

Sha Tin District Council
Minutes of the 5th Meeting of
the Traffic and Transport Committee in 2021

Date : 14 December 2021 (Tuesday)
Time : 10:00 am
Venue : Sha Tin District Office Conference Room 441
 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 HUI Lap-san (Chairman)	DC Member	10:00 am	12:27 pm
Mr MAK Yun-pui, Chris	DC Chairman	10:19 am	11:10 am
Mr SIN Cheuk-nam	DC Vice-Chairman	10:00 am	12:27 pm
Mr CHENG Chung-hang	DC Member	10:34 am	12:27 pm
Mr CHOW Hiu-laam, Felix	"	10:00 am	12:27 pm
Mr CHUNG Lai-him, Johnny	"	10:00 am	12:27 pm
Dr LAM Kong-kwan	"	10:00 am	11:29 am
Mr WAI Hing-cheung	"	10:54 am	12:27 pm
Ms CHEUNG Lam-ye, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr LAM Fong-tat, James	Assistant District Officer (Sha Tin)1
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Ms TSANG Hing-kwan, Natalie	Senior Transport Officer/Shatin, Transport Department
Mr NGAI Hiu-kan, Wilfred	Engineer/Ma On Shan, Transport Department
Mr MAN Cheung-kong, Thomas	Engineer/Shatin 1, Transport Department
Mr CHEUNG Chun-yin, Joey	District Engineer/Shatin (1), Highways Department
Mr LIU Chi-kwong	District Engineer/Shatin (2), Highways Department
Mr FU Yue-ping	Assistant Housing Manager/CNS 1, Housing Department
Mr YEUNG Wai-dor	Administrative Assistant/Lands (Atg), District Lands Office, Sha Tin
Mr WONG Pui-kai	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr Jeff TAM	Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Andy CHEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr CHAN Chung-yi	Officer (Planning and Development), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited

In Attendance

Ms Tish WU

TitleCorporate Communications Officer,
New World First Bus Services Limited and Citybus Limited**In Attendance by Invitation**

Ms Annie LAM

TitleExternal Affairs Manager,
MTR Corporation Limited
Assistant External Affairs Manager,
MTR Corporation Limited

Ms Rysta SO

Absent

Mr MOK Kam-kwai, BBS

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 Sha Tin District Council Secretariat (Secretariat) had received the applications for leave of absence in writing from the following members:

Mr Chris MAK	Official commitment
Mr MOK Kam-kwai	”
Mr WAI Hing-cheung	Other reason

(Note: Mr Chris MAK and Mr WAI Hing-cheung arrived to join the meeting at 10:19 am and 10:54 am respectively.)

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

4. The Chairman said that when the “LeaveHomeSafe” mobile application was used when entering the meeting venue, an incorrect location of meeting was displayed on the application. He reminded the Secretariat to check if the QR code was properly set.

Election of Vice-Chairman of the Committee

5. The Chairman said that nomination forms for the office of Vice-Chairman of the TTC and information on the election procedure were distributed to all members by the Secretariat on 23 November 2021. The deadline for nomination for the office of Vice-Chairman of the TTC was 9 am on 14 December 2021.

6. By the end of the nomination period, the Secretariat had not received any nomination form for the office of Vice-Chairman of the TTC. Since there were no candidates, the Chairman announced that the office of Vice-Chairman of the TTC would remain vacant and that the election of the Vice-Chairman would be held at the next TTC meeting.

Confirmation of the Minutes of the Meeting held on 22 June 2021

(TTC Minutes 3/2021)

7. Members unanimously endorsed the amendments proposed by the Transport Department (TD) before the meeting and the draft minutes.

Matters Arising

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

(Paper No. TT 56/2021)

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

- (a) he said that in the written replies, the TD and the Highways Department (HyD) had not given a direct answer as to whether to take over or follow up the management and maintenance matters of the footbridge near lamppost EA3633 at Tai Po Road towards University Station (the footbridge at Tai Po Road towards University Station), and the District Lands Office, Sha Tin (DLO/ST) also indicated that no construction or maintenance records of relevant works were available;
- (b) he said that structures not under the responsibility of any organisation were currently found on government land. He would like to learn more about how the relevant departments would follow up the situation, ways to improve the design and facilities of the footbridge, as well as the difficulties encountered when handling issues about the footbridge and the preliminary solutions;
- (c) he wished to know whether the existing facilities on the footbridge (including the streetlights and fences) were installed without proper application procedures; and
- (d) he said that during the PM peak hours on 29 November 2021, as a nine-car train fault occurred at University Station of the East Rail Line (ERL), the faulty train was then removed from the main track. According to the written reply provided earlier by the MTR Corporation Limited (MTRCL), he said that the incident of the nine-car train in October 2021 was an isolated case affected by the weather, whereas the fault concerned was irrelevant to the weather. He wished to know whether the nine-car trains met the relevant safety standards.

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

- (a) he wished to know whether the HyD could determine which department was in position to be responsible for managing the footbridge at Tai Po Road towards University Station, and what follow-up actions had been taken by relevant departments after the previous meeting; and
- (b) he said that the management and maintenance responsibilities of the footbridge were not yet clarified. He would like to know how the relevant departments would cope with the situation if the footbridge showed signs of damage.

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

- (a) he said that as the footbridge at Tai Po Road towards University Station had been constructed for years, the additional wire meshes and lampposts installed on the footbridge might have affected its structure. He considered that maintenance and protection work for the footbridge should be taken forward as early as practicable. He wished to know the time required for the HyD to consider the feasibility of taking over the maintenance work;
- (b) he wished to know the information of the lampposts on the footbridge, including the year of installation; and
- (c) he wished to know the details of the follow-up actions taken by relevant departments after the previous meeting, such as the departments involved, the direction of work on relevant matters, and the schedule of the follow-up work.

11. Mr Chris MAK opined that no departments took the initiative to assume the management and maintenance responsibilities for the footbridge at Tai Po Road towards University Station. He suggested that the Sha Tin District Office (STDO) should arrange a site inspection at the footbridge with various relevant departments and the TTC to clarify the management responsibility.

12. Ms Annie LAM, External Affairs Manager of the MTRCL, gave a consolidated response as follows:

- (a) the footbridge at Tai Po Road towards University Station was not owned or managed by the MTRCL. During 2019, having considered the pressing need for railway safety, the MTRCL installed the wire meshes on the footbridge across the tracks of the ERL to prevent items from being thrown on tracks in order to enhance railway safety;
- (b) the MTRCL noted that government departments were discussing matters relating to the management of the footbridge. Upon confirmation of the managing department of the footbridge, the MTRCL would contact the relevant government departments or organisations as early as possible to seek consent;
- (c) at around 5:35 pm on 29 November 2021, the MTR Operations Control Centre was notified by a staff member that white smoke was emitted from the platform of University Station. It was suspected to be caused by an equipment failure of a train stopping at Platform 2 (i.e. Hung Hom bound) of University Station. For the sake of safety, the MTRCL immediately made arrangements for passengers on the trains at Platforms 1 and 2 of University Station to leave the trains, and called for on-site assistance from the fire personnel and police officers. When the incident was handled, train services of the ERL had to be adjusted, resulting in an additional 15 to 20 minutes for the overall travelling time for trains. At around 6:15 pm on the same day, after the MTRCL removed the suspected faulty train from the track, the train services of the ERL gradually resumed normal; and

- (d) after inspecting the said train, the MTRCL initially considered that the brake system of the train was not operating smoothly, giving rise to jammed brakes and causing the white smoke. The MTRCL carried out repair works correspondingly.

13. Mr YEUNG Wai-dor, Administrative Assistant/Lands (Atg) of the DLO/ST, said that after the previous meeting, the DLO/ST convened a meeting with the TD and the HyD to study the feasibility of the arrangements for the maintenance and management of the footbridge at Tai Po Road towards University Station and the relevant details. The DLO/ST would continue to follow up such matters with various relevant departments.

14. Mr Joey CHEUNG, District Engineer/Shia Tin (1) of the HyD, said that if there was a suitable department to take up the management responsibility for the footbridge at Tai Po Road towards University Station, the HyD would take over the maintenance work of the footbridge. If repair works were required for the footbridge immediately and specifically, the HyD would provide all necessary support.

15. Mr James LAM, Assistant District Officer (Shia Tin)1, said that the STDO would follow up matters relating to the site inspection with various relevant departments.

Questions

Question to be Raised by Mr SIN Cheuk-nam on the Service of Green Minibus Route No. 807 Series
(Paper No. TT 57/2021)

16. Mr SIN Cheuk-nam said that the average occupancy rates of the green minibus (GMB) routes under the Route No. 807 series were relatively low in 2018, except Route No. 807X. During the outbreak of the epidemic in 2020, the occupancy rates of all routes showed an increase, but a significant drop was seen in 2021. He would like to learn more about the reasons for the reduced occupancy rates.

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

- (a) he said that the TD rationalised Route No. 807 series a few years ago, but he disagreed with the scheme. He was of the view that the split of the routes would reduce the frequencies and number of the minibuses, failing to address the demand from passengers in places like Tseng Tau Village. He wished to know the reasons for the route rationalisation by the TD, and proposed that the TD should review the results of the rationalisation;
- (b) he said that the average occupancy rates of Routes No. 807A, 807B and 807C during the PM peak hours dropped in 2021, while that of Route No. 807X was only about 55%. He wished to know the reasons involved, and hoped that the TD could compare the data before and after the split of the routes, including the frequencies, number of vehicles and average occupancy rates, etc.;
- (c) he said that Route No. 87K of the Kowloon Motor Bus Company (1933) Limited (KMB) was more precise in headways when compared with that of Route No. 807X. The service of Route No. 807X was irregular and there were even lost

trips, which led to the lower occupancy rate during the PM peak hours. Passengers often complained about such situations. He said it was claimed that there was only one minibus serving Route No. 807X. He would like to know whether the data was correct, and proposed that the department concerned should increase the number of vehicles and frequency of Route No. 807X;

- (d) he said that the occupancy rates of the Route No. 807 series were not even. Some of the more popular routes had irregular services due to inadequate number of minibuses. He suggested that the department concerned and the operator should conduct a large-scale survey on the operation of the Route No. 807 series to strengthen the monitoring of the services provided by the operator, and review how the routes concerned could be adjusted; and
- (e) he cited the views of the Ma On Shan Transportation Group and said that there were reservations about the average waiting time of Routes No. 807X and 807C stated in the document, and that the data concerned did not reflect the actual situation. At the same time, the Group opposed the extension of Route No. 807B to Sai Kung Town Centre, as they considered that the routing was circuitous and traffic congestion might arise during the trips.

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

- (a) he received complaints from residents in the Sai Kung District, in which it was alleged that the situation of some original passengers were neglected after a large-scale route rationalisation scheme on the Route No. 807 series was carried out in 2018. Taking Route No. 807B as an example, he said its average occupancy rate during the AM peak hours was only about 30%, which made the minibus company unwilling to allocate resources to the service, and hence the frequency of the route was very low; and
- (b) the Sai Kung District Council proposed that Route No. 807B should be extended to provide service between Sai Kung Town Centre and University Station, but the TD did not adopt the views. He suggested that the department concerned should listen to the views of passengers, review the results of the rationalisation of the Route No. 807 series, and consider planning for transport services at an early stage to support the future large-scale integrated development project in Sai Sha Road.

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

- (a) he opposed extending Route No. 807B to Sai Kung Town Centre, and said that if such a change was made, minibuses of the route might already be full after picking up passengers at the stand at Sai Kung Town Centre, which would severely affect passengers getting on board along Sai Sha Road; and
- (b) he said that the average waiting time of most routes of the Route No. 807 series was longer than scheduled. He wished to know whether the minibus operator encountered difficulties in their business operations such as being unable to recruit

enough minibus drivers, having an insufficient number of fleets, or being affected by road conditions.

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

- (a) the occupancy rates of various public transport services were affected by the fluctuating epidemic situation from the end of 2019 to 2020. After face-to-face classes were resumed in schools in May 2021, the occupancy rates of the Route No. 807 series had increased. Under the impact of the said situation, the occupancy rates of the Route No. 807 series were fluctuating instead of going up or down steadily;
- (b) based on TD's observations from the site survey, the occupancy rates of some routes of Route No. 807 series during the peak hours had returned to the pre-epidemic level. However, some routes might have been affected by the change of travelling habits of passengers and thus their occupancy rates had not resumed to the pre-epidemic level. As before, the TD would closely monitor the operation of the routes concerned and take appropriate follow-up actions as needed;
- (c) the TD had been observing the change of patronage of the Route No. 807 series and considered that the occupancy rates had been gradually picking up since 2021. The TD would continue to arrange site inspections to learn more about the operation of various routes;
- (d) to address the issues of the Route No. 807 series, the TD conducted rationalisation for the series in 2018. As an example, the long trip of Route No. 807B before rationalisation would easily result in irregular services due to road conditions. Therefore, route truncation was proposed in the rationalisation plan and a range of interchange concessions were proposed for passengers to interchange to other routes at the existing fares. The truncated route could accelerate the flow of vehicles with more regular frequency. With the completion of the route rationalisation over three years ago, there might be room for review on the operation of various routes. The TD welcomed views from members and would review the operation and take follow-up actions with the operator to meet the needs of various districts;
- (e) the Sai Kung District Council proposed that the minibus terminus of Route No. 807B should be extended to Sai Kung Town Centre and University Station. However, such a change would lengthen the journey of the route, which might further affect the regularity of its frequency. When making the change concerned, the TD had to take in account various factors, including the impact on the existing passengers and whether the operator had sufficient resources to maintain the service frequency, etc.;
- (f) noting that the average frequencies of the Route No. 807 series were slightly insufficient than scheduled, the TD would discuss and follow up matters relating to service frequency with the operator and urge the operator to allocate resources to cater for the needs of passengers during peak hours, or recruit part-time drivers to

cope with the demand. However, due to the difficulties faced by the GMB trade when recruiting drivers, the operator had to improve the remuneration package to enhance the attractiveness. Nevertheless, as the cost issue was also involved, the operator should give careful consideration; and

- (g) members of the public could consider commuting by the KMB Route No. 99 between Sai Kung and Ma On Shan. According to the site survey conducted during peak hours by the TD in early December 2021, the services of the route were operated according to the scheduled frequency at a headway of 18 minutes on average. The occupancy rate of the Sai Kung-bound route was about 70% while that of the Heng On-bound route was about 50%. These showed that the route could address the needs of passengers travelling between the Sai Kung area and the Ma On Shan area. When considering an adjustment to Route No. 807B, the TD should take into account the needs of passengers and the impact on Route No. 99. In addition, two-way section fare collection was available for the KMB Route No. 99 to cater for the needs of passengers concerned.

Question to be Raised by Mr CHOW Hiu-laam, Felix on Traffic Issues in Fo Tan
(Paper No. TT 58/2021)

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

- (a) he said that the average occupancy rate of GMB Route No. 811 was high in 2020, but it dropped significantly to 60% in 2021. However, upon the intake of residents at Chun Yeung Estate, many passengers indicated that it was difficult to get on board in the vicinity of Lok King Street and the Jubilee Garden because the minibuses were full. The data did not reflect the actual situation. He would like to know the reasons involved;
- (b) he said that many residents were discontented with the low frequency of Route No. 811A and the service attitude of the drivers. Meanwhile, the route failed to address the demand from the passengers travelling between the Shek Mun Estate and Fo Tan. He requested that the TD should strengthen monitoring of the service;
- (c) he said that the fares of Route No. 811 would be increased due to operational difficulties encountered by the operator, and hoped that the fare increase would enhance the service level of the route, instead of only resolving the financial difficulties involved;
- (d) he said that a joint-user complex with community facilities (the joint-user complex) would be constructed in Fo Tan area, and a temporary bus terminus would be built at the Fo Tan Cooked Food Market (West) and the public toilet site. However, the said location was merely used as an en-route stop for the majority of the routes of buses and minibuses. He proposed that some bus routes should be diverted to Fo Tan Road and a portion of the area of the temporary bus terminus could be released for other uses. For instance, it was proposed that reprovisioning of the cooked food market should be considered, or the route to Sui Wo Court should be diverted to operate via Fo Tan Road to alleviate the traffic congestion in the area;

- (e) he proposed that the special departure of KMB Route No. 280X should be made available. Besides, GMB Route No. 61S should be extended to the area of Sui Wo Court or Chun Yeung Estate, while the route of the overnight bus with Sui Wo Court as terminus should be extended to Chun Yeung Estate, with a view to improving the overnight transport service in the Fo Tan area for the convenience of residents travelling to and from the Tsim Sha Tsui area;
- (f) he conducted a survey on the minibus services and found that the residents were generally discontented with the minibus services, which mainly included the driving attitude of the drivers and the “skipping stops” issue. He hoped that the department concerned would strengthen monitoring. Meanwhile, in view of the completion of several developments in the district in the future, he hoped that the department concerned could make plans for the traffic demand at an early stage; and
- (g) he proposed that the department concerned could consider extending KMB Route No. 900 to the Fo Tan area.

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

- (a) he said that since the Route No. 811B came into operation in 2020, the average occupancy rate of about 90% had been maintained. He wished to know whether the service on Saturdays, Sundays and public holidays would be increased, or whether the AM and PM peak periods would be extended, and the timetable of the plan concerned; and
- (b) he said that during the period from 2018 to 2021, the average occupancy rate of Route No. 811 dropped from about 90% to about 60%, while that of Route No. 811A increased from about 40% to nearly 90%. He would like to know the reasons and whether such changes were relevant to the redeployment of operational resources.

23. Ms Natalie TSANG, Senior Transport Officer/Sha Tin of the TD, gave a consolidated response as follows:

- (a) according to the results of the site survey conducted by the TD, various routes under Route No. 811 series departed as scheduled, while the services of Route No. 811B could cope with the current demand of the passengers. Moreover, after the launch of services of the circular route No. 811K from Sui Wo Court to Fo Tan Station in June 2021, the passenger volume of some routes of Route No. 811 series had been diverted. The TD would continue to review the change of passenger volume for various routes, and discuss with the operator at an appropriate juncture the feasibility of adjusting relevant services;
- (b) the daily operation of the operator could be maintained by adjusting the fares of Route No. 811 series, and the operator could be encouraged to continue to improve its services as a result. The TD would continue to monitor the service level of Route No. 811A and take follow-up actions with the operator in a timely manner;

- (c) at present, five bus routes departing from Chun Yeung Estate would stop at the bus stop at Fo Tan Road towards Sha Tin. The TD was planning to expand the lay-by of the bus stop, but still had to critically review the situation of various routes stopping at that bus stop and the traffic flow involved, so as to study the feasibility of the proposal to increase the number of bus routes stopping at the bus stop concerned;
- (d) the site arrangements of the joint-user complex was subject to detailed studies by relevant departments. The TD was unable to give any response to such arrangements;
- (e) the proposal of Route No. 280X operating via Chun Yeung Estate was already included in the Sha Tin District Bus Route Programme. The TD would study the application made by the bus company and examine the impact caused by the application on the passengers and the roads; and
- (f) at present, services of Route No. 61S heading for the Royal Ascot, Fo Tan were available late at night. When extending the route to Sui Wo Court or Chun Yeung Estate, the TD had to prudently consider an adjustment of the route and the noise issue arising from the road section concerned. However, the TD had noted the proposal made by the members and would study the feasibility of the proposal in light of the changing population in the district.

24. Mr CHAN Chung-yi, Officer (Planning and Development) of the KMB and Long Win Bus Company Limited, said that the KMB would actively consider the proposal regarding Route No. 280X operating via Chun Yeung Estate and the special departure of Route No. 900, and had submitted an application to the TD for enhancing services for Routes No. 280X and 285. Relevant adjustments would be made after approval was granted.

25. The Chairman asked members whether they agreed to consider the provisional motion moved by Mr Felix CHOW.

26. Members agreed to discuss the provisional motion moved by Mr Felix CHOW.

27. Mr Felix CHOW proposed the following provisional motion:

“ Motion of the Traffic and Transport Committee of the Sha Tin District Council

1. To oppose the reduction of bus services in Fo Tan, and strongly request that the Transport Department should stringently oversee the service level of bus and minibus operators, and impose punishment for substandard service.
2. To propose the erection of shelters for the two new bus stops at Min Fong Street and Tsung Tau Ha Road.
3. To strongly request that overnight transport services be enhanced in Fo Tan.
4. To request that the special departure of Route No. 280X be made available to improve the feeder bus services from Chun Yeung Estate and Choi Wo Court to Tsim Sha Tsui.

5. To strongly request that the feeder bus service from Lok King Street, Fo Tan to Hong Kong Island be improved.”

Mr SIN Cheuk-nam seconded the motion.

28. The Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 27.

29. Members unanimously endorsed the provisional motion stated in paragraph 27.

Information Item

Progress Report of the Transport Department
(Paper No. TT 59/2021)

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

- (a) he wished to learn more about the operational conditions of Route No. 281, the impact on passengers caused by cancellation of Route No. 281M, and the details for repeated extension of trial period of service of GMB Route No. 806C without switching to long-term service; and
- (b) he would like to know the progress of the traffic management scheme on enhancing the existing crash barriers at Tai Po Road (Ma Liu Shui Section) near Lai Ping Road, and proposed that the department concerned should maintain the width of the pavement to ensure pedestrian accessibility.

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

- (a) he said that refurbishment works were underway at the Lek Yuen General Out-patient Clinic. Some patients and elderly people were required to receive medical treatment at the Prince of Wales Hospital (PWH). Taking residents travelling from Sha Tin Town Centre to the PWH as an example, he said that they would generally opt for Route No. 80K. However, as the buses of the route concerned would often be almost full when arriving at Sha Tin Town Centre, it was difficult for the elderly to get on board. He proposed that the department concerned should, during the refurbishment period of the clinic, enhance the arrangement of Route No. 80K or provide special services;
- (b) he said that upon the commissioning of Tuen Ma Line, the frequency of many bus routes had been reduced. He wished to know the number of routes being affected in the Sha Tin District, and the services adjustment plan in the future and the relevant details. Meanwhile, he indicated that many members of the public had complained to him about the reduced frequency. He would like to know whether the department concerned and the bus company had received similar complaints and the relevant details; and

- (c) he said that a hoarding had been erected next to the Route No. 283 at the Sha Tin Central Bus Terminus for about nine months. He wished to know whether the TD or the DLO/ST had granted approval for such works at the said location, and why the hoarding was allowed to be erected for a long time without commencing the works. As the hoarding affected passengers getting on and off the buses, he hoped that the TD would take follow-up action.

32. Mr CHENG Chung-hang said that the fare of the GMB Route No. 810 would be adjusted, and hoped that the drivers' quality and their driving attitude could thereby be enhanced. He was of the view that there was room for improvement in respect of the service attitude of the drivers concerned. He said that some passengers lost balance because the vehicle moved off before the passengers were properly seated. He also witnessed that a driver for the route concerned cut lanes unnecessarily, which affected the safety of other vehicles. He hoped that the TD would relay the issue to the minibus operator and enhance monitoring.

33. The Chairman said some KMB drivers were worried that they needed to drive the buses and take up the statistics work on the passengers concurrently on 19 December 2021 when free rides were to be provided for members of the public, which might cause confusion. He hoped that the KMB could take note of the issue.

34. Mr CHAN Chung-yi gave a consolidated response as follows:

- (a) after the adjustment of the services of the Routes No. 281 and 281M, the maximum patronage of the two routes was maintained at about 30%, which was not satisfactory;
- (b) as Route No. 80K was mainly intended for passengers in Sha Tin travelling to short-haul destinations in the district, the passengers usually would not go up to the upper decks and hence the lower decks would be more crowded. Taking buses departing from Sun Chui Estate as an example, he said that the buses of the route had to go to Tai Wai Station Public Transport Interchange via Tai Wai Roundabout and then pass through Tai Wai Roundabout again before heading for Yu Chui Court. As the route passed through various places of the district, and some road sections which were more congested, the arrival time was less stable. He said that the KMB would fine-tune the arrangements in order to achieve a stable pattern for time of arrival; and
- (c) the KMB was monitoring the passenger volume of various bus routes under the established mechanism, and applications for frequency adjustments had been submitted to the TD on a regular basis according to the TD's criteria. The KMB would continue to monitor the passenger volume together with the TD and adjust the frequency as appropriate. No individual adjustment had been specifically arranged for the Shatin to Central Link (SCL) upon its commissioning.

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

- (a) upon receiving KMB's application for route adjustment to Route No. 80K, the TD would provide necessary support and consider the application concerned; and

- (b) at present, the hoarding next to the waiting platform of Route No. 283 at the Sha Tin Central Bus Terminus had been demolished. Generally speaking, the relevant departments would review the impact on the pedestrian walkway caused by the hoarding of works, and give advice on the enclosed area while co-ordinating with the stakeholders concerned. Where necessary, the TD would propose reducing the works area or taking forward the works in stages, thereby reducing the impact on the public.

36. Mr Thomas MAN, Engineer/Shatin 1 of the TD, said that a lift was required to be constructed next to the waiting platform of Route No. 283 by the grantee of the New Town Plaza as directed by relevant departments to comply with the terms of the land lease. The contractor concerned submitted an application to the TD for temporary traffic arrangements, under which a hoarding at the above location would be erected. However, the application concerned was not yet approved after deliberation. Noting that the hoarding would affect the passengers waiting for the buses, the TD requested the contractor to reinstate the facilities. The hoarding was demolished in the first half of December. The contractor also re-submitted an application. The TD would continue to liaise with the contractor on the temporary traffic arrangement, with a view to reducing the impact on the public.

37. Mr Jeff TAM, Manager (Public Affairs) of the KMB and the Long Win Bus Company Limited, gave a consolidated response as follows:

- (a) the KMB did not draw up individual frequency adjustment plan in light of the commissioning of the SCL. However, it would apply for adjustment of frequency according to the actual change in bus passenger volume as well as the criteria and indicators provided by the TD; and
- (b) the KMB noted the views of the passengers on frequency adjustments. As a stakeholder of traffic service development, the KMB would make necessary changes having regard to the change in transport policy and the resources available in the company.

38. Mr Leo CHAN said the TD expected that the full commissioning of Tuen Ma Line would change the mode of transport of the passengers and their demand for transportation. The TD and the bus company would keep in view the operational situation and change in passenger volume of various bus routes, while discussing whether it was necessary to make any adjustments.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 60/2021)

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 61/2021)

39. Members noted the above papers.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 62/2021)

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

- (a) he said that the prosecution figures of illegal parking at Man Lai Road, Tai Wai were comparable to that of the total number of the four locations at Sha Tin Centre Street. He wished to know the types of vehicles involving in prosecution, the possible reasons for higher number of such figures, and the periods of time when the Police conducted on-site prosecution;
- (b) he said that there were two temporary car parks at Man Lai Road, and the Development Bureau indicated that the temporary car parks would be demolished once the Trunk Road T4 was constructed. He was worried that the illegal parking at Man Lai Road would get worse; and
- (c) he said that as the Police focused on combating illegal parking at Sha Tin Town Centre in recent years, the prosecution figures of illegal parking at Sha Tin Centre Street (outside Shatin Plaza) dropped significantly. He said that when the Police conducted prosecution outside Shatin Plaza, some offending vehicles would stay away from the prosecution by going to the area outside the Sha Tin Market. Therefore, it was proposed that the Police could take enforcement actions at the above two locations concurrently.

41. Mr Felix Chow would like to learn more about the periods of time for prosecution action against illegal parking at Shan Mei Street, Au Pui Wan Street and Wong Chuk Yeung Street, as well as the relevant details.

42. The Chairman said he noted that the Police recently switched to conduct prosecution involving illegal parking at Sha Tin Centre Street by way of video recording. He wished to know if the Police would extend this approach to other areas. Taking On Chun Street as an example, he said that the offending vehicles at the location had affected the access of emergency vehicles from time to time. When the Police arrived, the drivers concerned would drive away their cars immediately. The situation could be improved if video recording was adopted in enforcement.

43. Mr Johnny CHUNG said that illegal parking involving a large number of trucks or commercial vehicles emerged during night time at the roundabout of the junction of On Shing Street and On Luk Street, or even obstructed the pedestrian crossing and blocked the views of road users, which would affect the road safety. He hoped that the Police would keep in view the situation and take follow-up action.

44. Mr WONG Pui-kai, Officer-in-charge, District Traffic Team (Shatin District) of the Hong Kong Police Force, gave a consolidated response as follows:

- (a) he said that Sha Tin Centre Street and adjacent streets (including Yi Ching Lane and Wang Pok Street) were the targeted enforcement areas of the Police. Enforcement by way of video recording would be carried out on an irregular basis. Good results had been achieved. The Police would also institute prosecution against illegal parking during different periods of time having regard to the specific circumstances of various areas;

- (b) the Police had adopted video recording to prosecute offending vehicles for a period of time, and would decide on whether to adopt the above approach in light of the illegal parking situation in the areas concerned;
- (c) he said that the Police issued a total of 1 388 fixed penalty notices at On Chun Street in October and November, and would continue to conduct blitz operation and patrols at various periods of time; and
- (d) the Police would provide supplementary information on prosecution figures involving illegal parking at Man Lai Road for Mr WAI Hing-cheung after the meeting.

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

- (a) he wished to know whether the sound level generated by the nine-car trains would be lower than that of the previous trains, and said that the residents of Scenery Court, Hilton Plaza and Wai Wah Centre relayed that noise problem was created by the trains. As far as he knew, apart from carrying out rail grinding where necessary, the MTRCL did not have other plans to alleviate the noise problem. He wished to know whether the noise problem was aggravated by the fact that work of rail grinding for the track of the section concerned was not carried out for a long time. He hoped that the MTRCL would follow up the issue; and
- (b) he said some passengers relayed that the nine-car trains were less frequent, with longer headway and more crowded compartments. He wished to know whether the MTRCL had received relevant complaints.

46. Mr Johnny CHUNG said that with the commissioning of the ERL cross-harbour extension in mid-2022, he hoped that the MTRCL would arrange for members to visit the facilities concerned after the completion of the works, so that they could learn more about the operation and interchange arrangements.

47. The views of the Chairman were summarised below:

- (a) he said that an incident involving generation of smoke from the train occurred at the MTR University Station on 29 November 2021 because of the braking system, and train doors falling off at the Causeway Bay Station on 2 December in the same year disrupted the train services on the Hong Kong Island for about three hours. He would like to know whether the MTRCL had set up an independent committee of inquiry after the above two incidents to inspect the billboards of all lines, and strengthened the training for maintenance staff;
- (b) he wished to know if the MTRCL had conducted stress testing for the free rides on 19 December 2021 or boundary crossings in the future, so as to safeguard the safety of the public and maintain the service quality; and

- (c) he hoped that the MTRCL would arrange for members to visit the facilities upon the completion of the works of the ERL cross-harbour extension, so that they could brief members of the public on relevant matters.

48. Ms Annie LAM gave a consolidated response as follows:

- (a) the MTRCL implemented various mitigation measures for the sound generated by the running trains along all lines, such as regular inspection of the conditions of the tracks and wheels, and carrying out grinding where necessary to ensure smooth operation and abated sound of running trains. The design of nine-car trains was more advanced than the existing trains. For example, the nine-car trains equipped with new suspension and air-conditioning systems were quieter during the operation of train service;
- (b) some residents or Members had relayed the sound issue of trains at Scenery Court, Hilton Plaza and Wai Wah Centre to the MTRCL. The MTRCL would review the condition of the section concerned and the latest date of grinding after the meeting;
- (c) while the number of compartments of the nine-car trains was fewer, the MTRCL would increase the train frequency during peak hours on weekdays for strengthening the southbound services of the ERL to cater for the needs of passengers. The MTRCL would continue to keep in view the condition of the line concerned and duly adjust the train services on a need basis;
- (d) the MTRCL would relay the views on the need to arrange a visit to the ERL cross-harbour extension to relevant sections;
- (e) an incident involving train doors took place at about 6 pm at Platform 2 of the Causeway Bay Station on 2 December 2021. On that day, the MTR staff immediately arrived at the scene for inspection and emergency repairs. The train concerned entered the platform of Causeway Bay Station slowly as usual, during which a set of doors facing the tunnel wall of the first compartment fell off. As observed at the scene, hit marks showing collision between the billboards and train doors were found at the front section of the railway tunnel. The MTRCL initially suspected that the incident was caused by a dislodged part of the billboard hitting the train doors;
- (f) at the time when the said incident took place, the staff of the Operations Control Centre of the MTRCL immediately arranged for passengers to leave the train in a safe and orderly manner, without receiving injury reports from any passengers. The MTRCL also promptly reinforced the billboard and inspect the other billboards in the tunnel to ensure safety. Subsequently, the MTRCL removed the train concerned from the main line at 8 pm and resumed the services progressively starting from about 9 pm that night after checking the safety of the section concerned; and
- (g) the MTRCL expressed deep concern about the incident. After the service period of all trains that night, it conducted inspection at all locations with similar

billboards to ensure that the relevant fittings were firmly installed. The MTRCL later found that the dislodged part was located below the billboard for working staff to open the billboard and change the advertisement. The MTRCL would work towards three directions to conduct an in-depth investigation, including the design of the part concerned, the handling and operation procedures of the billboards as well as the conditions of the facilities concerned, to avoid the occurrence of similar incidents.

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49. Members noted the above paper.

Date of Next Meeting

50. The next meeting would be held at 2:30 pm on 22 February 2022 (Tuesday).

51. The meeting was adjourned at 12:27 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

June 2022