan will be increased by over 20 000.

At present, the problem of illegal parking on the main streets of Fo Tan, including Wong Chuk Yeung Street, Kei Tei Street, Shan Mei Street, Cheung Lek Mei Street and Au Pui Wan Street, is becoming more and more serious. The traffic congestion in the district has become intolerable to the residents. With the population growth of Fo Tan, the traffic flow will also increase greatly!

Motion:

The Traffic and Transport Committee of the Sha Tin District Council proposes the following 3 requests:

1. it requests that the police continue to step up enforcement action and tow away vehicles illegally parked for an extended period of time;
2. it requests that Bus Route Nos. 81K, 280X and 80M and minibus services bound for Sui Wo Court operate via Fo Tan Road, and that a bus stop be added outside Shatin Galleria at Fo Tan Road to reduce traffic congestion caused by bus services;
3. it requests that the routing in the Fo Tan area be re-planned, and that road improvement works to reduce traffic congestion at Shan Mei Street, Wong Chuk Yeung Street and Au Pui Wan Street be studied.”

Mr LUI Kai-wing and Mr Felix CHOW seconded the motion.

195. The Chairman asked members whether they endorsed the provisional motion in paragraph 194.

196. Members unanimously endorsed the provisional motion in paragraph 194.

197. The Chairman said that with regard to Mr LUI Kai-wing’s proposal to start an inter-departmental meeting, he invited representatives of relevant departments to prepare for the meeting. He was also willing to attend the meeting and requested the Secretariat to arrange the meeting time

Information Item

Progress Report of the Transport Department

(Paper No. TT 42/2020)

198. Mr Leo CHAN said that GMB Route No. 801 would cease operation from 20 September onwards and Route No. 811B would be put into service from the following day to provide service during the peak hours on weekdays. The Department and the operator would closely monitor its operation and service requirements, and examine the possibility of providing services during off-peak hours or even on weekends.

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

- (a) he requested the Department to provide service on Saturday mornings; and
- (b) he said that the Department had considered cutting the frequency because of the operating conditions of the operator of Route No. 811. However, he pointed out that there were other operators behind the directors of the company. Therefore, he wanted to know what the tendering procedures of the Department were and whether other routes were bundled in the tendering.

200. The Chairman requested the Department to provide the number of routes with “passenger service licence” of the route package, and explain the tendering procedures and the procedures for the operator to give up the service.

201. Mr Leo CHAN gave a consolidated response as follows:

- (a) he pointed out that there was only 1 route in the package of GMB Route No. 801, i.e., Route No. 801 which would now cease operation. If the operator wished to terminate the GMB service, it had to inform the TD in advance, and its “passenger service licence” had to be returned to the TD after the service stopped. The Department would review the nature of its services, passenger demand and continuity of services, as well as public transport services in the district, and study alternative services. If necessary, the Department would invite interested parties to apply for operation of the GMB service by way of publishing an invitation in the Gazette;
- (b) the driving route of Route No. 801 was from Yiu On Estate, Ma On Shan to Fo Tan industrial area. At present, another operator in the area was also providing services between Ma On Shan and Fo Tan. In order to meet the needs of passengers during peak hours, the Department coordinated with the operator of Route No. 811 to set up Route No. 811B; and
- (c) the Department would pay attention to the passenger demand on Saturday mornings and discuss with the operator the feasibility of service adjustment.

202. The Chairman asked the Department whether there would be no further tendering for Route No. 801 and whether the successor company would have to operate according to the current service details of the operator.

203. Mr Leo CHAN gave a consolidated response as follows:

- (a) Route No. 801 and Route No. 811B to be opened now were operated by different operators. Considering the public transport services in the area and the nature of service of Route No. 801, and that Route No. 811 was providing services between Yiu On in Ma On Shan and Fo Tan, relevant operators were coordinated to set up Route No. 811B;
- (b) the Department had received feedback from the public on the frequency and driving route of Route No. 801. However, the current driving route of Route No. 811B was not entirely based on Route No. 801, and the journey time would be shorter than that of Route No. 801; and
- (c) Route No. 811B belonged to the package of Route No. 811 series, but not the package of Route No. 801. They were under different “passenger service licences”.

204. The Chairman said that due to the impact of the epidemic, the fleet of minibuses was relatively abundant at present, but after the epidemic, the public would go out more frequently. Therefore, he requested the government to pay close attention to the change of patronage.

205. Mr Ricardo LIAO asked about the progress of the Department’s consultation in the fourth quarter of last year on the establishment of motorcycle parking spaces near the Kwong Yuen Bus Terminus.

206. Mr POON Wing-hong said that the Department had received comments from the public and Members on the issue of motorcycle parking spaces in Kwong Yuen Estate and was studying them. If there was any further update, the Department would contact Members.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 43/2020)

207. Mr Ricardo LIAO opined that the paper was rough and some items had typos. He suggested the Department should pay more attention next time.

208. The Chairman suggested that the HyD and the TD pay extra attention next time when they submitted papers.

209. Mr LI Sai-hung asked what Project NE/20/1504 was specifically.

210. Mr Joey CHEUNG, District Engineer/Sha Tin (1) of the HyD explained that the project would be implemented at Tai Wai Roundabout, i.e., footbridge near Hung Mui Kuk Road, where road signs and road markings would be added. He also said that the Department could provide relevant plans for Members’ reference after the meeting.

211. The Chairman asked if the TD could provide assistance on the issue of typos.

212. Mr POON Wing-hong said that the titles of the projects on the TD's papers were all in English and would discuss with the HyD on the Chinese translation of those projects.

213. Mr YEUNG Sze-kin asked the HyD about the results of the consultation on the extension of the carpark on Siu Lek Yuen Road.

214. The Chairman pointed out that the Sha Tin District Office should be responsible for the relevant information and asked whether the TD was aware of the latest progress.

215. Mr Jeff LO said that the TD had received the latest results and was studying the feasibility of the opinions, so they were not included in the paper. He said that the Department would follow up with the relevant institutions and Members of the constituencies concerned.

216. The Chairman added that the progress report would only list those projects which consultation had been completed and had received the works order. He requested the Department to update Mr YEUNG Sze-kin on the latest situation.

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

(Paper No. TT 44/2020)

217. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan

(Paper No. TT 45/2020)

218. Mr WAI Hing-cheung asked whether there was an unwritten rule that police officers would stop issuing parking tickets once a certain number of parking tickets had been reached.

219. Mr LAM Chi-chung said there were no relevant regulations and that the police would take prosecution actions against drivers and vehicles endangering road safety or blocking roads.

220. Mr Ricardo LIAO said that the problem of illegal parking was serious around Siu Lek Yuen Road and Kwong Yuen Estate Bus Stop. He suggested that the police should add the column "Siu Lek Yuen Road" to the paper next time.

221. The Chairman pointed out that the working group would discuss the format of the relevant paper and the selection of roads, so no roads would be added at this stage.

222. Mr Ricardo LIAO requested the police to keep in close contact with him to follow up the problem of illegal parking on the relevant road sections.

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

- (a) he pointed out that compared with the data of the last meeting, the number of prosecutions in individual areas of Tai Wai increased, but the number

of prosecutions in other places in the centre of Tai Wai decreased significantly. Overall, the number of prosecutions in Tai Wai had dropped by about 200, so he hoped that the police could be more active in issuing tickets for prosecution;

- (b) he pointed out that he had witnessed the police taking prosecution action in Tai Wai in late August. However, police officers would only prosecute vehicles with neither passengers nor drivers and advise other vehicle drivers to leave. Some drivers could apologise and get away with it. Therefore, he opined that the deterrent power of police action was low;
- (c) he said that the problem of illegal parking on Chui Tin Street was serious that even the bus stop was occupied, affecting the access of private vehicles; and
- (d) he said the problem of illegal parking was serious at night near the roundabout on Che Kung Miu Road where the parking meters were and hoped that the police would follow up.

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

- (a) he pointed out that students did not have to go to school for classes at present, so there was no traffic problem related to vehicles picking up and dropping off. However, after the resumption of school classes, relevant illegal parking problems could affect school buses picking up and dropping of students and lead to safety problems. Therefore, he urged the police to strengthen law enforcement in the morning after the resumption of school classes; and
- (b) he suggested that the police set clearer standards for frontline law enforcement or enforce the law strictly.

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

- (a) in the evening on 5 September, he witnessed 2 police officers leaving Yi Ching Lane after they had issued tickets against 6 vehicles. However, there were more than ten vehicles illegally parked on the streets nearby. He wondered why the police only issued tickets against some vehicles, and therefore asked if the police had any unwritten rules;
- (b) he pointed out that it was shown in the paper that there had been a total of 155 prosecutions on Man Lai Road. He asked whether the Man Lai Road mentioned in the paper included Man Lam Road. If not, he hoped that the police would pay attention to the illegal parking on Man Lam Road; and
- (c) he said that on he found serious illegal parking on Sha Tin Rural Committee Road on 30 August, extending from Pai Tau Street to Sha Tin Rural Committee Road. He hoped that the police would follow up.

226. The views of Mr LAM Chi-chung were summarised below:

- (a) the police had noted the above illegal parking spots and the situation of

ticket issuing, and would reflect the relevant information to the respective sub-districts; and

- (b) he stressed that maintaining road safety was one of the primary operational goals of the police, and combating illegal parking was also the top priority. The police would continue to enforce the law strictly to ensure road accessibility and safety.

227. The Chairman requested the police to follow up on Mr Ricardo LIAO's comments after the meeting.

228. Mr WAI Hing-cheung requested the police to follow up on what he witnessed on 5 September to find out why the officers only prosecuted some of the vehicles.

Report on the Operation and Works Progress of the Mass Transit Railway Corporation
(Paper No. TT 46/2020 (Revised))

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

- (a) he pointed out that the MTRCL had suspended its service due to the replacement of the signalling system earlier. He asked whether the problem in the test run on that day was due to the test of the signalling system or the actual test of the train; and
- (b) he asked whether the MTRCL would need to wait for the survey report to be completed before it could arrange for the replacement of the signalling system.

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

- (a) he asked why the MTRCL had only recently decided to delay the activation of the signalling system, when it had been informed of the situation already in May;
- (b) he believed that the fact that the MTRCL was not reporting relevant issues when driving safety was not involved would only lead to more people's distrust of the MTRCL; and
- (c) he asked whether the MTRCL would arrange a visit for members in response to the replacement of new trains and whether it had prepared the relevant timetable.

231. The views of the Chairman were summarised below:

- (a) he would like to know the progress of putting the Korean manufactured trains into service, and whether the MTRCL could arrange a visit for members after the epidemic was stable;
- (b) he was concerned about the situation of the signalling system and asked the MTRCL about the progress of repair, whether it would affect the connection between the new platform at Hung Hom Station and the East

Rail Line, and when the design of the junction would be changed;

- (c) he would like to know the current progress of Tuen Ma Line and whether it was affected by the update of signalling system of the East Rail Line; and
- (d) he suggested that the MTRCL should attach the press release to this paper.

232. Mr LEUNG Man-tik, Assistant Public Relations Manager (External Affairs) of the MTRCL gave a consolidated response as follows:

- (a) he pointed out that under the SCL project, the East Rail Line was carrying out train replacement and signalling system works. He said that during the test in mid-May, the MTRCL found that the route setting of the system was not ideal. The probability of occurrence of this problem was low, and it would not affect the traffic safety. It was a possible situation inferred by the engineering team after analysing the performance of the train route. The MTRCL had been following up and originally planned to cooperate through operation control. Until the final review stage, the MTRCL decided to improve the situation first before commissioning the service, considering that the expectations of the public could be better met. The MTRCL apologised for the suspension of the operation of the new system. An independent investigation committee had been set up to investigate and improve the problems. The investigation was expected to be completed within 3 months, and the results would be presented to the relevant departments and then be reported to the public in due course;
- (b) in view of the impact of the epidemic, the MTRCL had suspended the original arrangement for the visit to the new train and would reconsider the arrangement; and
- (c) the MTRCL aimed to commence the service of Tuen Ma Line in the third quarter of 2021.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 47/2020)

233. The Chairman quoted the reply of the CAD as saying that the CAD had provided relevant information on the report on flight paths, aircraft noise and incidents in Sha Tin enquired by the TTC as listed in Paper No. TT 47/2020 in detail. The CAD had no other information to supplement at this stage and apologised for not attending the meeting.

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

- (a) he pointed out that there was only flight information on the paper and asked the Department to add information related to helicopters, such as the number of helicopters flying over Sha Tin every month. He believed that the number of helicopters that flew over Sha Tin District had increased in recent years, so he was worried that helicopters and civil aircraft could cause accidents;

- (b) he requested the Department to provide violation data of helicopters flying over Sha Tin for reference; and
- (c) he pointed out that Annex IV of the paper showed that there was a difference of more than 400 flights. He asked whether the Department could provide additional information.

235. The views of the Chairman were summarised below:

- (a) he agreed with Mr WAI Hing-cheung's suggestion. He pointed out that the schedule to the paper was prepared with reference to one of Mr CHAN Chi-chuen, Raymond's questions in the Legislative Council. Members were welcome to correct any deficiencies; and
- (b) he asked the Secretariat to follow up whether it was an individual case that the CAD was not attending the meeting or whether it did not intend to attend any meeting in the future.

Date of Next Meeting

236. The next meeting would be held at 2:30 pm on 20 October 2020 (Tuesday) in the STDC Conference Room.

237. The Chairman said that the time of the special meeting would be announced later to discuss the airport bus routes and some items of this year's Bus Route Development Programme.

238. The meeting was adjourned at 8:54 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

April 2021