

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

Date: 2 February 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 YUNG Ming-chau, Michael (Chairman)	DC Member	10:00 am	1:03 pm
Mr LAI Tsz-yan (Vice-Chairman)	”	10:49 am	1:03 pm
Mr CHING Cheung-ying, MH	DC Chairman	10:00 am	1:03 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	10:00 am	1:03 pm
Mr CHAN Billy Shiu-yeung	DC Member	10:36 am	12:14 pm
Mr CHAN Nok-hang	”	11:08 am	1:03 pm
Mr CHAN Pui-ming	”	10:00 am	1:03 pm
Mr CHAN Wan-tung	”	10:00 am	1:03 pm
Mr CHENG Chung-hang	”	10:23 am	1:03 pm
Mr CHEUNG Hing-wa	”	10:00 am	1:03 pm
Mr CHIU Chu-pong	”	11:06 am	12:25 pm
Mr CHOW Hiu-laam, Felix	”	10:00 am	12:31 pm
Mr HUI Lap-san	”	10:00 am	1:03 pm
Mr HUI Yui-yu	”	10:36 am	12:00 pm
Dr LAM Kong-kwan	”	10:49 am	12:51 pm
Mr LI Chi-wang, Raymond	”	11:06 am	1:03 pm
Mr LI Sai-hung	”	10:00 am	1:03 pm
Mr LI Wing-shing, Wilson	”	10:00 am	1:03 pm
Mr LIAO Pak-hong, Ricardo	”	10:00 am	1:03 pm
Mr LO Tak-ming	”	12:30 pm	12:35 pm
Mr LO Yuet-chau	”	10:14 am	12:16 pm
Mr LUI Kai-wing	”	10:00 am	1:03 pm
Ms LUK Tsz-tung	”	10:13 am	1:03 pm
Mr MAK Tsz-kin	”	10:00 am	1:03 pm
Mr NG Kam-hung	”	10:00 am	1:03 pm
Ms NG Ting-lam	”	10:00 am	1:03 pm
Mr SHAM Tsz-kit, Jimmy	”	10:00 am	1:03 pm
Mr SHEK William	”	10:00 am	1:03 pm
Mr SIN Cheuk-nam	”	10:00 am	1:03 pm
Mr TING Tsz-yuen	”	10:00 am	12:04 pm
Ms TSANG So-lai	”	11:12 am	1:03 pm
Mr WAI Hing-cheung	”	10:00 am	1:03 pm
Mr YAU Man-chun	”	10:30 am	12:14 pm
Mr YEUNG Sze-kin	”	10:00 am	12:28 pm

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Ms CHEUNG Lam-ye, Alison (Secretary)	Executive Officer (District Council)4/ Sha Tin District Office		
<u>In Attendance</u>			
Mr LAM Fong-tat, James	Assistant District Officer (Sha Tin)1		
Mr HO Kin-nam, David	Senior Executive Officer (District Council) (Atg)/ Sha Tin District Office		
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 MAN Cheung-kong, Thomas	Engineer (Sha Tin)1/Transport Department		
Mr LO Hoi-wing, Jeff	Engineer (Sha Tin)3/Transport Department		
Ms CHU Kam-seung	Administrative Assistant/Lands (Atg)/ District Lands Office, Sha Tin		
Ms LI Yui-ming, Minnie	District Operations Officer (Shatin District), Hong Kong Police Force		
Mr LAM Chi-chung	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force		
Mr Jeff TAM	Manager (Public Affairs)/ The Kowloon Motor Bus Co. (1933) Limited		
Mr CHAN Chung-yi	Manager (Planning & Development)/ The Kowloon Motor Bus Co. (1933) Limited		
<u>In Attendance by Invitation</u>			
Ms CHU Lai-ye, Rachel	Senior Transport Officer/Bus/NTE1/ Transport Department		
Mr YUEN Kin-hang, Tom	Transport Officer/Bus/NTE1/ Transport Department		
Mr LAI Ka-long	Senior Operations Support Officer/ Long Win Bus Company Limited		
Ms Tish WU	Public Affairs Officer/ New World First Bus Services Limited and Citybus Limited		
Mr CHAN Man-wai	Assistant Planning and Scheduling Manager/ New World First Bus Services Limited and Citybus Limited		
Mr HO Chuen-shun, Dennis	Assistant Operations Manager/ New World First Bus Services Limited and Citybus Limited		
<u>Absent</u>			
Mr CHENG Tsuk-man	DC Member	(Application for leave of absence received)	
Mr CHUNG Lai-him, Johnny	”	(”)	
Mr MAK Yun-pui, Chris	”	(”)	
Mr MOK Kam-kwai, BBS	”	(”)	
Mr WONG Ho-fung	”	(”)	
Ms WONG Man-huen	”	(”)	
Mr YIP Wing	”	(”)	
Mr TSANG Kit	”	(No application for leave of absence received)	

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

Applications 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	Official commitment
Mr Johnny CHUNG	”
Mr MOK Kam-kwai	”
Mr WONG Ho-fung	”
Ms WONG Man-huen	”
Mr Chris MAK	Other reason
Mr YIP Wing	Sickness

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

Discussion Items

Sha Tin District Bus Route Programme 2020-2021 – Re-organisation of Airport Routes

(Paper No. TT 62/2020)

4. Mr David HO, Senior Executive Officer (District Council) (Atg) of the Sha Tin District Office (STDO) asked members to finish the meeting within two hours as far as possible given the epidemic.

5. The Chairman said that he could try his best to co-operate, but he was dissatisfied that the STDO had not changed the order of the agenda items as requested by the Committee before the meeting. He welcomed the representatives of the Transport Department (TD), The Kowloon Motor Bus Co. (1933) Limited (KMB) and Long Win Bus Company Limited (LWB) to the meeting.

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

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

- (a) he pointed out that the recently introduced Route No. A42 did not operate via Hong Kong-Zhuhai-Macao Bridge, but there were quarters of the Immigration Department and the Customs and Excise Department in Kwong Hong constituency. He asked the Department for interchange suggestions for the disciplined service officers who went to Hong Kong-Zhuhai-Macao Bridge for work, and

the estimated journey times and fares; and

- (b) he pointed out that the service hours of Route No. A42 departing from Sha Tin would be from 5:35 am to 9:35 pm, and the last bus would be earlier than that of Route No. A46, which would fail to meet the need of residents boarding evening flights. Similarly, the departure time of the first bus of Route No. A42 from the airport would be 9:50 am, which would be later than that of Route No. A46 and fail to meet the need of residents boarding morning flights on their return to Hong Kong. He demanded that the service hours of Route Nos. A42, A41 and A46 be standardised to serve members of the public in Siu Lek Yuen, Hin Keng and Shui Chuen O.

8. Mr CHING Cheung-ying opined that Route No. A42 could serve residents of the district who worked at the airport but could not provide service effectively to tourists travelling to the airport. Setting out from Sun Tin Wai Estate, residents needed to pass through ramps and rugged paths and take lifts before arriving at the relevant stop for the bus, and they also needed to pass through circuitous paths to return to Sun Tin Wai Estate on their way back, which would cause great inconvenience to passengers carrying luggage. He pointed out that although Sun Tin Wai Estate was relatively small in terms of population, it was not a cause for compromise and the residents found it hard to accept the arrangements. He urged relevant authorities to reconsider the design of the above routing.

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

- (a) he pointed out that at present Route No. A41 offered special bus services in the morning and provided convenience to passengers going to Cathay City and Civil Aviation Department Headquarters (CAD HQs). He asked whether the above special bus service would be maintained upon the introduction of Route No. A46; and
- (b) he said that airbus routes generally stopped at the airport before going to Hong Kong-Zhuhai-Macao Bridge. On the contrary, Route No. A46 stopped at Hong Kong-Zhuhai-Macao Bridge before going to the airport. The estimated journey times of Route Nos. A42 and A46 from Lantau Link Toll Plaza to the airport were 13 minutes and 26 minutes respectively. As most of the passengers going to the airport were in a hurry, he asked whether the Department would explore relevant arrangements again.

10. Mr SHEK William said that as a result of the changes in Route No. A42, the residents of Ngan Shing Street and Siu Lek Yuen could not take Route No. 82K. As this route operated via schools in the district, students were affected and no alternative route for Sun Tin Wai was available in the district. He suggested changing the departure terminus of the relevant route from Yuen Chau Kok Bus Terminus to Shek Mun, operating via Siu Lek Yuen and Ngan Shing Street. If

Yuen Chau Kok remained the terminus, the route could operate via Chap Wai Kon Street, Siu Lek Yuen Road and then Ngan Shing Street successively to serve the residents of City One Shatin and Yue Tin.

11. The views of Mr LO Yuet-chau were summarised below:

- (a) he had consulted the residents of the district on the relocation of the departure terminus of Route No. A41 from the current Yu Chui Court Bus Terminus to Shek Mun, most disagreed with the arrangement as it would change their commute habits. Under the new arrangement, the terminus would be at Ngau Pei Sha Street and passengers might need to carry their luggage to walk through the road and two pedestrian crossings before reaching the bus stop, which would take about 10 minutes. He asked whether the Department and the KMB had conducted adequate district consultation before making this decision; and
- (b) he said that apart from the relocation of the terminus, the revisions to Route No. A41 would also change the way people commuted, which the residents of Yu Yan constituency found unacceptable. Therefore, he objected to the relevant revisions.

12. Mr CHAN Pui-ming asked when the proposed revisions would be implemented. If specific dates could not be provided, whether the Department would set up indicators for implementation of the new routing such as when flights and patronage reached a certain number. As the new arrangements would affect passengers to a certain extent, he wished to know whether the Department had reserved time to publicise or explain the new arrangements to passengers.

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

- (a) he wished to know prior to the implementation of the proposed revisions, what remained to be resolved and how long it would take. He was of the view that the current proposals could not resolve the difficulties facing the residents of Sun Tin Wai Estate and the routing of Route No. A46 was still not smooth enough when it passed through Mei Tin. He considered that based on the building development and estimated future population growth in Tai Wai, the patronage was sufficient to support the introduction of a new independent bus route to the airport. He proposed that the route could depart from Sun Tin Wai and operate via Mei Tin and Hin Keng to benefit the residents of various areas whereas the routing of Route Nos. A46 and A42 could remain unchanged; and
- (b) he said that in case of insufficient conditions for implementation of the above plan at present, he hoped that the Department and the bus company could review the currently proposed routing in one to two

years upon implementation.

14. Mr YEUNG Sze-kin viewed that the departure time of the last bus of Route No. A42 at Wong Nai Tau Bus Terminus was too early whereas the departure time of the first bus at the airport was too late. He asked the Department to review the service hours and suggested that the service hours of Route No. A42 be standardised with that of Route No. A46.

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

- (a) he said that information on estimated journey times could not be found on the website of the Sha Tin District Council (STDC);
- (b) with the opening of Tuen Mun-Chek Lap Kok Tunnel, the tolls of the Lantau Link were waived, so the LWB should be able to obtain resources. He asked the LWB and the Department whether the bus resources from the Sha Tin District to the airport could be increased. He pointed out that bus services running from Sha Tin to the airport was insufficient on top of the population growth in Tai Wai, and suggested that the Department consider splitting the bus services for operation between Tai Wai and the airport; and
- (c) he asked whether the services of Route No. A41P would be adjusted accordingly based on the Sai Sha Development in Ma On Shan.

16. The Chairman reminded members that the press was making video and audio recordings, and taking photographs.

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

- (a) he pointed out that presently, the residents of Hilton Plaza and Lucky Plaza could get on or off at nearby housing estates when they travelled to and from the airport by Route No. A41. It was believed that the residents would not be willing to accept the bus stop arrangements of Route No. A46;
- (b) he said it was mentioned in the paper that the two housing estates above accounted for around 5% of the total patronage of Route No. A41 at present, which gave the impression that the number of affected residents was low. He wished to know the proportion of the patronage of the entire Sha Tin Town Centre to the total patronage of Route No. A41, and the estimated proportion of the residents of the entire Sha Tin Town Centre to the total patronage of Route No. A46 upon its replacement for Route No. A41;

- (c) he asked about the estimated patronage per trip of Route No. A46 departing from Fo Tan to Sha Tin Town Centre and whether passengers would be left unserved at Sha Tin Town Centre; and
- (d) he said that at present, the residents of Sha Tin Town Centre would generally choose to take Route No. A41 rather than Route No. E42 to save time. The journey time of Route No. A46 was similar to E Airbus routes but the fare was kept at the level of A Airbus routes. He believed that the residents of Sha Tin Town Centre would have some reservations about Route No. A46.

18. The Chairman said some members held that they had not received the paper on the estimated journey times. He asked the Department when the relevant paper was submitted to the STDC.

19. Ms Rachel CHU said that after the briefing held on 27 November 2020, the Department had sent the information on the estimated journey times to members through the STDC Secretariat (Secretariat) on 2 December 2020.

20. Ms Alison CHEUNG, Executive Officer (District Council)⁴ of the STDO said that the relevant paper had been sent to members by email on 3 December 2020 as requested by the Department. The Chairman asked the Secretariat to make copies of the relevant paper at once for distribution to members.

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

- (a) he opined that the proposed bus services of Route Nos. A42 and A46 were beneficial to members of the public. However, he pointed out that the population of Ma On Shan was over 200 000 with only Route No. A41P providing airbus services, which even operated via various areas in Ma On Shan. Moreover, the population in the district also continued to grow, and there was still room for improvement to the airbus services in Ma On Shan; and
- (b) he pointed out that currently, the airbus services of Ma On Shan did not cover Villa Athena and Yan On Estate. As such, he would put forward a provisional motion later on to ask the Department to consider introducing A Airbus routes or E Airbus routes for diversion.

22. The views of Ms LUK Tsz-tung were summarised below:

- (a) she said that the residents of Bik Woo welcomed the extension of Route No. A41 and changing the terminus to Shek Mun. It was considered that the relevant measures could tie in with the population growth in the district;

- (b) she asked the bus company when it expected to implement the proposed revisions put forward at this meeting; and
- (c) she commented that currently only Route No. A41P was serving the residents of Ma On Shan while the population there had been on the rise. She enquired about the time for review upon implementation of this plan.

23. The views of Mr CHENG Chung-hang were summarised below:

- (a) he said generally speaking, the fares of A Airbus routes were higher than that of E Airbus routes so the journey times of A Airbus routes should be relatively shorter, which was however not the case for the proposed revisions. He demanded that the Department elaborate and explain the relevant routing arrangements; and
- (b) he commented that although the routing in the proposed revisions would provide convenience to some passengers, it would also bring inconvenience to some other passengers too. He asked the Department whether it had taken into consideration the overall efficiency.

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

- (a) he pointed out that the population of the Sha Tin District accounted for 10% of Hong Kong population and the current airbus services in the district were not sufficient. Meanwhile, a third runway of the airport was under construction and the number of passenger aircrafts would also increase. It was foreseeable that the demand for airbus services would increase in future. Besides, with the increasing demand for outbound travel of residents and the increasing population in the district, he suggested that the Department make zone planning regarding airbus services in the Sha Tin District; and
- (b) he asked when this year's Bus Route Development Programme and the proposed revisions would be implemented.

25. The views of the Chairman were summarised below:

- (a) he said that at present, the residents of the district could take Route No. NA40 at late night and in early morning. However, Route No. A41P in the proposed revisions did not operate via Yan On Estate. Currently, Kam Chun Court was under construction in Ma On Shan Area 81, which would be connected to Yan On Estate with a footbridge. If no airbus would operate via Kam Chun Court, the residents would rely on the airbus services of Yan On Estate. He commented that if Route No. A41P did not operate via Yan On Estate,

it would be difficult to meet the needs of the residents of Kam Chun Court in the future;

- (b) he said that Route No. A46 would stop at Hong Kong-Zhuhai-Macao Bridge before going to the airport, with an addition of about 7 minutes compared to the current journey time. He wished to know the reasons for the relevant planning. He said that it took about 40 minutes for the existing Route No. A41 to go from Royal Park Hotel to Terminal 1 of the airport. The TTC had suggested that the relevant route stopping at Terminal 1 of the airport before going to Hong Kong-Zhuhai-Macao Bridge. Even if the route operated via Mei Tin, it would only take 46 minutes to go from Royal Park Hotel to the airport. He was of the view that the primary service targets of A Airbus routes should be passengers travelling to the airport but the journey time would be 53 minutes based on the current plan of the Department. He suggested that the Department make further comments;
- (c) he asked the Department whether it had followed up on the difficulties facing the residents of Sha Tin Town Centre in taking buses during festivals;
- (d) he asked the Department how it would arrange the morning special bus services of Route No. A41 travelling to Cathay City and CAD HQs;
- (e) he suggested that Route No. A41 instead operate via Siu Lek Yuen Road, Yuen Hong Street, Yuen Shun Circuit and Chui Yan Street with a stop at Alva Hotel By Royal; and
- (f) he pointed out that members commonly believed that it was necessary to extend the services hours of Route No. A42, be it the first bus departing from the airport or the last bus departing from Wong Nai Tau.

26. Ms Rachel CHU gave a consolidated response as follows:

- (a) if this plan could be implemented, the bus company would add 10 double-deck buses for the operation of the proposed route to further improve the airbus service network in the Sha Tin District, to serve currently uncovered areas such as Shek Mun, Kwong Yuen and Shui Chuen O, and to significantly enhance the carrying capacity of airbuses in the Sha Tin District;
- (b) the Department understood members' desire for airbuses to cover every single area, but this would inevitably lead to circuitous routing or an increase in the waiting time of the public. For effective use of

bus resources, the Department suggested that the public make use of the bus interchange network in the district. For example, the residents of Sun Tin Wai could take Route Nos. 82K, 87B or 281M to Che Kung Miu Road and then change to Route No. A42, or they could take Route Nos. 282 or 81K to Sha Tin Town Centre and then change to Route No. A46, whereas the residents of Villa Athena and Yan On Estate could take Route Nos. 85K or 86K to City One and then change to Route Nos. A41 or A41P;

- (c) she said that under the new plan, the residents of the Sha Tin District who intend to travel to Hong Kong-Zhuhai-Macao Bridge Hong Kong Port could take Route No. A46 there direct, or they could take Route Nos. A41 or A42 to Lantau Link Toll Plaza and then change to other routes, such as Route Nos. A31 or A46;
- (d) if residents at Yu Chui Court Bus Terminus wanted to go to the airport, they could take Route No. A41 outside Yu Chui Court Bus Terminus at Ngau Pei Sha Street, and get off at the opposite stop on their returning trip;
- (e) regarding the requirement for enhancing the service of Route No. A41P, the Department had sent staff to conduct on-site investigations before the epidemic. The findings were that the average loadings going to the airport during morning peak hours and returning to Ma On Shan during afternoon peak hours were about 60% and 50% respectively, indicating that the route concerned could meet passenger demand. Nevertheless, the Department noted members' views and would closely monitor the relevant service quality for review in due course;
- (f) given the epidemic, passenger demand for travelling to and from the airport dropped significantly. The Department would review the implementation date of the proposed revisions in the light of the epidemic and the overall changes in passenger demand for travelling to and from the airport, and then review the implementation date for the proposed revisions; and
- (g) the Department understood members' concern over the future population development in Sha Tin and Ma On Shan area and would continue to pay close attention to district development and changes in passenger demand, and review the service quality of airbus routes when necessary.

27. The Chairman said that the information on the estimated journey times prepared by the Department was distributed to members, and requested the Secretariat to upload the relevant paper to the STDC website as an attachment after the meeting.

28. Mr David HO said that the Secretariat would upload the relevant supplementary information to the STDC website after the meeting, and pointed out that the meeting had been going on for about one hour, and asked members to be concise with their speeches. The Chairman was worried that the meeting could not be finished within two hours due to the backlog of agenda items from the suspension of meeting since December 2020 due to the epidemic.

(Post-meeting note: The Secretariat uploaded the relevant supplementary information to the STDC website after the meeting.)

29. Mr Ricardo LIAO opined that the journey times shown in the supplementary information were relative long. He said that the Department only replied with routes for interchange without providing advice on optimal interchange or fare information. He pointed out that the local had a driven demand for airbus services. He strongly demanded that the service hours of Route No. A42, including the departure time of the first and last buses, should be similar to those of Route Nos. A46 and A41.

30. Mr LAI Ka-long, Senior Operations Support Officer of the LWB gave a consolidated response as follows:

- (a) he suggested that passengers could interchange for buses to Hong Kong-Zhuhai-Macao Bridge at Lantau Link Toll Plaza, including Route Nos. A31 and A46. The total fares would not exceed the suggested fare of \$22.3 of Route Nos. A41 or A42;
- (b) he said that the service hours of Route No. A42 departing from Wong Nai Tau would be from 5:35 am to 9:35 pm. The decision made was attributed to the small number of passengers going to the airport after 9 pm. The existing Route No. A41 faced a similar situation as well. The LWB would re-consider extending the service hours in case of demand increase in the future; and
- (c) the LWB was inclined to maintain the morning special bus services which operated via Cathay City and CAD HQs. However, it remained to be discussed whether the special bus services of Route Nos. A41 or A46 would be introduced.

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

- (a) he said that if Yuen Chau Kok was set as the terminus of Route No. 82K without operating via Wong Nai Tau, it would provide convenience to passengers going to the clinic, but it would be inconvenient for passengers going to schools at City One Shatin. As some residents in the district would also go shopping and have meals at Shek Mun, he suggested extending Route No. 82K to Shek Mun; and

- (b) he asked on what criteria the Department determined the number of new airbus routes and how it calculated that the increase in relevant routes could meet the needs of the residents of Sha Tin to and from the airport. He commented that the proposed revisions could only benefit some passengers and the only choice left to the rest was to make interchange. He was of the view that the Department had no regard to these people.

32. Mr Wilson LI considered that the Department merely put forward interchange suggestions, which failed to take the actual needs of residents into consideration. He cited Route No. A41P as an example, saying that the Department cancelled the bus stop at Villa Athena without consulting the residents and Owners' Committee of the district. As a result, residents who could get on buses easily before had to now carry a lot of luggage to take Route No. 85K and then change to airbuses. He urged the Department to improve the services concerned.

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

- (a) he was dissatisfied that the Secretariat had not uploaded the supplementary information to the STDC website. He opined that the relevant information should be made public for their comments; and
- (b) he pointed out that the population of the Sha Tin District kept growing and suggested that the Department and the LWB should make plans as early as possible. He said that airbus services in the Sha Tin District had long been inadequate and relied on only two A Airbus routes and one E Airbus route. The parties concerned should improve the relevant services as soon as possible.

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

- (a) he pointed out that Route No. A46 departing from Royal Ascot to Terminal 1 took 69 minutes whereas Route Nos. A42 and A41 took only about 60 minutes. He wished to know how the Department decided whether an airbus would stop at Hong Kong-Zhuhai-Macao Bridge or the airport first, and how it would advise the public to interchange at Lantau Link Toll Plaza or the airport; and
- (b) he said that most passengers from Shap Sze Heung in Tai Po would interchange in Ma On Shan or Wu Kai Sha. He wished to know whether the Department had planning for bus services in Shap Sze Heung at this stage and the progress concerned.

35. Mr YEUNG Sze-kin commented that although both the Department and the LWB said that they would review the services of Route No. A42, passengers would

have already chosen other routes after learning about the service hours. He asked the Department how patronage could be calculated in a scientific manner.

36. The views of Ms LUK Tsz-tung were summarised below:

- (a) she said that the relevant plans had not been finalised yet, and she was dissatisfied that the bus company appeared not intending to consider members' views in its response; and
- (b) she agreed with the Chairman's proposal for the routing of Route No. A41 that setting a bus stop at Alva Hotel By Royal could provide convenience to hotel guests whereas keeping the existing bus stop at Yu Chui Court could reduce the impact on residents and the journey time would not increase significantly. She asked the bus company to consider revising some parts of the route.

37. The views of Ms NG Ting-lam were summarised below:

- (a) she pointed out that Mei Lam was among the rather latter stops of Route No. A46 in the Sha Tin District so that it might be difficult for passengers to get on buses at this stop. She agreed with Mr CHAN Wan-tung's opinion that there should be an independent airbus route in Tai Wai. She suggested that the Department consider reducing resources of other routes to set up an airbus route; and
- (b) she said that if the relevant proposed revisions could not be implemented due to the epidemic, the Department could take this opportunity to comprehensively examine the needs of residents, re-organise routes and address squarely the airbus problems in Tai Wai.

38. Mr George WONG said that members put forward proposals for setting up an airbus route in Tai Wai every year but they never received any response. He opined that the journey time of Route No. A46 was as long as 75 minutes and the route was too circuitous. He suggested setting up an airbus route in Tai Wai, and asked when the current proposed revisions would be implemented.

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

- (a) he said that the overall bus resources in the Sha Tin District were insufficient and the Department only considered re-deployment of the resources among various areas in the District. He was of the view that the Department should allocate sufficient resources to the Sha Tin District. At the same time, the Department could foresee that the population in the district would increase significantly, but it still used the plan lagging three to four years behind, which would only result in competition for resources among various areas in the Sha Tin District;

- (b) he was dissatisfied with the Department's suggestion that passengers make interchange. He cited Route No. 82K as an example, saying that the time for waiting for Route No. 82K and an airbus might even be longer than the journey time; and
- (c) he asked if Route No. 82K was extended to Shek Mun, whether there would be enough space for a terminus for airbuses and Route No. 82K.

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

- (a) he asked whether the time taken for passengers to get on or off buses and road conditions was calculated in the estimated journey times;
- (b) he said that under the new arrangements, there were 8 buses for Route Nos. A41 and A46 respectively, and yet there were only 6 buses for Route No. A42. He asked about the reason for that; and
- (c) he said that members had no objection to the setting up of an airbus route in Tai Wai, and suggested that the Department consider the proposal.

41. Mr Ricardo LIAO opined that passengers would choose to take other bus routes considering the service hours of Route No. A42, which would make scientific statistics on patronage difficult, and it would be impossible for the LWB to estimate relevant patronage. He disapproved of assessing the service hours of the new route with reference to the current patronage of Route No. A41, and it was incomprehensible to him why the service hours of Route No. A42 was shorter than that of other routes. He demanded that the service hours of Route No. A42 be standardised with other routes.

42. The Chairman said that Mr Ricardo LIAO could consider putting forward a provisional motion with regard to his earlier demand. He summarised members' views as follows:

- (a) he said that the Department did not explain why Route Nos. A41 and A46 stopped at Hong Kong-Zhuhai-Macao Bridge first, and pointed out that after the routes concerned going to Hong Kong-Zhuhai-Macao Bridge first, the journey time from Royal Park Hotel and Lantau Link Toll Plaza to Terminal 1 would increase significantly. He suggested shortening the routing of Route No. A41 and Route No. A46 stopping at Terminal 1 before going to Hong Kong-Zhuhai-Macao Bridge to solve the problems facing by some areas;
- (b) he was of the view that the Department had to clearly explain the decrease in the estimated interval of each route during peak hours if the current fleet of Route Nos. A41, A42, A46 and A41P were

maintained with the addition of an airbus route. He suggested that the Department review the routing of Route Nos. A46 and A42 stopping at Hong Kong-Zhuhai-Macao Bridge or Terminal 1 first, and whether the service hours of Route No. A42 could be revised;

- (c) he suggested that the Department consider the introduction of a fifth airbus route and the number of buses for it;
- (d) regarding the suggestion of Route No. A41 operating via Yu Chui Court and Shek Mun, given that the buses would depart from Yuen Shun Circuit, he considered that the effect on overall journey time would be limited. He suggested that the Department review the feasibility of extending Route No. A41 to Yu Chui Court or Shek Mun;
- (e) he suggested dealing with the preliminary routing of each route prior to slight adjustment to the detailed routing, and then dealing with the terminus and routing of Route No. 82K; and
- (f) he asked the Department and the bus company to carefully consider the above suggestions and arrange time for trial rides of the relevant routes with members.

43. Ms Rachel CHU gave a consolidated response as follows:

- (a) the Department would integrate members' views for further discussion with the bus company. The Department would review with the bus company again the arrangements for en route stops upon extension or alteration of routing;
- (b) taking the overall development of the Sha Tin District into consideration, the Department and the bus company had put forward the relevant plans with a view to enhancing the passenger capacity of airbuses in the Sha Tin District. The Department noted members' wish to enhance services in areas such as Sun Tin Wai, Tai Wai and Ma On Shan. The Department would discuss with bus company again upon compilation of members' views; and
- (c) the Department noted members' views on journey times and operation hours of the routes, it would continue to pay attention to the changes in public demand for bus services and conduct reviews in due course.

44. Mr LAI Ka-long gave a consolidated response as follows:

- (a) regarding the proposed routing of Route No. A41, the LWB had to conduct further assessment to study the feasibility of the proposed revisions; and
- (b) he said that with regard to the population growth in Ma On Shan and Tai Wai, the LWB had ongoing discussion with the Department on how to serve the relevant areas. An introduction would be in order if a final decision was made in the future.

45. Mr CHAN Chong-yi, Manager (Planning & Development) of the KMB gave a consolidated response as follows:

- (a) he pointed out that Route No. 82K ran every 35 minutes, which was not ideal for passengers. In the proposed revisions, not only was the route shortened, but the service frequency would also increase to run every 30 minutes. As it was necessary to shorten the route to a certain extent for an increase in the frequency of trips, members' proposals for extending the route to City One Shatin or Shek Mun might not be implemented feasibly; and
- (b) he said that the KMB had to conduct further assessment on whether there would be enough space for Shek Mun Bus Terminus if two more routes were added.

46. Mr LAI Ka-long said that the LWB would conduct a detailed assessment before giving a reply on which plan would be adopted.

47. Mr David HO signalled that the meeting had been going on for about one hour and thirty minutes, and asked members to be concise with their speeches.

48. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr Wilson LI. Members agreed to discuss the provisional motion put forward by Mr Wilson LI.

49. Mr Wilson LI put forward the following provisional motion:

“Background

The population of Ma On Shan has been on the rise incessantly, rendering the current airport bus services seriously insufficient.

Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly demands that the service frequency of Airbus Route No. A41P be increased; consideration be taken to add new A or E Airbus routes to avoid overly circuitous routes in the hopes of transporting Ma On Shan residents

to and from the airport more conveniently and swiftly; and airbus stops be mandatorily provided at Villa Athena and Yan On Estate to serve the residents.”

Mr Michael YUNG seconded the motion.

50. The Chairman asked members whether they agreed to pass the provisional motion in paragraph 49. Members unanimously passed the provisional motion in paragraph 49.

51. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr Felix CHOW. Members agreed to discuss the provisional motion put forward by Mr Felix CHOW.

52. Mr Felix CHOW put forward the following provisional motion:

“Regarding the estimated journey times of the Airbus services in the Sha Tin District submitted by the Transport Department (TD), Route No. A46 takes 10 minutes longer than the other two amended routes (A41 and A42) to travel to Terminal 1. Hence, the Traffic and Transport Committee of the Sha Tin District Council moves to demand that the TD and the bus company:

Consider adjusting the proposed Route No. A46 to stopping at Terminal 1 first before going to Hong Kong-Zhuhai-Macao Bridge Hong Kong Port.”

Mr MAK Tsz-kin and Mr LUI Kai-wing seconded the motion.

53. The Chairman asked members whether they agreed to pass the provisional motion in paragraph 52. Members unanimously passed the provisional motion in paragraph 52.

54. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr Ricardo LIAO. Members agreed to discuss the provisional motion put forward by Mr Ricardo LIAO.

55. Mr Ricardo LIAO put forward the following provisional motion:

“Regarding the programme of re-organisation of airport routes, the service level proposal for Route No. A42 has not been in line with other routes.

Motion

The Traffic and Transport Committee of the Sha Tin District Council demands that the service level of Route No. A42 be adjusted to approximately the same level as that of other Airbus routes in the Sha Tin District, including the times and frequency of the first and last buses.”

Mr YEUNG Sze-kin and Mr CHAN Wan-tung seconded the motion.

56. The Chairman asked members whether they agreed to pass the provisional motion in paragraph 55. Members unanimously passed the provisional motion in paragraph 55.

57. The Chairman said that the KMB had to further deal with the routing of Route No. 82K, and members welcomed changing the terminus of Route No. A42 to Wong Nai Tau. He hoped that the Department and the LWB could give a preliminary reply after the Lunar New Year and arrange trial rides for members.

(Post-meeting note: The TD gave replies on the provisional motions in paragraphs 56, 61 and 66. The replies concerned were set out in Paper No. TT 3/2021 and discussed at the meeting held on 23 April 2021.)

A Fatal Traffic Accident at the Junction of Yuen Wo Road and Sha Tin Rural Committee Road on 11 November

58. The Chairman said that there was no relevant paper on this agenda item. He asked the engineers of the TD and the Police to report on the follow-up.

59. Mr LAM Chi-chung, District Traffic Team Officer-in-Charge of Sha Tin Police District of the Hong Kong Police Force gave a consolidated response as follows:

- (a) the case was still under investigation, so he was not in the position to disclose the details. As far as he knew, the drivers concerned would be prosecuted;
- (b) the Police and members went to the scene for inspection on 12 November 2020. The Police had also arranged officers to check for illegal speeding or red light jumping at the above location after the accident and in December from time to time; and
- (c) upon site inspection with members and relevant departments, the Police was willing to co-operate with the TD in its relevant works proposals.

60. Mr Thomas MAN, Engineer (Sha Tin)1 of the TD gave a consolidated response as follows:

- (a) in respect of the above traffic accident, the Department had conducted a site inspection and considered that the road and signal design of Yuen Wo Road and Sha Tin Rural Committee Road met the relevant design standards, and the roads were not traffic black spots;
- (b) the Department would implement a series of measures to enhance the safety of this junction, including replacing the traffic lights to increase their size from 200 mm to 300 mm and installing back plates for the

traffic lights to enable drivers to see the lights more clearly. Meanwhile, the Department would set up 24-hour no parking areas, i.e., double yellow lines, at appropriate locations and double white lines in front of this junction to separate the lanes of different vehicles. The relevant measures would be implemented successively. The increase in the size of traffic lights was expected to be completed in the first quarter of 2021; and

- (c) regarding the installation of red light cameras and speed enforcement cameras, the Department would discuss with the Police and make arrangements according to the existing mechanism. The Department had already decided to install red light cameras at Yuen Wo Road and Sha Tin Rural Committee Road before the accident. Now in response to this accident, the Department would review with the Police and install speed enforcement cameras at appropriate locations as well.

61. The views of the Chairman were summarised below:

- (a) he deemed it necessary to step up educational efforts on driving attitude and examine road designs;
- (b) he wished to know the necessity of adding double yellow lines, i.e., no parking areas; and
- (c) he hoped that red light cameras or speed enforcement cameras could be added as soon as possible. Although members were unable to obtain further information on the accident at present and the legal proceedings were in progress, it was not appropriate to discuss the facts of the case. However, according to information available, there were reasonable grounds to suspect that some vehicles had not complied with the relevant traffic light instructions. Therefore, it was thought that the addition of red light cameras or speed enforcement cameras could be deterrent. He asked the relevant departments when the equipment could be installed.

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

- (a) he requested the authorities to install red light cameras to effectively detect irresponsible acts of red light jumping at the following locations as soon as possible: the junction at Sand Martin Bridge heading from Sha Tin Town Hall to Sha Tin Rural Committee Road, and the two ends of Banyan Bridge connecting City One Shatin. He opined that the relevant equipment could help monitor drivers' attitudes and make them more vigilant; and

- (b) he said that the current speed limit on Tai Chung Kiu Road after passing through Jat Min Chuen on Che Kung Miu Road was reduced from 70 km/h to 50 km/h, which was not in line with the speed of practical driving. He asked when the Department would restore the original speed limit.

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

- (a) to his knowledge, the Department could only install red light cameras at traffic black spots. He asked whether the scene of the incident met the criterion of a record of six traffic accidents causing casualties in a year; and
- (b) he wished to know whether the Department and the Police would relax the criteria on installation of red light cameras to safeguard the public. He cited Po Tai Street as an example, saying that the road section was relatively straight with a wide road surface, drivers were prone to speeding up. It was suggested that the Department should take preventive measures prior to the occurrence of accidents.

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

- (a) he pointed out that a number of traffic accidents of varying severity had occurred at the four junctions of Sha Tin Rural Committee Road and Sand Martin Bridge. He suggested that the Department should install more equipment prior to the occurrence of accidents to achieve the effect of “prevention is better than cure”; and
- (b) he considered the suggestion of adding double yellow lines by the Department useless, and was of the view that installing speed enforcement cameras as soon as possible was the most effective way to prevent drivers from violating rules.

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

- (a) he thanked the Department and the Police for coming to the scene with members shortly after the accident;
- (b) he had reservations about the effectiveness of the Department’s plan to increase the size of traffic lights, and pointed out that the current traffic lights were bright enough after being changed from electric light bulbs to LED lights. He opined that the crux of the problem might be the design of the auxiliary traffic lights (traffic lights with split phase) there, which caused confusion for drivers easily. He suggested that apart from the compliance of the design of traffic lights with standards, the Department should also review the vehicle release arrangements at this road section. He cited the road section heading

from Sha Tin Town Hall to the swimming pool as an example, saying that vehicles often continued to pass through after the pedestrian lights turned green. He suggested that the Department review the design of the relevant traffic lights;

- (c) he said that the victim of the accident was a resident in his and Mr YEUNG Sze-kin's constituencies. As the Social Welfare Department (SWD) did not send any representative to attend the meeting, he hoped that the Secretariat would write to the SWD on their behalf to enquire about the support provided by the SWD to the family of the deceased. As far as he knew, the deceased did not come from a rich family and was also the breadwinner. He hoped that the SWD could provide appropriate assistance to the family of the deceased;
- (d) in addition to installing a red light camera at the scene, he suggested installing a speed enforcement camera in the middle of the bridge. He pointed out that at present, some drivers would speed up after passing the traffic light at Shatin Park, the speed could reach 100 km/h when they reached the middle of the bridge, and when the traffic lights changed, they might not have enough time to slow down; and
- (e) he suggested that the Department consider laying dressing on the relevant road section to increase the friction of the road surface so that vehicles could slow down more effectively and avoid accidents.

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

- (a) with regard to the Department's suggestion of adding double yellow lines, he said that some members of the public had recently reported that double yellow lines had caused inconvenience to passengers and loading and unloading goods. He cited Chui Tin Street as an example, saying that almost all road sections were with double yellow lines, vehicles loading and unloading goods were all concentrated in the parking spaces with parking meters at Greenview Garden, and the traffic might become chaotic after the resumption of school. He commented that the original intention of drawing double yellow lines was to target illegal parking, but the fight against illegal parking had to be paired with prosecution, and the drawing of double yellow lines alone might not be effective; and
- (b) he had put forward a motion about studying the addition of parking spaces on 17 September 2020. He asked whether relevant departments had studied and dealt with the problem.

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

- (a) he said that the accident revealed that there was room for improvement in the design of the junction of Yuen Wo Road. For example, traffic lights could be installed at the road section where the accident had happened so that drivers lining up farther back could also see the traffic lights clearly; and
- (b) he deemed it necessary to add speed enforcement cameras. As the road was relatively straight and wide, drivers would be prone to speeding. He wished to know whether the Department and the Police had conducted relevant studies.

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

- (a) he wished to know how many junctions had been equipped with red light cameras at the two ends of Sand Martin Bridge and Banyan Bridge; and
- (b) he opined that the crux of the problem did not lie in the size of the traffic lights but bad driving attitudes. He asked the Police whether statistics on red light jumping or speeding at the location in the past could be provided.

69. Mr David HO signalled that the meeting had been going on for two hours, and asked members to be concise with their speeches.

70. Mr Thomas MAN gave a consolidated response as follows:

- (a) he said that the road and traffic light design met relevant standards. Therefore, the current proposed measures were mainly to enhance safety at the junction. As there was a pedestrian crossing at the location, the addition of double yellow lines could prevent illegally parked vehicles from blocking vision and enhance overall safety;
- (b) he said that in addition to records of traffic accidents, the Department would also make reference to the prevalence of red light jumping observed by the Police so as to determine the installation locations of red light cameras and speed enforcement cameras; and
- (c) with regard to the locations of relevant traffic lights, the Department noted members' views and would further study whether to add traffic lights or change their locations.

71. Mr POON Wing-hong, Senior Engineer (Sha Tin)¹ of the TD gave a consolidated response as follows:

- (a) he said that the design of the relevant junction met standards. The Department would first increase the size of the traffic lights to ensure that drivers from different directions could clearly see the traffic lights;
- (b) he pointed out that the suggestion of adding double white lines was made with reference to the improvement plan of the vicinity of Tai Chung Kiu Road to clearly separate vehicles on different lanes;
- (c) he said that the arrangement for adding double yellow lines was not directly related to the incident. He pointed out that a vehicle staying on a slow lane would affect the vision of drivers and the public. Therefore, improvement measures would be implemented in relevant locations throughout Hong Kong successively and double yellow lines would be added; and
- (d) he said that the relevant improvement works of Tai Chung Kiu Road had been completed and the normal speed, i.e., 70 km/h, was restored from 1 January 2021.

72. Mr LAM Chi-chung said that the Police noted members' views on installing red light cameras and speed enforcement cameras, and he would relay the views to the New Territories South Traffic Headquarters and the TD for them to take follow-up actions, and calculate relevant data, installation locations and directions.

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

- (a) he suggested that the Department review the order of vehicle release and pointed out that the Department did not respond to the suggestions about "traffic lights with split phase" and adding dressing;
- (b) he suggested that while studying with the Department the installation of red light cameras and speed enforcement cameras, the Police should consider adding some temporary mobile speed enforcement cameras to make drivers stay vigilant and slow down to avoid the occurrence of accidents; and
- (c) he hoped that the Secretariat could enquire of the SWD about the support provided to the family of the deceased after the meeting.

74. Mr LAI Tsz-yan wished to know whether the Police had statistics on the number of violations of red light jumping or speeding on Sand Martin Bridge and Banyan Bridge. If there was no relevant statistics in the past, he urged the Police

to consider collecting relevant data in the future.

75. The Chairman asked the Secretariat to write to the SWD on the follow-up matters raised by Mr Ricardo LIAO and follow up with Mr Ricardo LIAO upon the SWD's reply to the TTC.

76. Mr Thomas MAN gave a consolidated response as follows:

- (a) with regard to the materials of road surface, the Highways Department (HyD) would be surfacing roads with proper materials and the Department would ask the HyD to review the relevant situation;
- (b) with regard to traffic lights, the Department would review the design and see whether it was necessary to add traffic lights to assist vehicles turning left; and
- (c) with regard to speed limits, the Department would consider adding signs or road markings to remind drivers to pay attention to speed limits.

77. Mr LAM Chi-chung gave a consolidated response as follows:

- (a) he said that after the traffic accident, the Traffic Wing had sent officers from time to time to the junction of Yuen Wo Road and Sha Tin Rural Committee Road to strengthen law enforcement and monitor drivers to see whether there was any violation; and
- (b) regarding the statistics on red light jumping or speeding on Sand Martin Bridge and Banyan Bridge, as he did not have relevant information for the time being, he would contact Mr LAI Tsz-yan to provide the figures after the meeting.

78. The Chairman extended deep condolences to the family of the deceased on behalf of the STDC, and hoped that the Department would implement facility improvement measures at the relevant junction as soon as possible. At the same time, he also hoped that the Police would deal with incorrect driving attitudes and behaviours through education or prosecution.

Sha Tin District Bus Route Programme 2020-2021 – Follow-up on Other Routes

79. The views of the Chairman were summarised below:

- (a) he said that there were still issues in last year's Bus Route Programme that had not been properly dealt with, so it was necessary to follow up on relevant matters at this meeting;

- (b) he pointed out that the Wan Chai extension plan for Route Nos. 980X and 981P were proposed two years ago. He urged the Department to review the relevant plan as soon as possible and include it in the Bus Route Development Programme of the coming year;
- (c) he said that Route Nos. 286C and 86C shared the same fleet, and some residents in areas not covered by Route No. 286C had reported an increase in their waiting time for buses. In the meantime, the service hours of Route No. 286C were relatively short, which overlapped with part of the service scope of Route No. 86C. He asked the Department to examine the positioning of these two routes; and
- (d) he deemed the arrangements for Route Nos. 40S and 40E unsatisfactory, and considered that the Department had all along neglected the demand for express bus services of residents in Tai Shui Hang or the vicinity of Ning Tai Road.

80. Mr David HO signalled that the meeting had been going on for more than two hours, and asked members to pay attention to the meeting time and finish it as soon as possible.

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

- (a) he said that the paper for discussion of this agenda item could not be found on the STDC website. He asked the Secretariat in what way the relevant paper had been sent to members; and
- (b) he considered that the Bus Route Programme neglected the demand for cross-harbour bus service of residents in Ma On Shan Area 77, and there was no significant improvement in Route No. 286M. He pointed out that the Department had not made any key response to special bus services in the morning such as that of Route No. 682A. He wished to know whether the Department had any supplementary information.

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

- (a) he pointed out that in the past, the 5 buses of Route No. 980X departing from 7:21 am to 7:53 am were the most crowded. Due to the epidemic, a large number of passengers got on the bus at Wu Kai Sha Terminus from 7:37 am to 8:10 am, it was usually difficult for passengers at later stops to get on, reflecting a certain demand for the service of Route No. 980X. He suggested that the Department increase the service frequency and introduce whole day bus service from Wu Kai Sha to Hong Kong Island; and

- (b) he suggested that the Department extend Route No. 286C as soon as possible and change the terminus to Wu Kai Sha to tie in with the population growth in the area.

83. Mr CHING Cheung-ying said that with the development of Shatin to Central Link (SCL), there was a pressing need to set up bus routes to MTR Tai Wai Station at Sun Tin Wai Estate. He and Mr George WONG had suggested revising the route of Route No. 82B to operate via Sun Tin Wai Estate before Mei Tin. However, they had not received any positive response from the Department for years. He asked the Department how it would tie in with the development of the SCL, and requested the Department to arrange a more direct bus route for residents of Sun Tin Wai Estate to go to MTR Tai Wai Station.

84. Mr LAI Tsz-yan commented that half of the fleet of Route No. 86C were deployed to Route No. 286C. However, the journey time of Route No. 286C was not reduced greatly whereas the service frequency for passengers taking Route No. 86C to West Kowloon was reduced by half. He asked the Department how it would compensate the residents concerned, and requested for introduction of a whole day bus route running through Tsing Sha Highway.

85. The Chairman added that the paper for this agenda item had been issued by the Department around June or July 2020 to collect members' views. Given the pandemic however, the relevant special meeting could not be held.

86. Ms Rachel CHU gave a consolidated response as follows:

- (a) she briefed members on the discussion background, and said that the Department briefly introduced the Sha Tin District Bus Route Programme 2020-2021 to members in early 2020. After consolidating members' views, the Department wrote to the TTC on 26 June, saying that some items would be implemented. However, knowing that some members had concern over some items, the Department then wrote to members again on 2 July the same year to collect their views;
- (b) to tie in with the population growth in Wu Kai Sha, Route No. 40E would provide one morning trip from Nai Chung to Kwai Fong and one afternoon trip from Kwai Fong to Nai Chung. The bus company would also add a double-decker bus to provide services;
- (c) both Route Nos. 40X and 40S operated via A Kung Kok Street currently. The Department noted the relevant views of the Chairman and would consider them further;
- (d) the Department proposed in the Sha Tin District Bus Route Programme 2020-2021 that Route No. 286C be extended from Lee On Bus Terminus to Wu Kai Sha Terminus to tie in with the

population growth in Wu Kai Sha. If there was no objection, the Department would implement the relevant proposal;

- (e) with regard to the arrangements for Route Nos. 86C and 286C, discussion for different solutions between the Department and the bus company was ongoing, while the Bus Route Programme for the coming year was under preparation. If there were further details, the Department would consult the relevant district councils again;
- (f) Route No. 980X was one of the items in the Bus Route Programme 2019-2020. The Department noted members' suggestion on the provision of return service for Route No. 981P and would take follow-up actions; and
- (g) with regard to the bus service from Sun Tin Wai Estate to MTR Tai Wai Station, the Department noted the views of Mr CHING Cheung-ying. When formulating Bus Route Programmes in the future, it would use the relevant suggestions as reference and give an account to members in due course.

87. Mr James LAM, Assistant District Officer (Sha Tin)¹ said that the meeting had been going on for two hours and thirty minutes, which exceeded the scheduled meeting time, and the Secretariat had reminded members repeatedly. The representatives of government departments would withdraw from the meeting first.

88. The Chairman said that this agenda item was not yet completed, but the representatives of government departments already withdrew from the meeting. He wished to know whether the Secretariat would arrange a resumption meeting. Besides, he would like to know whether other meetings had been scheduled to be held at this venue in the afternoon, and whether a resumption meeting could be held this afternoon.

89. Mr David HO said that as the meeting had been going on for more than two hours, the representatives of government departments would withdraw from the meeting first. The Chairman could consider dealing with outstanding agenda items by way of paper circulation or postponement to the next meeting. If the Chairman deemed it necessary to arrange for a resumption meeting, the Secretariat would discuss with the Chairman after the meeting about the date, which would be subject to the epidemic and the availability of the conference room.

90. The Chairman said that this meeting had been postponed several times, resulting in a backlog of outstanding agenda items. He opined that it was difficult to deal with outstanding agenda items by way of paper circulation because the representatives of government departments had to answer members' questions, including "Proposed Route Adjustments Regarding Route No. 286M" and "Question to be Raised by Mr YUNG Ming-chau, Michael on the Transport Condition of Various Road Sections in the Sha Tin District". He requested for a

special meeting to be convened to deal with outstanding agenda items. He asked the Secretariat to schedule a meeting time for the special meeting as soon as possible in order to follow up on the remaining agenda items.

91. Mr CHAN Pui-ming said that “Proposed Route Adjustments Regarding Route No. 286M” was not yet discussed. Therefore, he agreed with the Chairman on convening a special meeting in accordance with Order 8 of the Sha Tin District Council Standing Order.

92. Mr LAI Tsz-yan asked if a resumption meeting was to be held, whether a certain time interval between the resumption meeting and this meeting was stipulated. In addition, if the meeting was held at another venue, whether the attendance of the representatives of government departments was indispensable.

93. The Chairman said that the outstanding agenda items had to be dealt with at a resumption meeting, and the relevant schedule of the time and date would be subject to the reply of the STDO. He regretted the withdrawal of the representatives of government departments.

94. The meeting was adjourned at 1:03 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

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