

**Sha Tin District Council**  
**Minutes of the 2<sup>nd</sup> Meeting of**  
**the Traffic and Transport Committee in 2021**

**Date** : 22 June 2021(Tuesday)  
**Time** : 10:00 am  
**Venue** : Sha Tin District Office Conference Room 441  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	10:00 am	9:53 pm
Mr LAI Tsz-yan (Vice-Chairman)	”	3:34 pm	8:35 pm
Mr CHING Cheung-ying, MH	DC Chairman	10:00 am	8:52 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	10:00 am	5:14 pm
Mr CHAN Nok-hang	DC Member	3:00 pm	5:57 pm
Mr CHAN Pui-ming	”	10:00 am	9:53 pm
Mr CHAN Wan-tung	”	10:43 am	6:35 pm
Mr CHENG Chung-hang	”	10:00 am	9:53 pm
Mr CHEUNG Hing-wa	”	10:00 am	9:53 pm
Mr CHOW Hiu-laam, Felix	”	10:00 am	9:53 pm
Mr CHUNG Lai-him, Johnny	”	10:00 am	9:53 pm
Mr HUI Lap-san	”	10:00 am	9:53 pm
Mr HUI Yui-yu	”	10:40 am	12:51 pm
Dr LAM Kong-kwan	”	11:06 am	4:23 pm
Mr LI Chi-wang, Raymond	”	10:45 am	7:25 pm
Mr LI Sai-hung	”	10:00 am	6:03 pm
Mr LI Wing-shing, Wilson	”	10:59 am	6:34 pm
Mr LIAO Pak-hong, Ricardo	”	10:00 am	6:01 pm
Mr LO Tak-ming	”	10:37 am	12:46 pm
Mr LO Yuet-chau	”	10:25 am	8:22 pm
Mr LUI Kai-wing	”	10:00 am	11:14 am
Ms LUK Tsz-tung	”	10:00 am	7:43 pm
Mr MAK Tsz-kin	”	10:00 am	9:53 pm
Mr MAK Yun-pui, Chris	”	10:00 am	10:57 am
Mr MOK Kam-kwai, BBS	”	10:36 am	11:01 am
Mr NG Kam-hung	”	10:24 am	5:06 pm
Ms NG Ting-lam	”	2:46 pm	5:36 pm
Mr SHEK William	”	3:45 pm	8:35 pm
Mr SIN Cheuk-nam	”	10:00 am	12:30 pm
Ms TSANG So-lai	”	10:00 am	10:57 am
Mr WAI Hing-cheung	”	10:00 am	9:53 pm
Mr WONG Ho-fung	”	10:00 am	6:15 pm
Mr YEUNG Sze-kin	”	10:00 am	6:01 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

**In Attendance**

Mr LAM Fong-tat, James  
Mr HO Kin-nam, David

Ms WONG So-man, Katrina  
Ms LI Yui-ming, Minnie

Mr LAM Chi-chung

Mr CHAN Yau-yau, Leo  
Ms TSANG Hing-kwan, Natalie  
Mr CHIU Sung-ko  
Mr POON Chi-cheong, Vincent  
Mr LO Hoi-wing, Jeff  
Mr CHEUNG Chun-yin, Joey  
Mr LIU Chi-kwong  
Mr SUEN Kwok-chuen

Mr YEUNG Wai-dor

**In Attendance by Invitation**

Mr TAM Chun-hei, Jeff

Ms KWONG Ching-yan, Vivian

Mr CHAN Chung-yi

Mr PANG Chun-ho

Ms WU Ka-lai, Tish

Mr WONG Yuk-ki, Mark

Ms CHU Lai-yee, Rachel

Mr HUNG Ho-wan, Jason

Mr LAM Sin-yam

Ms TONG Mai-mai

Mr CHAN King-keung

Mr LEUNG Yip

Ms LAM Yuen, Annie

Ms WONG Ho-yan, Doris

**Title**

Assistant District Officer (Sha Tin) (1)  
Senior Executive Officer (District Council) (Atg),  
Sha Tin District Office  
Executive Officer I (District Council) 3, Sha Tin District Office  
District Operations Officer (Sha Tin District),  
Hong Kong Police Force  
Officer-in-charge, District Traffic Team (Sha Tin District),  
Hong Kong Police Force  
Senior Transport Officer/Ma On Shan, Transport Department  
Senior Transport Officer/Shan Tin, Transport Department  
Senior Engineer/Shan Tin 1, Transport Department  
Engineer/Shan Tin 2, Transport Department  
Engineer/Shan Tin 3, Transport Department  
District Engineer/Shan Tin (1), Highways Department  
District Engineer/Shan Tin (2), Highways Department  
Housing Manager (Tai Po, North & Shan Tin 4),  
Housing Department  
Administrative Assistant/Lands (Atg),  
District Lands Office, Shan Tin

**Title**

Manager - Public Affairs,  
The Kowloon Motor Bus Company (1933) Limited  
Manager - Operations,  
The Kowloon Motor Bus Company (1933) Limited  
Officer - Planning and Development,  
The Kowloon Motor Bus Company (1933) Limited  
Planning and Scheduling Officer,  
New World First Bus Service Limited and Citybus Limited  
Public Affairs Officer,  
New World First Bus Services Limited and Citybus Limited  
Senior Transport Officer/ Railway Projects,  
Transport Department  
Senior Transport Officer/ Bus/ New Territories East 1,  
Transport Department  
Transport Officer/ Bus/ New Territories East 1,  
Transport Department  
Senior Land Executive/ Land Control,  
District Lands Office, Shan Tin  
Assistant District Social Welfare Officer (Sha Tin) 2,  
Social Welfare Department  
Station Commander Siu Lek Yuen Fire Station,  
Fire Service Department  
Depot Commander Shan Tin Ambulance Depot,  
Fire Service Department  
Public Relations Manager - External Affairs,  
MTR Corporation Limited  
Senior Transport Officer/ Bus/  
Public Transport Interchange & Project, Transport Department

**In Attendance by Invitation**

Mr FUNG Yiu-leung, John

Mr CHAN Chun-fung, Alfred

Mr YIP Wai-lun

Mr TANG Chi-wang, Andy

**Title**

Senior Project Manager 122,

Architectural Services Department

Project Manager 178, Architectural Services Department

Senior Engineer/Smart Mobility 1, Transport Department

Electrical Engineer/Smart Mobility 14,

Transport Department

**Absent**

Mr CHAN Billy Shiu-yeung

Mr CHENG Tsuk-man

Mr YIP Wing

Mr CHIU Chu-pong

Mr SHAM Tsz-kit, Jimmy

Mr TSANG Kit

Mr YAU Man-chun

**Title**

DC Member

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(Application for leave of absence received)

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(No application for leave of absence received)

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**Action**

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

2. The Chairman informed all attendees that reporters present were taking photographs and making video and audio recordings.

**Application for Leave of Absence**

3. The Chairman said that the Sha Tin District Council Secretariat (Secretariat) had received applications for leave of absence in writing from the following members:

Mr Billy CHAN

Mr CHENG Tsuk-man

Mr YIP Wing

Official commitment

Sickness

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

5. The Chairman suggested rearranging the agenda items to postpone the discussion of "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" (Paper No. TT 15/2021) and the minutes to the afternoon session. He asked whether members agreed to the arrangement.

6. Members unanimously agreed to the above suggestion.

**Discussion Items**

Updated Membership List of Working Groups under the Committee  
(Paper No. TT 16/2021)

7. Members unanimously endorsed the above paper.

Annual Work Plans and Funding Applications Submitted by Working Groups under the Committee

(Paper No. TT 31/2021)

8. Members unanimously endorsed the above paper.

Transport Department Annual Plan 2021

(Paper No. TT 17/2021)

9. Mr Leo CHAN, Senior Transport Officer/Ma On Shan and Mr CHIU Sung-ko, Senior Engineer/Shu Tin 1 of the Transport Department (TD) briefly introduced the content of the paper.

10. Mr WONG Ho-fung said that the installation of traffic lights at the crossing of Heung Fan Liu Street started in mid-May 2021, but it had not yet been completed. He would like to learn more about the progress of the works.

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

- (a) he said that the installation of traffic lights at the crossing of Heung Fan Liu Street had been delayed for several quarters, and the relevant lamp posts were still not in operation. He would like to learn more about the progress of the works; and
- (b) he said that some residents were concerned about the design and timing of the newly installed traffic lights, and he hoped that the TD would provide information after the meeting.

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

- (a) he said that the traffic service situation in Sha Tin had changed significantly after the opening of the Tuen Ma Line, and the operation of the existing bus service had become more difficult. He would like to know how the TD would improve the services and operating environment of franchised buses, so as to ensure the provision of choices of travel for the public and maintain franchised bus routes services which could meet the needs of the community;
- (b) he believed that the Public Transport Fare Subsidy Scheme encouraged bus companies to increase fares, and the TD should review the franchised bus system, study ways to increase the profits of bus companies, and maintain existing services;
- (c) he said that with the completion of residential buildings in the area of Lai Ping Road, the traffic services in the area could not meet the existing demand, and the services of the existing minibus Route No. 814 and the design of the footpath were also less than ideal; and

- (d) he said that the footpaths of Tai Po Road and Lai Ping Road were narrowed due to the crash barriers and weeds on the roadside. He suggested that the TD should improve the footpaths in the area and strengthen the connection to the footpath section of the University Station to improve the traffic condition in the area.

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

- (a) he believed that the competitiveness of existing bus services was affected by railway services. Under the new passenger carrying standard, the operating costs of bus companies increased. He wished to know whether the TD would review the policy on franchised bus services on a large scale; and
- (b) he said there was traffic congestion on Tai Chung Kiu Road southbound and the section from Ravana Garden to Tai Chung Kiu Road. He would like to know whether the TD would implement a long-term traffic improvement plan along the road from Shek Mun Roundabout to On Sum Street, so as to relieve traffic congestion in Ma On Shan.

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

- (a) he said that the traffic service in Kwong Hong was insufficient, and the TD reduced the frequency of Routes No. 49X and 281A without consultation, and the bus services after the reduction was unable to meet the demand in the area. He would like to know how the TD monitored the situation and made adjustments;
- (b) he said that some passengers reported that the waiting time for the green minibus Route No. 808 was too long, and they needed to travel to and from Ma On Shan by other means. In addition, some passengers reported that the first departure time of the green minibus Route No. 806A was too late and could not meet the needs of passengers commuting to work. He suggested that the TD should make corresponding adjustments; and
- (c) he said that after the intake of Greenhill Villa had commenced, the traffic flow in Siu Lek Yuen had greatly increased, but the adjacent road network had not been able to cope with the traffic flow in the area. He suggested that the TD should adjust the traffic lights at Siu Lek Yuen Road and widen the road, and pay close attention to the traffic situation in the area.

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

- (a) he considered that the TD should submit its annual work plan at the beginning of the year instead of in the middle of the year. It should not include some of the works that were near completion;

- (b) regarding the installation of traffic lights at the footpath crossing at On Luk Street, he said that the temporary traffic island there was too narrow, and the TD was slow to follow up the work. He suggested that more attention should be paid to similar works in the future; and
- (c) he said that there had been a number of large-scale traffic accidents on Tai Chung Kiu Road, and wished to know why the TD did not put forward suggestions for improvement in the paper.

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

- (a) she said that the green minibus Route No. 67A served as an important connection route for residents in Shek Mun to connect with other means of transport, and there were more passengers queuing during rush hours in the morning. She suggested that the TD should increase the frequency of Route No. 67A in the morning;
- (b) she suggested that the first departure time of the green minibus Route No. 806B should be brought forward to 6:30 am to meet the needs of residents to go to work and school; and
- (c) she suggested that the TD should increase the means of transportation from Shek Mun to the Chinese University of Hong Kong.

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

- (a) he said that the green minibus Routes No. 803 and 808 had problems such as lost trips, poor service quality, reaching full capacity frequently and insufficient frequency, and suggested that the TD should strengthen the monitoring of minibus services;
- (b) he said that the TD had proposed providing a new short-distance route of the green minibus Route No. 808M to the MTR Ma On Shan Station, but it had not yet been implemented and he would like to learn more about the progress;
- (c) he suggested that the TD should add toilets or mobile toilets in the improvement works at the entrance of the Bus-Bus Interchange of the Tate's Cairn Tunnel for the convenience of passengers;
- (d) he suggested the bus company should provide an inter-company interchange discount;
- (e) he said that if the service of Route No. 89C not passing through Shek Mun was not enhanced, he would oppose the cancellation of Routes No. 286M and 85S, as well as the alternative services proposed by the TD;
- (f) he suggested that the TD should review the temporary bus stop arrangements during the improvement works at Ma On Shan Town Centre Public Transport Terminus;

- (g) he said that with the opening of the Tuen Ma Line, there might be fewer passengers taking Route No. 85X, so it was recommended to extend the route to Wu Kai Sha;
- (h) he hoped that the TD would improve the alignments of Route No. 40X via Yuen Wo Road as soon as possible, and increase the bus service between Ma On Shan and Yuen Wo Road; and
- (i) to reduce the chance of traffic accidents at Tai Chung Kiu Road, he suggested installing overhead traffic lights on the road.

18. Mr CHENG Chung-hang opined that he had been striving to implement the cross - bus company interchange discount scheme. He suggested that the TD could also include the relevant interchange scheme into its annual plan.

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

- (a) he said the TD mentioned in its annual plan that by the end of 2020, the bus companies would offer a total of 129 inter-company interchange discount schemes. As such, the TD and the bus companies should not refuse to provide inter-company interchange discounts on the ground that the Tate's Cairn Tunnel Interchange Station was not a closed interchange station;
- (b) he suggested that the TD should incorporate additional conditions when re-granting the franchise to New World First Bus Services Limited (NWFB) in 2023, requiring the NWFB to provide interchange discounts at the tunnel interchanges;
- (c) he had asked the TD to put up a sign at On Luk Street in Ma On Shan to remind motorists of the provision of a pedestrian crossing between the water-filled barriers. He suggested that the TD should try to reduce the chance of traffic accidents during the works period as soon as possible; and
- (d) he pointed out that the service quality of the green minibus Route No. 26 was not good, with frequent occurrence of "skipping stops". He suggested that the TD should strengthen monitoring.

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

- (a) he took Route No. 690 as an example, which was a jointly-operated cross-harbour route offering inter-company interchange discounts at non-closed interchanges, so he believed that the bus company could also offer the same discount in Sha Tin District; and
- (b) he said that the TD had not provided sufficient assistance to the minibus operator Kwok Chung Motor Car Limited after the commissioning of the Tuen Ma Line. The TD also did not provide the members with a report on the trial short-distance green minibus route. As such, he considered that the TD did not attach importance to the green minibus service.

21. The views of Ms TSANG So-lai were summarised below:

- (a) she said that some residents reported that the green minibus Routes No. 803 and 808 had problems such as lost trips, “skipping stops” and old minibuses, which brought them inconvenience and safety concerns. She hoped that the minibus operators would review those problems; and
- (b) she said that she had reached a consensus with the minibus operator on the reservation of seats for the green minibus Route No. 808 for residents of Saddle Ridge Garden and Lee On Estate, but the operator had not yet implemented the arrangement. She hoped that the TD would strengthen supervision.

22. The views of the Chairman were summarised below:

- (a) he asked the TD to respond to members’ views on the service quality, service hours and additional service locations of green minibus service;
- (b) he suggested that the TD should set out the planned road improvement works in the annual plan;
- (c) he believed that the TD’s arrangement of installing temporary water-filled barriers only about a week after the removal of the central dividers at the road works on On Luk Street in Ma On Shan could be improved; and
- (d) he wished to know whether the TD would incorporate members’ views on different bus routes into the Bus Route Planning Programme for the coming year.

23. Mr CHIU Sung-ko gave a consolidated response as follows:

- (a) he said that the annual plan covered the major works of the current year, and the TD would review the needs to adjust the works design according to the changes in the environment, pedestrians and traffic flow;
- (b) after the meeting, the TD would provide supplementary information on the traffic signal timing of the newly installed traffic lights at Heung Fan Liu Street for the members. After the activation of traffic lights, the traffic flow and pedestrian flow in the area would be monitored, and the signal timing would be adjusted according to the actual situation;
- (c) he said that due to the actual circumstances of Tai Po Road, the design of the footpath near the crash barriers was relatively narrow, and he suggested that the public could use the wider footpath on the other side near the hillside; and
- (d) he noted the members’ views on the works of On Luk Street. The TD would review the road works with the Police and the Highways Department (HyD) to improve the temporary traffic arrangements in the future.



24. Mr Jeff LO, Engineer/Sha Tin 3 of the TD gave a consolidated response as follows:

- (a) he said that the improvement works at the junction of Tai Chung Kiu Road and On Sum Street would be completed soon. After the completion of the works, the TD would review and adjust the signal timing of traffic lights with the traffic light team to prevent the traffic from extending to the Shek Mun Roundabout; and
- (b) the TD would review the traffic conditions during peak hours in the vicinity of Siu Lek Yuen Road and Kwong Sin Street after the intake of residents of the Greenhill Villa, and improve the traffic arrangement in the area in a timely manner.

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

- (a) the TD noted members' views on green minibus services, bus services and the bus-bus interchange discounts, and the TD would review and improve the said issues in its future annual plans;
- (b) the TD noted the views of members on green minibus service Routes No. 803, 808, 806A and 806B. It would strengthen the monitoring of the relevant routes and study the feasibility of relevant service improvement proposals with the minibus operators. Besides, service level surveys on green minibus routes would be conducted from time to time;
- (c) he said that the interchange discounts should be provided according to the financial situation of the bus company, and it was necessary not to unduly affect the operation of the bus company by offering discounts. The TD would discuss the issue with the bus company again; and
- (d) the divisions concerned in the TD would deal with the proposed bus routes, and would duly consider the proposals of the members as reference when designing future bus route plans, or make adjustment and conduct consultation for individual route in a timely manner.

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

- (a) he said that the frequency of Route No. 89C passing through Ning Tai Road was low, while Route No. 286M was equally important to the public who travelled through Tate's Cairn Tunnel Interchange, and the proposal to replace Route No. 286M with Route No. 89C was not feasible; and
- (b) he said that the green minibus Route No. 806B from Shek Mun was often full, so that most of the passengers in Ma On Shan were unable to board the minibus. It was suggested that the frequency of Route No. 806B should be increased or the arrangement of "on-route stops" should be made available.

27. Mr Felix CHOW said that as the residents along Tai Po Road and Lai Ping Road had to use narrower footpaths to get to the stops, there was a need to improve the footpath design in the area. He said that since the road crossing facilities in the area were insufficient, some residents chose to take the risk of crossing the road unsafely. He suggested that the TD should complete the works as soon as possible.

28. Mr CHIU Sung-ko responded that he would ask the engineers of the district to inspect the crash barriers that caused inconvenience for residents to cross the road.

29. The Chairman considered that in view of the meeting time, he suggested rearranging the agenda items and asked whether members agreed to the following proposed rearrangement:

- (a) discussion of “Route 89S Special Departure Arrangement” (Paper No. TT 32/2021) before “Question to be Raised by Mr LIAO Pak-hong, Ricardo on Illegal Disposal of Abandoned Vehicles in Sha Tin District” (Paper No. TT 18/2021), “Question to be Raised by Mr YEUNG Sze-kin on Traffic Issues in Siu Lek Yuen” (Paper No. TT 19/2021) and “Question to be Raised by Ms LUK Tsz-tung on Progress of 3 Traffic Improvement Works in the Bik Woo Constituency” (Paper No. TT 20/2021);
- (b) subsequent discussion of “Public Transport Services Adjustment Plan in Connection with the Commissioning of Tuen Ma Line” (Paper No. TT 33/2021) and the “Follow-up on Sha Tin District Bus Route Programme 2021-2022” and “Sha Tin District Bus Route Programme 2020-2021 – Follow-up on Re-organisation of Airport Routes”; and
- (c) in view that the content of “Public Transport Services Adjustment Plan in Connection with the Commissioning of Tuen Ma Line” (Paper No. TT 33/2021) was relevant to “Question to be Raised by Mr CHAN Pui-ming on the Data of Various Bus Route in the Sha Tin District” (Paper No. TT 22/2021), the Chairman suggested discussing the two items together.

30. Members unanimously agreed to the above suggestion.

Route 89S Special Departure Arrangement  
(Paper No. TT 32/2021)

31. Mr Leo CHAN briefly introduced the content of the paper.

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

- (a) he suggested that when considering the alignment of Route No. 89S, reference could be made to Route No. 83X (from Shui Chuen O via To Shek Street, Sha Tin Wai Road, Ngau Pei Sha Street, Kwong Sin Street and Siu Lek Yuen Road intersection to Wong Nai Tau, along Siu Lek Yuen Road and Sha Tin Wai Road to Tate’s Cairn Highway). He pointed out that the travel time in the above proposal was similar to that of the TD, and suggested that additional en-route stops should be made available in the vicinity of Ngau Pei Sha New Village, the Hang Seng University of Hong Kong (HSUHK), Banyan House and Cypress House to serve more

passengers; and

- (b) he suggested that the TD should review the actual passenger volume as soon as possible after the implementation of the route, and consider increasing the frequency in a timely manner to meet the needs of the community.

33. Mr YEUNG Sze-kin said that the original intention of adjusting Route No. 89S was to increase the number of passengers for the route and to benefit the residents of Shui Chuen O, but no stops were made available at Siu Lek Yuen Road or Sha Tin Wai Road for the route proposed by the TD. He suggested that Route No. 89S should go through Ngau Pei Sha Street and Kwong Sin Street, and two to three en-route stops should be added to enhance services. He hoped that after the implementation of the route, the TD would consider increasing the frequency according to the passenger volume.

34. Mr CHAN Pui-ming pointed out that there were no bus routes to and from Ning Tai Road or Sai Sha Road, Siu Lek Yuen and Shui Chuen O. It was suggested that Route No. 89S should enter Ma On Shan before diverting to Ning Tai Road, or pass through Chevalier Garden before heading for Sai Sha Road via Hang Fai Street, so as to cover areas not served by green minibus Route No. 808.

35. Mr LO Tak-ming supported the provision of special departures of Route No. 89S to offer transportation services for students in Shui Chuen O to go to the area in the vicinity of Kwong Yuen Estate, and was open to the proposal put forward by Mr Ricardo LIAO and Mr YEUNG Sze-kin on adjusting Route No. 89S to pass through Ngau Pei Sha Street and Kwong Sin Street.

36. The Chairman considered that the members' views on the special departures of Route No. 89S were clear. He wished to learn more about the difficulties encountered by the Kowloon Motor Bus (1933) Limited (KMB) when implementing the proposal and how the TD would coordinate the arrangement.

37. Mr Leo CHAN said that the TD noted members' suggestion on Route No. 89S, and initially considered that the travel time of the proposal was similar to the original proposal. The TD would study the proposal and follow up the issue with KMB.

38. Mr CHAN Chung-yi, Officer (Planning and Development) of the KMB said that KMB was open to the proposal of making Route No. 89S pass through Kwong Sin Street, but providing an en-route stop would increase the travel time. It was preliminarily estimated that if the first special departure at Shui Chuen O could leave ten minutes earlier, it would be able to match the time of the first departure from Wong Nai Tau. KMB would continue to discuss the issue with the TD.

39. Mr Ricardo LIAO said that the special departure arrangement of Route No. 89S was expected to be implemented in the second quarter of 2021. He wished to know when the TD and KMB would implement the arrangement after listening to the views of the members. Since the special departures of Route No. 89S were mainly intended to meet the needs of students travelling to and from schools, he suggested that the route should be operated before the start of the summer vacation.

40. The Chairman said that the service hours of Route No. 89S could fill the gap of the service hours of Route No. 83X, and suggested that KMB should consider accepting members' views. In addition, he wished to know whether it was easy to cause confusion to passengers if the same bus route adopted two different sets of stops for the normal departures and special departure services.

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

- (a) if the bus route had a special departure with more than one set of routes, whether confusion would be caused depended on the availability of a separate route number for the special departure. Taking Route No. 89S as an example, passengers might find it confusing if some of the departures passed through the Sha Tin Wai Road or Kwong Sin Street, but with the same route number; and
- (b) based on the recommendations of the members, after the special departure of Route No. 89S from Shui Chuen O, the bus concerned would enter Ngau Pei Sha Street, Kwong Sin Street and Siu Lek Yuen Road after passing through To Shek Street and Sha Tin Wai Road, and three en-route stops would be set up at Ngau Pei Sha Street and Kwong Sin Street, and the bus concerned would depart from Shui Chuen O ten minutes earlier. The TD and KMB would review the feasibility of the arrangement after the meeting. If the KMB agreed to the arrangement, the TD would implement the plan as soon as possible.

42. Mr CHAN Chung-yi opined that the KMB would work with the TD to implement the relevant arrangement as soon as possible.

43. The Chairman suggested that the TD should follow up the arrangement with the KMB as early as possible and implement the arrangement within this month or before next school year.

### Questions

Question to be Raised by Mr LIAO Pak-hong, Ricardo on Illegal Disposal of Abandoned Vehicles in Sha Tin District  
(Paper No. TT 18/2021)

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

- (a) he said that there were abandoned vehicles at the student hostel of HSUHK and Fa Sam Hang Village area for more than two years. Such vehicles with damaged glass and collision marks which blocked the road might pose danger to the public. He suggested that the District Lands Office, Sha Tin (DLO/ST) should immediately remove the abandoned vehicles that might pose danger;
- (b) he said that some of the abandoned vehicles placed on the road sections mentioned above were moved to the storage centre on the adjacent hillside, and water might be accumulated in these abandoned vehicles after raining, causing mosquito breeding and affecting nearby residential

buildings. He suggested that the DLO/ST should remove these vehicles away from residential areas as soon as possible, and conduct site inspection with the Food and Environmental Hygiene Department for the hygiene condition;

- (c) he wished to know whether the current storage centres were operated in a permanent or temporary mode. He considered that some of the storage centres were too close to residential areas, and the location selected was not ideal. He suggested that the DLO/ST should discuss with the Government Logistics Department (GLD) the removal of the abandoned vehicles from the Fa Sam Hang storage centres and stop using the site as a storage centre for abandoned vehicles; and
- (d) he said that on 8 September 2020, he and the staff of the Water Supplies Department (WSD) conducted a site inspection at the student hostel of HSUHK and Fa Sam Hang Village area to inspect abandoned vehicles. He considered that the reply of the WSD did not reflect the actual situation. Since the vehicles on the road sections had been abandoned for a long time, they might pose a danger to other road users. He hoped that the relevant departments would deal with the issue as soon as possible.

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

- (a) he stated that the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and the Road Traffic Ordinance (Cap. 374) respectively authorised the DLO/ST and some police officers to remove abandoned vehicles;
- (b) he said that abandoned motorcycles were found on the footpath of On Chun Street for many years, but no department had removed them. Division of responsibilities was also not clear. He considered that joint operations led by various District Offices were costly and failed to make good use of the powers conferred by the Ordinances mentioned above. He suggested that various departments should reach a consensus as soon as possible and remove abandoned vehicles in the area to protect the safety of the public and their rights to use the road; and
- (c) he opined that according to the definition of “road” in the Road Traffic (Traffic Control) Regulations (Cap. 374G), the student hostel of HSUHK and the area around Fa Sam Hang Village were private roads under the jurisdiction of the WSD, and were within the scope of law enforcement by the Police and the DLO/ST. Relevant departments should remove the abandoned vehicles in this section as soon as possible.

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

- (a) he said the DLO/ST had handled 185 abandoned vehicle cases in the past five years, and none of them had proceeded to prosecutions. He took Lok Wo Sha Lane as an example. The DLO/ST had also removed abandoned vehicles in the area in the past few years. However, shortly after the removal operation, illegal parking re-emerged, and even blocked

emergency exits. In addition, there had been incidents of abandoned vehicles that caught fire in the early hours of the morning, indicating that illegal parking or abandoned vehicles were potentially dangerous; and

- (b) he suggested that the government departments should actively institute prosecution and remove the vehicles concerned, and strengthen cooperation to improve efficiency.

47. Mr CHING Cheung-ying said that he had complained to the relevant departments about the abandoned motorcycles in front of the Kak Tin Village Kung Miu, but many departments replied that the case was not handled by them independently and must be handled in a joint operation. He wished to know the number of times and details of the operations taken.

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

- (a) he said that there were abandoned motorcycles in the Hin Keng area, and one of them had been abandoned next to the Fu Kin Street Refuse Collection Point for more than three years. In addition, there was also a motorcycle outside Ka Shun Court for several years, and even emitted electric oil odor, but the above-mentioned vehicle had not been removed by any department. He urged the relevant departments to remove the motorcycles as soon as possible; and
- (b) he said that there were also a large number of abandoned vehicles next to the Sha Tin Water Treatment Works for many years. He considered that those vehicles did not only occupy land, but might also have gasoline left in the vehicles, and were even used for criminal activities. He suggested that the government departments should actively deal with the relevant issues.

49. Mr LO Yuet-chau opined that the government departments were very inefficient in removing abandoned vehicles. He took the abandoned vehicles in the area behind the hill of Fa Sam Hang Village as an example, and said that the vehicles in the area had not been removed even after 10 years. He considered that it was necessary to improve the inter-departmental government cooperation.

50. The views of the Chairman were summarised below:

- (a) he said that there were also abandoned vehicles and motorcycles at Ma On Shan Country Park and outside Yan Hei House of Yan On Estate for many years. He considered that there was a need to improve inter-departmental communication and cooperation, and suggested that a meeting of the Sha Tin District Management Committee be convened;
- (b) he would like to know how long it would take for the relevant departments to process the case from the time an abandoned vehicle complaint was reported, and how the vehicle owner would be contacted if the abandoned vehicle did not have a licence plate and a vehicle licence;

- (c) he would like to know the number of abandoned vehicle cases currently being handled by the Sha Tin District Office (STDO) and when the STDO would handle the abandoned vehicles mentioned by members; and
- (d) he suggested that members should, together with representatives from the STDO, the DLO/ST and the Police, conduct on-site inspections at the black spots of abandoned vehicles in the district, and asked the Secretariat to prepare a slip to collect the locations and photos of black spots of abandoned vehicles in the Sha Tin district from members.

51. Mr LAM Sin-yam, Senior Land Executive/ Land Control of the DLO/ST gave a consolidated response as follows:

- (a) the DLO/ST was responsible for handling abandoned vehicles on unleased and unallocated government land other than public roads. Generally speaking, an abandoned vehicle referred to a vehicle that remained stationary in such a position or in such conditions or circumstances that there was reasonable cause to believe that the vehicle had been abandoned. Regarding the disposal of abandoned vehicles on public roads, relevant departments would deal with the issue through joint operations;
- (b) the land used for abandoned vehicle storage centres was vacant government land that was not required to be used for development in the short term, and the use of storage centres was a temporary arrangement. Regarding the environmental issues of the storage centres, the DLO/ST regularly arranged staff to clear weeds, and would also pay attention to the environmental hygiene conditions of the storage centres. The DLO/ST and the GLD would arrange public auctions for the abandoned vehicles stored in the storage centres, and public auctions were usually arranged every few months;
- (c) the above-mentioned sections of the student hostel of HSUHK and Fa Sam Hang Village were under the jurisdiction of the WSD. The abandoned vehicles were still under investigation by the Police, so the vehicles could not be removed for the time being;
- (d) for vehicles without licence plate and vehicle licence, the DLO/ST would transfer the vehicle information, including the model and colour, to the TD and the Police for seeking to verify the owners' information and confirm whether the vehicles were missing vehicles in order to find the owners. If the relevant departments failed to provide relevant information, the DLO/ST would record the case and take appropriate follow-up actions according to the priority of the case. According to section 6 of the Land (Miscellaneous Provisions) Ordinance, when the DLO/ST was dealing with abandoned vehicles, it would post a notice on the abandoned vehicle, requesting the person concerned to cease occupying the relevant government land before a specified date. If the vehicle still stayed at the same place after the expiry of the notice period, the abandoned vehicle would be taken over and removed; and

- (e) DLO/ST would work with the TTC to follow up the issues relating to on-site inspection.

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

- (a) he said that in accordance with the Road Traffic Ordinance (Cap. 374), the Police could remove vehicles that posed an immediate danger from the scene or removed such vehicles for delivery into the custody of the Police, and prosecute the owners or follow up the case with them. Regarding abandoned vehicles, the Police were mainly responsible for referring the cases concerned to relevant departments for follow-up; and
- (b) the Police would actively provide support in the procedure of handling disposal of abandoned vehicles.

53. Mr James LAM, Assistant District Officer (Sha Tin) (1) gave a consolidated response as follows:

- (a) the STDO would coordinate various departments to carry out a joint operation to remove abandoned vehicles. During the operation, the DLO/ST would take appropriate enforcement actions and arrange suitable locations to store the vehicles. The TD and the Police were responsible for checking vehicle information and enforcing the law according to the situation. The HyD assisted in delivering abandoned vehicles to storage centres;
- (b) at present, the joint operation in Sha Tin District had been commenced, and the goal was to carry out an operation every one to two weeks, and the frequency would be adjusted according to the situation;
- (c) the STDO was concerned about the abandoned vehicles requiring to be removed in the district, and there were currently about 80 abandoned vehicles pending for disposal. Removal operations had been carried out at On Chun Street and Hang Chi Street respectively, and would be extended to other locations gradually; and
- (d) the STDO would follow up the issues regarding on-site inspection.

Question to be Raised by Mr YEUNG Sze-kin on Traffic Issues in Siu Lek Yuen (Paper No. TT 19/2021)

54. Mr YEUNG Sze-kin said that when approving an application for Passenger Service Licence, the TD would take into account the traffic conditions on the road to process the application. However, the shuttle bus exclusively serving the residents of Castello was often illegally parked, which aggravated the illegal parking problem on Kwong Sin Street. He suggested that the TD should consider adding a clause requiring shuttle buses to park in the parking spaces of the housing estates, so as to ensure that the traffic in the surrounding areas was not affected.



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

- (a) he said that Routes No. 49X and 281A had a high occupancy rate during peak hours and also reached full capacity during non-peak hours. He considered that Route No. 49X served the function of connecting Tsing Yi, Tsuen Wan, Shing Mun Tunnels Bus Interchange and Sha Tin. He wished to learn more about how the TD collected the passenger data of Routes No. 49X and 281A and concluded that the average occupancy rate was less than 30%;
- (b) he said that with the relaxation of anti-epidemic measures at restaurants, the occupancy rate of Routes No. 49X and 281A in the evening service might increase accordingly. He suggested that the TD should pay close attention to the changes in passenger volume and reconsider whether to reduce the nighttime frequency; and
- (c) he said that as the inter-district bus routes had to go through different tunnels, possible traffic congestion might result in longer travel time. He considered that it was unreasonable for passengers to stand on the bus for a long time when returning home from work. Therefore, he suggested that the TD and KMB should also take this factor into consideration when adjusting the frequency of the buses concerned.

56. Mr Johnny CHUNG said that the shuttle bus exclusively for residents of the Castello was also illegally parked outside the Siu Lek Yuen area, including along the Tate's Cairn Highway and On Chun Street. He hoped that the STDO and the management company of Castello would discuss ways to improve the situation.

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

- (a) the TD had issued a letter to remind the operator of the residents' bus service Route No. NR829 that the bus could only stop at approved locations for picking up and dropping off the passengers. The TD would take into account whether the service would have an impact on the traffic on nearby road sections when considering the approval of renewals and new applications for residents' bus services;
- (b) regarding the stops currently approved for the residents' bus service which were the pick-up and drop-off points at the lanes inside Castello and the New Town Plaza (Phase 1), the operator was required to arrange on its own a location for the bus to be parked outside the operating hours. The operator replied that the driver had been instructed to park the bus in the parking lot or designated location, and had arranged a location for the bus to be parked in the Castello estate. The TD would also follow up with the operator the issue of illegal parking in other areas outside Siu Lek Yuen;

- (c) the TD and the bus companies noted members' views on the service adjustment of Routes No. 49X and 281A. When approving adjustments to bus services, the TD would take into account factors such as the operation of the routes, passengers' demand and occupancy rates, and would arrange on-site investigations;
- (d) the TD and the bus companies regularly implemented frequency adjustments in accordance with the actual operation of the bus routes and with reference to the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes. As the average occupancy rates of Routes No. 49X and 281A was lower than 30% during certain non-peak hours, and even lower than 20% in some nighttime hours, the TD adjusted the frequency accordingly; and
- (e) the TD noted the members' views on the relaxation of the anti-epidemic measures, and would closely monitor the changes in passenger volume with the bus companies and adjust the relevant services in a timely manner.

58. Mr CHAN Chung-yi said that with the easing of the epidemic, the occupancy of Routes No. 49X and 281A might increase. The KMB would closely keep in view the changes in passenger volume and provide additional departures in a timely manner to reduce the flow of people. It would also discuss the arrangement of frequency adjustments with the TD according to the existing mechanism.

59. Mr James LAM said that the STDO had been maintaining close communication with Castello Owners Committee and relevant stakeholders.

60. Mr LAM Chi-chung said that the Police would take follow-up action and institute prosecution against illegal parking at the site.

Question to be Raised by Ms LUK Tsz-tung on Progress of 3 Traffic Improvement Works in the Bik Woo Constituency  
(Paper No. TT 20/2021)

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

- (a) she would like to know the number of approved works in Sha Tin District which had yet to be commenced or were still under advance preparatory stage, and the earliest date for granting approval to the works concerned;
- (b) she hoped that the HyD would complete the tree survey and diversion of underground utilities for the works "On Ming Street - Proposed Layby" (Transport Department's Works Request Form No.: NE/19/1166) as early as possible. As the works aimed to improve the situation of school buses picking up school children, she considered that the works needed to be completed before the start of school in September to reduce the chance of traffic obstruction caused by school buses;

- (c) she hoped that the TD could launch the “Tai Chung Kiu Road J/O On King Street - Proposed Junction Improvement with Railing, Traffic Sign, Roadmarking” (Transport Department’s Works Request Forms No.: NE/18/2456) and “On Kwan Street Near On Yiu Street – Proposed Metered Carpark” (Transport Department’s Works Request Forms No.: NE/19/0449) as scheduled in 2021; and
- (d) she opined that the TD should try its best to coordinate different stakeholders and complete the works as soon as possible to avoid delays.

62. Mr CHAN Pui-ming wished to learn about the progress and schedules of diversion of public utilities as mentioned in the paper.

63. Mr LIU Chi-kwong, District Engineer/Shu Tin (2) of the HyD gave a consolidated response as follows:

- (a) the HyD had submitted an application for tree removal to the Leisure and Cultural Services Department for “On Ming Street - Proposed Layby” (Transport Department’s Works Request Forms No.: NE/19/1166), which was expected to be approved in the following week, and the trees would be relocated in early July. The HyD expected the works to be commenced in July;
- (b) the HyD had been liaising with various utility undertakers on various works. Currently, the HyD had requested the utility undertakers to apply for excavation permits for the relevant works, and had received information on the progress and estimates of the relevant works. After collecting all relevant information, the HyD could inform the TTC of the works schedule; and
- (c) currently, a total of 19 works were underway in HyD, among which the number of works under the categories “Completed”, “Works In Progress”, “Under planning” and “Awaiting further details from TD” were two, four, six and one respectively, while six works were yet to be commenced on the ground of awaiting diversion of utilities and/or trees.

64. The Chairman proposed rearranging the agenda items, so that the item of “Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin” (Paper No. TT 25/2021) could be discussed first. He asked whether members agreed to the arrangement.

65. Members unanimously agreed to the above proposal.

### **Information Paper**

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 25/2021)

66. Members noted the above paper.

67. The Chairman declared that the meeting was adjourned till 2:30 pm.

(The meeting resumed at 2:46 pm.)

**Discussion Item**

Public Transport Services Adjustment Plan in Connection with the Commissioning of Tuen Ma Line

(Paper No. TT 33/2021)

**Question**

Question to be Raised by Mr CHAN Pui-ming on the Data of Various Bus Routes in the Sha Tin District

(Paper No. TT 22/2021)

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

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

- (a) he said that due to the lack of cross-harbour bus routes in the area of Ning Tai Road and the long distance from the MTR station, residents in the area relied on Route No. 286M to travel during non-peak hours. As the MTR Corporation Limited (MTRCL) had not built additional entrances and exits, the residents of this area could not benefit from the opening of the Tuen Ma Line, and would be greatly affected by the cancellation of Routes No. 85S and 286M. As such, he opposed the arrangement; and
- (b) since the occupancy rate might not reflect the actual number of passengers on the circular route, he hoped that the TD would provide the statistics on the number of passengers who had boarded the buses of Route No. 286M for the TTC's reference.

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

- (a) he said that according to the statistics of some members and the concern group "Shatin Transport", the occupancy rate of Route No. 85B during the rush hours in the morning and afternoon was over 60% when it reached the Lion Rock Tunnel from the Chun Shek Bus Terminus. This showed that there was still a certain demand for this route; and
- (b) he said that the alignment of Route No. 85B did not completely overlap with the railway, and many passengers got off at Holy Family Canossian School and Hong Kong Baptist Hospital (Baptist Hospital). A certain number of passengers would opt for this route at Lung Hang Estate, Carado Garden and Hin Pui House of Hin Keng Estate, all of which were not covered by railways. Although the occupancy rate of Route No. 85B during non-peak hours might be low, he believed that there was still a certain demand for Route No. 85B in the region during peak hours. He opposed the cancellation of Route No. 85B, and proposed that the TD

should take into account the actual needs of residents in the Hin Keng area when planning the route.

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

- (a) he opposed the cancellation of Route No. 85S, and the alternatives proposed by the TD would only increase the travel time of the public; and
- (b) he said that Route No. 286M was the only bus route in the area of Ning Tai Road that could travel to the Tate's Cairn Tunnel within a shorter journey. The journey of this route was shorter than that of the MTR, and the fare was also lower than that of the MTR. The cancellation of Route No. 286M would greatly affect the residents of the area. In addition to going to Diamond Hill, the route also served the function of going to Ma On Shan Town Centre and the Tate's Cairn Tunnel Interchange, which could not be replaced by railways. As such, he suggested retaining the route.

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

- (a) he said that the service areas of the route planned to be cancelled by the TD covered some locations which were far from the MTR stations, including Carado Garden, the area of Ning Tai Road and the Baptist Hospital. The cancellation of the route would be inconvenient for the elderly to travel; and
- (b) he considered that the TD needed to discuss and resolve the issue of fare structure with the MTRCL, so as to reduce the "higher fares for shorter journeys" situation. He opined that the TD not only reduced the travel choices of the public, but also made them bear higher fares.

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

- (a) he said that accidents relating to the MTRCL's new signalling system occurred frequently, and the service of the Tuen Ma Line had not yet stabilised. In the event of an accident, the residents would be greatly affected, and the fare setting of "higher fares for shorter journeys" failed to take into account the needs of residents in the area; and
- (b) he opposed the cancellation of Route No. 85B, saying that many parents took this route to escort their children to and from school, and the railway could neither cover this distance nor replace the morning service. He proposed that the TD should not change the route until the service of the Tuen Ma Line completely stabilised.

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

- (a) he opined that competition could exist between railway and bus services, even if some of the routes of both services overlapped. The TD should also consider how to enhance bus routes for continuing to serve the public and improve transport services, rather than cancelling the bus routes; and

- (b) he considered that the TD, when proposing the alternative service, failed to understand why the public opted for the route and to study the feasibility of the alternative service and its impact.

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

- (a) he opined that the TD should not formulate transport policies or adjust transport services based on business considerations alone, but should also cater for the needs of people with different backgrounds; and
- (b) he said that for grassroots citizens, public transport services were very important to maintain social networks. In addition, the bus service was a very convenient means of transportation for the elderly and the disabled. He proposed that the TD should not decide whether to cancel a route based on the occupancy rate alone, even if the profit of the bus route was low. The routes that the citizens needed should be maintained for ensuring that choices of travel were available.

76. The views of Mr CHAN Nok-hang were summarised below:

- (a) he said that transport services should be diversified to meet the needs of different citizens, especially the elderly;
- (b) he considered that the services provided by Route No. 85B and the railways could complement each other. Since the Kowloon City District was located at some distance from the MTR stations, the en-route bus stops could help reduce the journeys of passengers;
- (c) he proposed to extend the alignment of Route No. 85B to Sun Tin Wai Estate to meet the needs of residents in the area and to increase the passenger occupancy rate of the route. He proposed that the TD should suspend the cancellation of Route No. 85B until the Tuen Ma Line was operated smoothly; and
- (d) he proposed that the MTRCL should set up Fare Savers at Chun Shek Shopping Centre and Sun Tin Wai Shopping Centre to attract the public to take the MTR.

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

- (a) he said that the main income of the bus company came from the bus operations, and after the full opening of the Tuen Ma Line, the operation would become difficult;
- (b) he proposed that the TD should review if additional bus services should be available in locations without railway coverage, and increase bus routes with community service needs in the future, so as to avoid a vicious circle of fare increase or reduced frequency of bus services for the bus companies due to a drop in passenger volume; and

- (c) he proposed that bus companies should review ways to adjust routes and allocate resources to maintain the attractiveness of bus services, and avoid operational losses and reliance on government subsidies.

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

- (a) he would like to learn more about KMB's views on the TD's intention to cancel Routes No. 286M and 85B after the opening of the Tuen Ma Line; and
- (b) he wished to know whether Route No. 85A from Sha Tin to Sung Wong Toi and To Kwa Wan would also be cancelled after the opening of the Tuen Ma Line.

79. Mr YEUNG Sze-kin said that if Tuen Man Line could be extended to Siu Lek Yuen, he would not oppose the cancellation of Route No. 85A.

80. The views of the Chairman were summarised below:

- (a) he said that the alternative service of Route No. 85B proposed by the TD was not attractive. As the frequency of the alternative bus routes was lower, the waiting time might be longer than the actual travel time. Therefore, he found the proposal unreasonable;
- (b) he said that due to the traffic congestion at the Tate's Cairn Tunnel, Route No. 85S, which departed at 7:45 am, usually arrived at Hung Hom at about 9:00 am, and hence the commuters going to work would not opt for this route. The TTC proposed earlier departure time a few years ago, but the TD and KMB did not accept the proposal;
- (c) he said that before the opening of the Tuen Ma Line, the TD had approved frequency reduction of some bus routes without duly consulting the TTC. The bus route currently proposed by the TD did not completely overlap with the Tuen Ma Line, and the TD did not explain the bus adjustment arrangements after reducing the frequency; and
- (d) he said that the TTC had put forward various recommendations for improvement of Route No. 286M, and he repeatedly requested that relevant data should be provided for members' reference, but so far it had not been provided. He wished to know whether the KMB had submitted the relevant information to the TD.

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

- (a) after the Transport and Housing Bureau announced the full opening of the Tuen Ma Line on 28 May 2021, the TD immediately forwarded the paper on Public Transport Services Adjustment Plan for members' information through the Secretariat;

- (b) the bus routes mentioned in the paper shared three things in common, namely the complete overlap between the bus routes and the railway services, the availability of alternative bus services, and the bus company's plan to offer interchange discounts. In the future, the TD would closely monitor the changes in the demand for the bus routes, and consider implementing or revising the proposals described in the paper in a timely manner according to the actual needs of passengers; and
- (c) based on the past experience, it took time for the members of the public to determine the suitable mode of travel after the opening of large-scale railway projects. Therefore, the TD would closely liaise with the bus companies and monitor the changes in passenger volume in the future before making appropriate arrangements to ensure that the travel needs of the public were met.

82. Mr Leo CHAN said that the operational data of Route No. 286M was owned by the KMB. If KMB agreed to release the relevant data for members' reference, the TD could take follow-up actions accordingly, but the TD had not yet received any response from the KMB.

83. Mr Jeff TAM, Manager (Public Affairs) of the KMB said that at District Council meetings of other districts, the KMB was also requested by the Councillors to provide information such as passenger volume data or vehicle allocation. The KMB would compile the information for submission to the TD, and the TD would give a reply to the District Councils concerned. As the KMB hoped to maintain a consistent approach with the TD by handling such requests in the same way, the data of Route No. 286M was earlier submitted to the TD.

84. The Chairman declared the adjournment of the meeting for the TD and the KMB to discuss issues on dissemination of information.

(After the meeting was adjourned for 15 minutes)

85. The Chairman wished to learn about whether the KMB would provide the data of Route No. 286M in writing for members' reference.

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

- (a) he hoped that the TD and KMB could provide the data on Route No. 286M at the meeting. If they were unable to provide the data, he suggested that the Chairman should follow up the issue with a backup meeting session or a special meeting; and
- (b) he said that KMB's reply in the paper did not fully respond to the question, but only provided partial data. He wished to know if the TD could provide the number of passenger who boarded Route No. 286M for reference.



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

- (a) the TD would consider different factors when adjusting the existing bus route services or providing additional bus routes, including the options and service level of current public transport services, changes in passenger demand and resource allocation after adjustment, etc. In addition to the MTR, residents in the areas of Ning Tai Road and Sai Sha Road in Ma On Shan could also choose different bus routes from Po Tai Street to Kowloon or Hong Kong Island, or choose to commute by Route No. 89C before transferring to Route No. 3M or the MTR to go to Tsz Wan Shan;
- (b) the TD conducted on-site investigations at the Tate's Cairn Tunnel to learn more about the operation of Route No. 286M. The average number of passengers arriving at the Tate's Cairn Tunnel during peak hours was 20%. The average passenger volume when leaving the tunnel was 15%, which meant there was about 5% of these passengers interchanging to other bus routes at the Tate's Cairn Tunnel; and
- (c) Mr CHAN Pui-ming requested in the question raised the interchange data of Route No. 286M at the Tate's Cairn Tunnel in each of the past four years. For the current review of the operation of the route and the needs of passengers, the TD and KMB believed that it was more appropriate to refer to the recent data.

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

- (a) KMB failed to conduct a trial run for Route No. 286M which planned to pass through Tsz Wan Shan, but conducted research based on estimation. After the opening of the Tuen Ma Line Phase I, the occupancy rate of Route No. 286M dropped from about 70% to about 40% during the busiest hour. Before and after the opening of the Tuen Ma Line, the number of passengers using the route to interchange at the Tate's Cairn Tunnel was about 15%. KMB would continue to liaise with the TD for the issues relating to the opening of the Tuen Ma Line and provide bus services as instructed;
- (b) at present, the occupancy rate of special departure Routes No. 89C and 85X in the busiest hour was about 70%; and
- (c) the KMB had submitted the information on Route No. 286M to the Secretariat, and the TD also had data on the number of passengers of Route No. 286M.

89. Mr Jeff TAM gave a consolidated response as follows:

- (a) he said that KMB had submitted the information on Route No. 286M to the Secretariat, and the TD also had the relevant information; and
- (b) for the current review of the operation of Route No. 286M, the KMB considered that the recent data was of great reference value.

90. Ms Alison CHEUNG, Executive Officer (District Council) 4 of the STDO said that the information provided by the KMB was all included in the paper.

91. The Chairman opined that the responses of the TD and the KMB were not clear. He asked Mr CHAN Pui-ming what kind of data he wished to be provided by the TD and the KMB at the moment.

92. Mr CHAN Pui-ming hoped that the TD or the KMB would provide data using the form in the question after the meeting, and he suggested that a follow-up session would be held at the TTC meeting before the next Sha Tin District Council (STDC) meeting.

93. Mr Jeff TAM said that the detailed operational data provided by the KMB to the TD was for internal reference, and the data involved business operations. Therefore, the KMB had been showing the relevant data to the TTC in the present manner.

94. The views of the Chairman were summarised below:

- (a) he said that the TTC currently did not have specific data on interchange to conduct an analysis on the feasibility of the alternative plan. He would like to know the extent of further information which could be provided by the TD for members' reference; and
- (b) he wished to learn about the criteria adopted by the TD and the KMB in disclosing data.

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

- (a) if the existing public transport network could meet the needs of passengers, the TD would continue to encourage members of the public to use the existing network to travel to their destinations, so as to make good use of the resources;
- (b) the TD would understand the travel needs of the public through various public transport operators, and would formulate route adjustment plans based on different data analysis. The public's travel patterns and needs were constantly changing. The TD should liaise closely with various operators to ensure that public transport services meet the needs of the public; and
- (c) after the full opening of the Tuen Ma Line, the TD would closely monitor the changes in the demand for the bus routes, and consider implementing or revising the proposals stated in the paper in a timely manner according to the actual needs of passengers.

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

- (a) he said the TD stated in the paper that it planned to implement the arrangement to cancel the relevant bus trips about six months after the full opening of the Tuen Ma Line. However, the TD indicated at the meeting that the decision would be based on the changes, and he wished to know

the details; and

- (b) he said the alternative services proposed in the paper would cause inconvenience to the elderly and the disabled. It also reduced the transportation options of the public. He was of the opinion that the arrangement failed to meet the needs of the public.

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

- (a) he said that if the data of Route No. 286M could not be released, the TD or the KMB should inform members as soon as possible;
- (b) he considered that the paper did not provide sufficient data to reflect the impact of the cancellation of the bus route, nor did it propose specific adjustments. He opined that although the TD claimed that it would implement or revise the above proposals according to actual passenger needs, it had actually decided to cancel the relevant routes. As the travel patterns of the public might change after the opening of the Tuen Ma Line, he suggested that the TD should not decide to cancel the route at this time;
- (c) he considered that the TD should provide the data requested by Mr CHAN Pui-ming in his question to show the changes in the journey and fare of the alternative service, and provided a compensation plan;
- (d) he was of the view that the TD failed to strike a balance between the operation of the bus company and maintaining the quality of public transport services. If the TD wished to maintain healthy competition in public transport services, it should improve the service quality of bus routes to enhance their competitiveness, rather than cancelling bus routes to tie in with the opening of the Tuen Ma Line; and
- (e) he considered that although the alternative proposal in the paper would also get to the destination, both the journey required and fares involved would increase. In addition, since the number of passengers transferring to other routes might increase, he would like to know whether the TD had considered increasing the frequencies of relevant services.

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

- (a) he opined that the cancellation of the bus routes would affect the travel patterns of citizens and reduce their transportation options. He suggested that the TD should provide the public with travel advice and compensation options for route changes; and
- (b) he was of the opinion that the TD needed to maintain communication with the community and send staff to understand the actual situation of the community and the opinions of the public, so as to formulate transport arrangements that could meet the travel needs of the public.

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

- (a) he considered that the TD over emphasised passenger occupancy rate and economic income when formulating transport policies. However, given that transport services were community services, the TD should provide the public with sufficient choices; and
- (b) he said that for grassroots citizens, the difference in fares between the MTR and buses was a major consideration. Since the fare of MTR was generally higher than that of buses, the cancellation of some bus routes might affect the number of people going out. In addition, as it was very inconvenient for the disabled to interchange to buses, the relevant arrangements would also affect their travel. He proposed that the TD should consider the needs of the public when adjusting services.

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

- (a) he opined that the TD had reduced bus services in order to increase the utilisation rate of the MTR. As such, he proposed that the TD should take into account the travel needs of a small group of citizens, such as the elderly and the disabled, when adjusting the resource allocation of the transport network; and
- (b) he wished to know how the extra bus resources would be allocated and what additional bus services would be provided after the cancellation of the relevant routes.

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

- (a) he said that the fare for travelling by the Tuen Ma Line from Tai Shui Hang Station to Diamond Hill Station was about \$11, which was about 50% more expensive than travelling by Route No. 286M. He was of the view that the adjustment plan would incur higher fares for passengers;
- (b) he considered that instead of cancelling bus services on the grounds of bus services overlapping with railways and a lack of profit, the TD should improve the relevant bus services. He said that bus services were very important to Hong Kong's transportation network, and as a commercial organisation, the KMB should also shoulder its social responsibility; and
- (c) he said that during non-peak hours, there was no cross-harbour bus service on Ning Tai Road, and hence the public would take Route No. 286M to transfer to other routes. Therefore, he was of the view that the TD should not judge the demand based on the passenger volume of this route during peak hours. He suggested that the TD should appoint a representative to travel by the route in person, so as to understand the actual needs of the public.

102. Mr CHAN Pui-ming opined that when discussing the adjustments of bus routes, it was necessary to refer to the passenger volume data provided by the KMB. However, as the existing data was not clear and the proposed alternative was not feasible, it was difficult to discuss the issue in depth.

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

- (a) he stressed that the TD would adjust service arrangements according to actual needs. After the opening of the Tuen Ma Line, the TD would closely monitor the changes in passenger travel patterns and demands. The public would consider different factors when selecting transport services, and it took time for them to adapt to the new services. The TD had to wait until the travel patterns of the public stabilised before learning about the changes with the operators and the bus companies based on the data concerned; and
- (b) the TD's primary objective at present was to properly cater for the travel needs of the public while ensuring the continuous and efficient operation of the overall transport network.

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

- (a) the KMB, as a franchised bus service operator, was regulated by the TD. It provided bus services in accordance with the TD's advice. As an important stakeholder of the opening of the Tuen Ma Line, the KMB would maintain communication with the TD, closely monitor the changes in passenger volume of the bus routes, and adjust services in response to changes in passengers' travel; and
- (b) he said that since the commissioning of the Tuen Ma Line Phase I, the patronage during the busiest hour of Route No. 286M dropped from about 70% to about 40%. Before and after the opening of the Tuen Ma Line, the number of passengers using the route to interchange at the Tate's Cairn Tunnel was about 15%.

105. Mr CHAN Wan-tung proposed that after the observation period and before implementing or revising the traffic service adjustment arrangements, the TD should consult the TTC again and exchange views with members.

106. The Chairman asked members whether they agreed to address the two provisional motions moved by Mr CHAN Pui-ming, Mr CHAN Nok-hang and Mr Raymond LI respectively.

107. Members agreed to address the provisional motions proposed by Mr CHAN Pui-ming, Mr CHAN Nok-hang and Mr Raymond LI.

108. Mr CHAN Pui-ming proposed the provisional motion as follows:

“Provisional Motion

Background:

The Transport Department (TD) informed the Committee on 30 May that it planned to cancel Bus Routes No. 85B, 85S and 286M after the full commissioning of Tuen Ma Line.

Route No. 85S is a special bus service during peak hours for areas not covered by Route No. 85X such as Po Tai Street, Ning Tai Road and Sai Sha Road. The patronage is rather high and does not meet the TD's criterion of route cancellation. Many housing estates are quite far from the railway in the area covered by Route No. 286M. Its cancellation will result in the lack of a reasonable alternative. The Traffic and Transport Committee of the Sha Tin District Council has proposed rationalisation plans such as extending Route No. 286M to Tsz Wan Shan. However, the Kowloon Motor Bus Company (1933) Limited has not cooperated actively and has been stalling open trial runs and the provision of operation data, which hindered the discussion about route rationalisation.

Wording of the Motion:

The Traffic and Transport Committee of the Sha Tin District Council strongly opposes the cancellation of Routes No. 286M and 85S; requests the TD to actively study rationalisation of bus routes in the Sha Tin District after the full commissioning of Tuen Ma Line in order to improve bus services in the vicinity of Ning Tai Road and Sai Sha Road, in particular cross-harbour and interchange services at Tate's Cairn Tunnel; and to consider resumption of the operating rights of some routes based on the performance of the Kowloon Motor Bus Company (1933) Limited in its franchise interim review.”

Mr CHENG Chung-hang and Mr HUI Lap-san seconded the motion.

109. The Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 108.

110. Members unanimously endorsed the provisional motion stated in paragraph 108.

111. Mr CHAN Nok-hang proposed the provisional motion as follows:

“Provisional Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly demands the following:

1. Suspend the cancellation of the Kowloon Motor Bus Company (1933) Limited Route No. 85B (Chun Shek ↔ Kowloon City Ferry Pier), which will take place six months after the full commissioning of Tuen Ma Line. It proposes observing the situation until 2023.

2. It proposes that Route No. 85B should operate via Sun Tin Wai Estate to increase sources of passengers.

3. It proposes that the Mass Transit Railway Corporation should provide Fare Saver machines at Chun Shek Shopping Centre and Sun Tin Wai Shopping Centre as an inducement to use Tuen Ma Line instead.”

Mr CHING Cheung-ying seconded the motion.

112. The Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 111.

113. Members unanimously endorsed the provisional motion stated in paragraph 111.

114. Mr Raymond LI proposed the provisional motion as follows:

“Provisional Motion

The Transport Department would only adjust public transport services by reason of tying in with Tuen Ma Line upon its full commissioning, and would not make adjustments based on the overall operation of the public transport system.

Content of the Motion:

The Traffic and Transport Committee of the Sha Tin District Council demands that the Transport Department should first study adjustments of public transport services in relation to Tuen Ma Line based on the consideration of the overall operation of the public transport system, and then make arrangements according to the findings. If the only way to tie in with the Tuen Ma Line is through cancellation of bus routes, in fact the cancellation of the Tuen Ma Line services should be considered and studied, or the existing railway stations should be reviewed for exploring the possibility of constructing new entrances and providing additional Fare Saver machines.”

Mr CHAN Pui-ming seconded the motion.

115. Mr Felix CHOW agreed to the motion that the TD should be requested to comprehensively study the adjustment of the bus routes, but he was of the view that the study of the proposal to cancel the Tuen Ma Line services might not be in the interest of society, and suggested that the mover should consider deleting the part of cancelling the Tuen Ma Line services.

116. The views of the Chairman were summarised below:

- (a) he said that the Tuen Ma Line was leased by the Kowloon-Canton Railway Corporation to the MTRCL in the form of franchise, so the Tuen Ma Line was owned by the Government and there was no need for repurchase; and
- (b) he declared the adjournment and asked the member who moved the motion to consider amending the content of the motion.

(After the meeting was adjourned for 15 minutes)

117. The views of the Chairman were summarised below:

- (a) he proposed replacing “tie in with the Tuen Ma Line” with “tie in with the full commissioning of the Tuen Ma Line”; and
- (b) he proposed replacing “or the existing railway stations should be reviewed” with “and the existing railway stations should be reviewed”.

118. Mr Raymond LI accepted members’ opinions and amended the content of his motion as follows:

“Provisional Motion

The Transport Department would only adjust public transport services by reason of tying in with Tuen Ma Line upon its full commissioning, and would not make adjustments based on the overall operation of the public transport system.

Content of the Motion:

The Traffic and Transport Committee of the Sha Tin District Council demands that the Transport Department first study adjustments of public transport services in relation to Tuen Ma Line based on the consideration of the overall operation of the public transport system, and then make arrangements according to the findings. If the only way to tie in with the full commissioning of Tuen Ma Line is through cancellation of bus routes, in fact the re-opening of the operating rights of Tuen Ma Line and Shatin to Central Link should be studied to break the monopoly of the Mass Transit Railway Corporation and the existing railway stations be reviewed for exploring the possibility of constructing new entrances and providing additional Fare Saver machines.”

Mr CHAN Pui-ming seconded the motion.

119. The Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 118.

120. Members unanimously endorsed the provisional motion stated in paragraph 118.

**Confirmation of the Minutes of the Meeting Held on 20 October 2020**  
(TTC Minutes 7/2020)

121. Ms LUK Tsz-tung proposed amendments as follows:

Paragraph 176(b) she said there was a similar problem with the return trips of Route No. 82C. Before the diversion of Route No. 43P, there were at least seven departures of Route No. 82C which could provide return trips. After the diversion, there were only two departures of Route No. 82C within a shorter time period. It caused inconvenience to members of the public travelling between Science Park



and the Sha Tin District. She suggested the department deploy resources and increase the frequency; and

122. Members unanimously endorsed the revised minutes of the meeting.

**Confirmation of the Minutes of the Meeting Held on 2 February 2021**

(TTC Minutes 8/2020)

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

**Motion**

Motion to be Raised by Mr YUNG Ming-chau, Michael on Arrangement of Site Visit to Facilities of Tuen Ma Line

(Paper No. TT 34/2021)

**Information Paper**

Report on the Operation and Works Progress of the Mass Transit Railway Corporation

(Paper No. TT 27/2021)

124. The Chairman said that as “Motion to be Raised by Mr YUNG Ming-chau, Michael on Arrangement of Site Visit to Facilities of Tuen Ma Line” (Paper No. TT 34/2021) was related to the contents of “Report on the Operation and Works Progress of the Mass Transit Railway Corporation” (Paper No. TT 27/2021), he proposed combining the discussions.

125. Members unanimously agreed with the above suggestion.

126. The views of the Chairman were summarised below:

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

“The MTR Corporation Limited (MTRCL) did not invite the Sha Tin District Councillors to visit new facilities, such as Hin Keng Station and the train system operation, when Tuen Ma Line was partially commissioned on 14 February 2020. Regarding this, I proposed to representatives of the MTR at the meeting of the Traffic and Transport Committee (TTC) on 6 February 2020 that they should relay to the management the view of arranging a visit to the railway stations and a trial ride for the Committee members. Later, I also went to Fo Tan Railway House with Mr LAI, Vice-Chairman of the TTC, on 21 August 2020 to meet with representatives of the MTR, and requested again that Sha Tin District Councillors be invited to a visit prior to the full commissioning of Tuen Ma Line.

I learned that the MTRCL on 9 June 2021 invited all District Councillors of the Yau Tsim Mong District and the Kowloon City District, but only the chairmen and the vice-chairmen of the full councils and the TTCs of other district councils along Tuen Ma Line were invited.”

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

“There are a total of 27 stations along Tuen Ma Line, with 10 in the Sha Tin District, which shows the district’s significant proportion. Regarding both the commissioning of Tuen Ma Line Phase 1 in 2020 and the subsequent full commissioning of Tuen Ma Line in 2021, the MTR did not invite all Sha Tin District Councillors to visit the stations to learn about railway services. In this connection, the TTC of the Sha Tin District Council expresses deep regret at the MTR’s disparate treatment, and demands that the MTR appoint a permanent representative to attend meetings of the Committee so as to strengthen the communication and cooperation between the District Council and the MTR.”

Mr LAI Tsz-yan seconded the motion.

127. The Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 126.

128. Members unanimously endorsed the provisional motion stated in paragraph 126.

129. Ms Annie LAM, Public Relations Managers - External Affairs of the MTRCL briefly introduced the contents of the paper.

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

- (a) he said that the 14 MTR stations in the Sha Tin District were affected by the opening of the Tuen Ma Line, but the MTRCL did not arrange site inspections for members. As a result, members could not provide advice on the relevant issues or convey information to residents; and
- (b) he proposed that the MTRCL should report to the TTC before adjusting services or implementing special arrangements and listen to the views of members for strengthening cooperation.

131. Mr Ricardo LIAO said that the service area of the Tuen Ma Line covered Ma On Shan, but the MTRCL did not invite relevant members to visit or take a trial ride before commissioning, nor did it brief the TTC on the arrangements. He was discontented with the approach taken by the MTRCL in dissemination of information and communication, and proposed that the MTRCL and the STDC should strengthen communication.

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

- (a) he said that according to the Legislative Council (LegCo) paper, a total of 27 incidents of service delays lasting for eight minutes or more had occurred in respect of the new signalling system as of 3 June 2021, but the paper did not contain relevant information. As the Shatin to Central Link (SCL) would be fully opened in the second quarter of next year, he would like to know the latest figures on incidents regarding the new signalling system of the East Rail Line; and

- (b) he said that the MTRCL still needed to handle the passenger flow during peak hours by adopting 12-car trains. He wished to know whether the MTRCL had conducted a stress test to estimate the number of departures of trains to be required to handle the passenger flow after the commissioning of the SCL and resumption of traveller clearance.

133. Mr Johnny CHUNG said that due to the relatively low frequency of the Tuen Ma Line Phase 1 during non-peak hours on holidays, passengers had a longer waiting time, and might feel hot when waiting for the trains in summer. He wished to know whether the MTRCL would make reference to the practice of the West Rail Line by providing the real-time arrival information of the Tuen Ma Line trains on the mobile app for passengers' reference.

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

- (a) he was puzzled by the MTRCL's practice of distributing several Open Day tickets to all members through the TTC Chairman, and suggested that the MTRCL should review the arrangement;
- (b) he wished to learn about the reasons for the delay in the East Rail Line's service at Fo Tan Station on 13 May 2021. He said that after some passengers reported the incident, the MTRCL did not provide clear instructions. He proposed that the MTRCL should conduct a comprehensive review on all incidents, draw up contingency plans, expedite the release of information, allocate additional manpower and provide clear instructions to passengers; and
- (c) he said that due to the lower frequency of the Tuen Ma Line during non-peak hours, which was unattractive, some passengers might choose to transfer to the East Rail Line at Tai Wai Station for going to Hung Hom.

135. The views of the Chairman were summarised below:

- (a) he said that the section connecting the Tuen Ma Line to the West Rail Line had been open for use. Passengers who travelled by the West Rail Line had to leave the train first at Hung Hom Station, while trains without passengers would head for Kai Tak Station, and picked up passengers from Kai Tak Station to Wu Kai Sha Station. He previously inspected the operation with Mr CHAN Ka-long, Leslie, the Chairman of Yau Tsim Mong District's TTC, and Mr MO Kwan-tai, Michael, Tuen Mun District Council Member. According to their observations, there was a discrepancy of about five minutes between the actual and estimated travel time of the West Rail Line during peak hours, and a discrepancy of about one minute was also observed for the travel time from Kai Tak Station to Hung Hom Station. He wished to know whether the MTRCL had enough trains to maintain the service after the full opening of the Tuen Ma Line, and what contingency plan would be drawn up by the MTRCL in case there were insufficient trains;
- (b) he wished to know the departure time of the first and last trains of each station in Sha Tin after the full opening of the Tuen Ma Line;

- (c) he said that members were generally dissatisfied with the arrangement of on-site inspections. He also requested the MTRCL to arrange site inspections at an earlier meeting of the TTC, but the MTRCL did not make relevant arrangements;
- (d) he said he observed that the crowd control arrangement on the platform was not desirable, and there was only one wide gate at Exit C2 of Hung Hom Station for passengers to leave, increasing the waiting time for those in need. In addition, he said that the number of gates at Exit A was not sufficient, making it inconvenient for passengers who transferred to cross-habour buses. He proposed that the representatives of the MTRCL should relay the issue to the management; and
- (e) he said that members generally hoped to conduct on-site inspections before the opening of the Tuen Ma Line, and proposed that the MTRCL should make relevant arrangements.

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

- (a) she said that she had already relayed to the relevant departments the request of members for conducting an on-site inspection before the opening of the Tuen Ma Line, and she would convey the relevant request again. She said that if members wished to conduct on-site inspections after the full opening of the Tuen Ma Line, the MTRCL would actively provide support and listen to members' views on the operational arrangements of the new line;
- (b) she would relay to the relevant departments members' views on the wide gates of Hung Hom Station and said that mobile gates would be set up at Exit C. The MTRCL would also continue to closely keep in view the passenger flow and users' habits, so as to enhance service quality;
- (c) she said that the headway of the Tuen Ma Line during peak hours was about three minutes, while that during non-peak hours was about five and a half to seven minutes. The MTRCL would ensure sufficient resources to maintain service levels;
- (d) she said that she would follow up the proposal put forward by members for checking the arrival time of trains by using apps after the meeting;
- (e) since the launch of the new signalling system on the East Rail Line on 6 February 2021, the performance of the system had become better and the number of incidents had also decreased. The incident at Fo Tan Station on 13 May 2021 was a breakdown of a 12-car train. She would follow up the issue with Mr Felix CHOW after the meeting;

- (f) the MTRCL would gradually increase the number of 9-car trains with sufficient fleet of trains to provide services during peak hours, and would also make appropriate deployments according to the actual operation situation to meet passenger demands. At stations with higher demand, the MTRCL would arrange special departures to and from Kowloon according to the situation; and
- (g) she said that members could express their views to her on the arrangement of the feeder bus during the suspension of train services between Mong Kok East Station and Hung Hom Station of the East Rail Line on Sundays. Before suspending relevant services, the MTRCL would disseminate relevant information to members through different channels.

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

- (a) he would like to learn about the road closure arrangements in Sha Tin District when the MTRCL delivered new trains to the Ho Tung Lau Depot; and
- (b) he said that during the testing of the signalling system of the Tuen Ma Line held on 2 May 2021, the MTRCL arranged feeder buses at various stations to go to Diamond Hill Station and Kai Tak Station. He said that as the journey time of the feeder bus on Route No. M24 was relatively long, he wished to know how the MTRCL would respond if incidents took place after the commissioning of Tuen Ma Line. In addition, he pointed out that on the day of the testing, the KMB Routes No. 85M, 286M and 84M did not increase the frequency to divert passenger flow. He wished to know which section of the TD was responsible for coordinating the relevant matters and the overall arrangement involved.

138. Mr Felix CHOW wished to know the details of the pantograph failure of a 9-car train that occurred at Fo Tan Station on 29 April 2021, and whether there was a quality issue with the Korean trains. In addition, he pointed out that some passengers told him that they were dissatisfied with the temporary arrangement of the MTRCL on the day of the failure, and he suggested that the MTRCL should review the relevant arrangements.

139. The views of the Chairman were summarised below:

- (a) he proposed that the MTRCL should provide the STDC with the following information before the opening of the Tuen Ma Line: the departure time of the first and last trains of the Tuen Ma Line for interchanging to other routes, the short-haul train service information for the Sha Tin section of the Tuen Ma Line, the contingency arrangements when the number of trains was found to be insufficient, and the emergency feeder service arrangement in the event of failure of the Tuen Ma Line, and it was recommended that the route of the feeder bus should not be too circuitous; and
- (b) he wished to learn about the Police's arrangements for the delivery of the new trains.

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

- (a) she would provide Mr Felix CHOW with the information on the incident on 29 April 2021 after the meeting, and would convey the views to the relevant departments for improving the arrangement;
- (b) she would provide the departure time of the first and last train of the Tuen Ma Line for interchanging to other routes for members' reference after the meeting;
- (c) the MTRCL would arrange back-up trains during its daily operation to ensure that the service could meet the frequency requirement and maintain the service level. After the full opening of the Tuen Ma Line, the MTRCL would allocate trains according to the actual situation of passengers on the trains;
- (d) when the emergency feeder service was activated, the MTRCL would discuss the arrangements with the TD, and relayed to the TD members' views on the alignment of the feeder buses; and
- (e) after the meeting, she would follow up with Mr CHAN Pui-ming the road closure arrangements for the delivery of the new trains.

141. Mr LAM Chi-chung said that the new trains would be sent to the Ho Tung House Depot of the MTR via Fo Tan Road, and would be escorted by the Road Management office, Traffic New Territories South in the early hours in the morning. By then, the Traffic Team of Sha Tin Police District would also conduct on-site traffic control work.

142. The Chairman hoped that the Police could provide the information on delivery route and period of time for members' reference.

(Post-meeting note: The relevant responses were contained in "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" (Paper No. TT 36/2021).)

### **Matters Arising**

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting  
(Paper No. TT 15/2021)

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

- (a) he regretted that the TD refused to operate a new bus route connecting Hong Kong Island from Lok King Street in Fo Tan, and pointed out that since the Royal Ascot was far away from the MTR station, it was inconvenient for residents to take the MTR and Route No. 280X. In addition, Fo Tan was one of the few areas in Sha Tin that was not covered by cross-harbour bus routes. He hoped that the TD would reconsider the decision; and

- (b) he said that the TD had not been able to implement the rationalisation of the airport bus route due to the epidemic, but after the traveller clearance resumed, there might be a large number of citizens travelling abroad, which was an opportunity to implement the rationalisation of the airport bus route. He suggested that the TD should implement the plan as soon as possible.

144. The views of the Chairman were summarised below:

- (a) he requested the Secretariat to upload the attachment to the provisional motion for the rationalisation of parking spaces at the Diamond Hill Station Public Transport Interchange to the STDC website; and
- (b) he asked the TD to explain the situation and the location arrangement upon the rationalisation of the bus stops at the Diamond Hill Station Public Transport Interchange. He also wished to know the TD's procedures for handling alterations to the bus stops at public transport interchanges.

(Post-meeting note: The relevant responses were contained in "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" (Paper No. TT 15/2021).)

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

- (a) after communication with the STDC and Wong Tai Sin District Council, the TD successfully completed the rationalisation of bus stops at the Diamond Hill Station Public Transport Interchange on 3 May 2021. According to the TD's understanding, the Interchange was currently operating smoothly, and the TD would continue to observe its operation and services; and
- (b) he said that if the bus company wished to change the location of bus stops or parking spaces, it needed to coordinate the arrangement with the TD. The TD would consider the operation of the interchange and consult the engineers to consider the impact of the changes on traffic, waiting passengers and safety of pedestrians crossing the roads. The TD would also consult other departments for advice as appropriate.

146. Mr CHAN Chung-yi responded that after discussions with members, the KMB had changed the locations of relevant bus stops and the operation was currently smooth in general.

### **Discussion Items**

#### **Follow-up on Sha Tin District Bus Route Programme 2021-2022**

#### **Sha Tin District Bus Route Programme 2020-2021 – Follow-up on Re-organisation of Airport Routes**

147. The Chairman asked the TD to elaborate the follow-up action on Sha Tin District

Bus Route Programme 2021-2022, and the arrangements of the Reorganisation of Airport Routes.

148. Ms Rachel CHU, Senior Transport Officer/ Bus (New Territories East) 1 of the TD gave a consolidated response as follows:

- (a) in response to members' views on the KMB Route No. 88X's two-way route or confusing routes, the KMB would provide passengers with the latest information on the route through various channels such as leaflets, press releases, bus stop announcement system and mobile applications. After the implementation of the plan, passengers could travel to and from their destinations at the interchange discounts, and the total fare for interchange would be the same as the current fare of Route No. 88X, or even lower. In view of this, the TD recommended implementing the relevant plans;
- (b) the special departures of Routes No. 980X and 981P provided convenient evening bus services for passengers travelling from Wan Chai to Ma On Shan, to meet the needs of passengers for return trips. Therefore, the TD proposed implementing the relevant plans;
- (c) as various district councils held different views on the proposal of the route group of Route No. 86, the TD would continue to observe the service level and passenger demand of the existing route after consolidating the relevant views, and discussed improvement proposals with the KMB for consultation with the relevant district councils in a timely manner; and
- (d) the TD received the provisional motion earlier approved by the TTC on the reorganisation of airport bus routes, and submitted a written reply to the TTC meeting on 20 April 2021. Under the impact of the epidemic, most of the airport bus routes were operating on a temporary adjustment arrangement, and the TD would decide the schedule for implementing relevant arrangements according to the needs of passengers.

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

- (a) he wished to know whether the TD would provide written supplementary information on the "Follow-up on Sha Tin District Bus Route Programme 2021-2022"; and
- (b) he wished to learn more about the views of other District Councils on Routes No. 86C and 286C, and proposed that the TD should make available departures of Route Group No. 86 via Ning Tai Road, or divert Routes No. 86C and 286C to go through Ning Tai Road.

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

- (a) he wished to know the arrangement of the interchange discounts for Route No. 88X;



- (b) he was of the view that passengers seldom paid attention to the announcements or notices in the bus compartments, and proposed that the KMB and the TD should assist the public in distinguishing the departures with route via Kwun Tong Road from those with route via the Kwun Tong Bypass by other means, such as using Routes No. 88XA and 88XB; and
- (c) he sent a letter to the KMB requesting an increase in the frequency of Route No. 285, but after several months he still had not received a reply from the KMB on the implementation schedule. He expected that the intake rate of Chun Yeung Estate would exceed 90% by September, and there was a strong demand from residents for bus and green minibus services to Sha Tin Town Centre during the morning hours. He wished to know the reason why the KMB failed to increase the frequency of Route No. 285 and provide the exact date of increasing the frequency.

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

- (a) he suggested adding words such as “Via Kwun Tong” or “To Lam Tin Directly” on the changing light signs of Route No. 88X buses, or adding a sign next to the driver’s seat to show the destination and the route to help passengers distinguish the departures;
- (b) he wished to know whether the TD would cancel the en-route stop of the University Station of Route No. A47X; if cancelled, whether inconvenience would be caused to the travellers of the hotel located in the area; and
- (c) he said that as the buses and minibuses were often full in the morning at Chun Yeung Estate, the residents went to Kwai Tei New Village to wait for the buses and minibuses. He considered that the current headway of Route No. 285 was 20 minutes, which failed to meet the demand during the rush hours in the morning, and proposed that the KMB should increase the frequencies.

152. Mr WAI Hing-cheung said that since the alignment of Route No. A41 was more direct than Route No. A46 and the journey was shorter, some residents in the Sha Tin Town Centre were dissatisfied with the arrangement of replacing Route No. A41 with Route No. A46. He said that Route No. A46 would first pass through areas such as Fo Tan, Wo Che and Lek Yuen. Some passengers were worried that it would be more difficult to board the buses at Sha Tin Town Centre. And residents of Hilton Plaza, Scenery Court and Lucky Plaza were also no longer provided with convenient boarding points.

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

- (a) he considered that the TD had not followed up on the proposal to have Route No. 286 passing through both sides of the Shing Mun River, and had not compensated or provided alternatives to the residents of Wo Che and Lek Yuen after relocating the resources of Route No. 86;
- (b) he was not in favour of adjusting the frequency of Route No. 81;

- (c) he suggested that the TD should inform different departments of the scheduled time for the relaxation of the anti-epidemic measures, and planned the implementation of the reorganisation of the airport routes as soon as possible; and
- (d) he suggested that when adjusting the inter-district route, the TD should actively pass on the views of the district councils to other districts, strengthen the exchange of information and coordinate the views of the districts.

154. Mr LAI Tsz-yan wished to know whether the TD agreed to the proposal in the provisional motion passed by the TTC at the last meeting, which was to provide an additional bus route to Sham Shui Po and Cheung Sha Wan via Lek Yuen and Wo Che in Fo Tan, and to change the Route No. 86 to pass through Tai Chung Kiu Road. If the TD agreed to the proposal, he would like to know when the recommendation would be implemented.

155. The views of the Chairman were summarised below:

- (a) he said that after changing the route of Route No. 88X, the travel time increased, and the alignment became chaotic, so it should not continue to charge fares that were higher than normal level. He proposed that the TD and KMB should provide interchange discounts for passengers of Route No. 88X;
- (b) he said that not all KMB buses had large display panels on the side, and it was not feasible to use such panels on the side to remind passengers of the alignments of Route No. 88X. In addition, the alignment of the route did not attract residents of Ping Tin to take the bus. He suggested that the TD should provide interchange discounts in Sha Tin and Ping Tin;
- (c) he considered that the alignment of Routes No. 980X and 981P in Admiralty needed to be improved, and he proposed that the TD should timely review whether the above-mentioned routes would be affected by the traffic congestion on Hennessy Road;
- (d) he said that the residents of Kam Chun Court would need to go to Yan On Estate to take the airport bus in the future, but the TD failed to consider the situation at present. He was of the view that the TD had neglected the needs of the housing estate when planning the reorganisation of the airport routes, and suggested that the TD should consider providing an airport bus service to Kam Chun Court; and
- (e) he said that the TD had provided additional airport bus services in the area when reorganising the bus route of the Tuen Mun-Chek Lap Kok Tunnel, but even an implementation schedule was not available yet for the reorganisation of the airport routes in the Sha Tin district, and the proposals of members were not adopted. He hoped that the TD would provide a timetable for the implementation of the reorganisation of the airport routes in Sha Tin District.

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

- (a) after collecting the views of various district councils on the route group of Route No. 86, the TD was currently discussing with KMB the relevant matters and consolidating the information. If there was any revised plan, the relevant district councils would be consulted in a timely manner;
- (b) the TD had consulted the district councils on the bus route plan for 2021-2022, and was currently preparing to conclude the work and would report the relevant information to the district councils in due course. The TD hoped to implement the relevant plan as soon as possible, so as to improve transport services in various districts;
- (c) due to the heavy traffic in Kwun Tong District, Route No. 88X would be converted from a circular route to a two-way terminus to make the travel time more stable, and the alignment of this route had also been extended to Yau Tong, which could provide passengers with a new option to travel to Yau Tong, and increase the options of passengers to interchange at the Tate's Cairn Tunnel Interchange;
- (d) as there were only about 10 passengers per day for the special departures of Route No. A47X, which accounted for less than 1% of the total passenger volume, the TD proposed cancelling the relevant departures in order to make better use of bus resources. Moreover, since Shun Long Road was now open, the bus resources could be effectively optimised by arranging Route No. A46 to go to the airport through the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, and its travel time was broadly comparable with that of Route No. A41;
- (e) the TD noted the Chairman's views on the airport bus service at Kam Chun Court, and would continue to keep in view the service level and passenger demand in order to tie in with the development of Sha Tin District. However, if new en-route stops were made available for the bus routes continuously or detours via various housing estates were made, it would increase the travel time and even affect the frequency. Therefore, the TD recommended that the existing plan should be implemented first;
- (f) after the implementation of the proposals on Routes No. 980X and 981P, the TD and the bus companies would closely monitor the traffic conditions of the routes in areas of Wan Chai and Admiralty; and
- (g) the TD expected that an additional 10 double-deck buses would be allocated to provide services in the entire airport route reorganisation. However, due to the impact of the epidemic, the passenger volume of the airport bus routes had dropped significantly. At this stage, the reorganisation date of the relevant routes had not yet been confirmed. The TD would continue to maintain communication with relevant departments and bus companies, and inform the TTC of the relevant arrangements in due course.

157. Mr Jeff TAM gave a consolidated response as follows:

- (a) the KMB submitted an application to the TD for increased frequencies of Route No. 285 and would maintain communication with the TD; and
- (b) Route No. 88X also had service arrangements of A and B routes. The KMB believed that the public could adapt to the new arrangement of this route, and would help passengers adapt to the new arrangement by posting notices and making announcements on board. As shown by the pattern of passengers travelling by the circular route of Route No. 88X, only a small number of passengers chose this route to go from Ping Tin to Kwun Tong. However, the KMB would continue to monitor the situation and strengthen publicity in a timely manner.

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

- (a) the KMB and the TD would consolidate the views of the District Councils and timely revise the plan for submission to the TTC for comments;
- (b) after considering several options of the airport routes, the KMB finally decided that the option of replacing Route No. A41 with Route No. A46 was the most suitable. The KMB was prepared to strengthen the airport bus service in the vicinity of Yan On Estate, but it might not necessarily provide the relevant service through Route No. A41P. The KMB would continue to communicate with the TD and review the situation; and
- (c) the KMB had been in close communication with the TD on the implementation dates of the airport routes reorganisation plan. However, the KMB was unable to inform members of the exact time for reference at this stage.

### Question

Question to be Raised by Mr YUNG Ming-chau, Michael on the Support and Follow-up to Two Traffic Accidents at Tai Chung Kiu Road in June 2021  
(Paper No. TT 21/2021)

159. The views of the Chairman were summarised below:

- (a) in 2019, the TD carried out improvement works on the road section where the accident occurred, including adjusting the position of the auxiliary lights of the traffic lights (commonly known as “Traffic Lights with Split Phase”) so that drivers could clearly see the lights. He wished to know whether the Police and the TD had found the cause of the accident after inspecting the accident scene, and whether they would review the design of the road;
- (b) he wished to know what kind of support was provided by the Social Welfare Department (SWD) to the family members of the driver who died in the accident, and considered that the SWD should provide sufficient emotional support to the family members of the deceased;

- (c) he appreciated the quick rescue operations of the firefighters and ambulance personnel in the two traffic accidents, and wished to know whether the firefighters' rescue work encountered obstacles, and whether the failure to wear seat belts caused the accidental death of the minibus driver;
- (d) he said that in the past, there had been accident of minibuses careered down the tunnel at the junction of Tai Chung Kiu Road and Sand Martin Bridge. After inspection, the TD installed crash barriers at the cycleways and tunnel entrances in the Sha Tin area. In the accident on 4 June 2021, no crash barrier was installed at the section where the school bus careered down the cycleways from Tai Chung Kiu Road. He wished to know whether the TD would make reference to the past practice and install crash barriers at the location of the accident;
- (e) he opined that the junction of Tai Chung Kiu Road and Sand Martin Bridge needed to be installed with "Traffic Lights with Split Phase". However, the way of indicating signals needed to be improved. The TD must take other measures to ensure that drivers could see the signals clearly. Furthermore, he considered that only relying on double white lines could not effectively divide the traffic lanes in different directions. It was recommended that rubber columns should be installed between the traffic lanes to prevent drivers from negligently misreading the traffic light signals;
- (f) he said that on the day following the accident at the junction of Tai Chung Kiu Road and Sand Martin Bridge, another driver misread the signal and drove past when the red light was on. He proposed that the TD should refer to the signal design at On Sum Street, i.e. to set up traffic lights between the traffic lanes at intersection of the accident, and set "Traffic Lights with Split Phase" and common traffic lights instructing drivers to go straight on two lamp posts separately to avoid causing confusion to drivers. As the driving skills varied among drivers, the TD should improve road safety and traffic lights to reduce the chance of accidents; and
- (g) he hoped that the Police could provide the latest data using the format in Annexes 1 and 2 of Paper No. TT 30/2019 and Paper No. TT 31/2019, and suggested that the Police should contact Mr HUI Lap-san, the convenor of the Working Group on Road Safety and Supply-Demand of Parking Spaces, to discuss the promotion of road safety.

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

- (a) he wished to know whether the TD had assessed the quality of school bus drivers and whether the relevant requirements would be tightened in the future; and

- (b) he was of the view that the drivers' poor driving attitude was the main cause of the two accidents, so he proposed that the Police should consider enhancing the penalties for drivers violating traffic lights, and regularly set up roadblocks on Tai Chung Kiu Road to strengthen law enforcement and remind drivers of driving attentively.

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

- (a) he said that according to news reports, in the accident at the junction of Tai Chung Kiu Road and Sand Martin Bridge, the driver concerned followed the car in front and drove into the wrong lane before driving forward after the left-turn light signal was on, and hence caused the accident. He said that on the day after the accident, there were also drivers who drove into the wrong lane before red-light jumping. Therefore, he considered that the design of the "Traffic Lights with Split Phase" might confuse the drivers, and proposed that the TD should study ways to improve it; and
- (b) taking the traffic lights at Ranglin Road in Heilongjiang Province as an example, he explained that a suitable light signal design could clearly indicate the driving direction for multiple traffic lanes at the same time. He considered that slight deficiencies were found the signal design of Tai Chung Kiu Road, and the TD needed to consider taking improvement measures as soon as possible.

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

- (a) he proposed that the TD should install overhead traffic lights on the road section concerned to ensure that large vehicles would not block drivers who were in the middle lanes and farther away from seeing the traffic lights; and
- (b) he wished to know whether the school bus involved was speeding at the time of the accident, and whether there were other factors that influenced the driver's judgment and caused the accident. He hoped that the Police could explain the preliminary findings of the two accidents.

163. Mr CHEUNG Hing-wa pointed out that traffic accidents occurred from time to time on Tai Chung Kiu Road. In addition to the unclear traffic lights, there were also other reasons for traffic accidents. He hoped that the Police could provide the causes of the past serious traffic accidents on Tai Chung Kiu Road to help them consider ways to improve the design of the relevant junctions.

164. Mr CHING Cheung-ying pointed out that he had repeatedly proposed to the TD that red-light cameras should be installed at the junctions on Sand Martin Bridge and Banyan Bridge to make drivers more vigilant, but no progress had been made so far. As a driver, he opined that the light signals at the existing junctions were clear and that the accidents were caused by the negligent driving of individual drivers, and the road design should not be entirely blamed for the cause of the accidents.

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

- (a) after examining the LegCo papers, he found that the former Secretary for the Environment, Transport and Works Dr Sarah LIAO stated in 2005 that the Government planned to install overhead traffic lights at more than 40 large junctions. He would like to know whether the TD had conducted a feasibility study on the installation of overhead traffic lights, whether any junctions in Hong Kong were using overhead traffic lights, and why the TD had not installed overhead traffic lights at Tai Chung Kiu Road junction; and
- (b) in respect of the driver of the black private car who jumped the red light on 13 June 2021, he wished to know whether the licence of was issued directly without test to Mainland licence holders for driving in Hong Kong.

166. The views of Mr HUI Lap-san were summarised below:

- (a) he agreed to Mr CHING Cheung-ying's views and considered that the use of "Traffic Lights with Split Phase" was up to the standard, and agreed that red light cameras should be installed at Tai Chung Kiu Road. He was of the view that if a red light camera was installed at the junction of Tai Chung Kiu Road and Sand Martin Bridge, after the first private car crossed the red light, the relevant device could warn the private car immediately behind the first one. He pointed out that in the fatal traffic accident on Sha Tin Rural Committee Road in November 2020, if the driver involved knew that a red light camera was installed on the roadside, the driver would definitely slow down to avoid the accident; and
- (b) he said that the road test of the driving test rarely assessed how candidates responded to different road designs, and proposed that the TD should consider improving the assessment methods for driving licenses.

167. The views of Mr SHEK William were summarised below:

- (a) he considered that if there were too many traffic lights, it might cause confusion to drivers, and the TD should carefully consider installing overhead traffic lights; and
- (b) he hoped that the TD would enhance drivers' understanding to "Traffic Lights with Split Phase" and remind drivers of driving carefully.

168. Mr CHENG Chung-hang wished to know whether the red light cameras to be set up at the crossroad of Tai Chung Kiu Road could only capture images of vehicles in a single direction. He opined that the TD should install red light cameras in different directions at the location to raise the alertness of drivers.

169. Mr CHIU Sung-ko gave a consolidated response as follows:

- (a) the TD conducted site inspection after the accident at Tai Chung Kiu Road and considered that the design of the roads and traffic lights at both junctions met the safety standard. The TD would study the improvement measures with the Police according to the findings of the Police. The TD noted the members' concerns about the "Traffic Lights with Split Phase", and Tai Chung Kiu Road had always been the key concern of the TD. Although the relevant design had met the safety standards, the TD would continue to study improvement measures to divide the traffic lanes more clearly to ensure the safety of road users;
- (b) the "Traffic Lights with Split Phase", commonly used internationally, was a traffic light that met safety standards. The TD would continue to use this device. As only traffic lights in a single direction would be displayed by the overhead traffic lights installed in Hong Kong, such overhead traffic lights were not suitable for use at the junction where accidents occurred;
- (c) in 2018, the TD conducted a comprehensive review of the road conditions of Tai Chung Kiu Road and implemented a series of improvement measures to enhance the safety of the road section. These included improving traffic signs, dividing traffic lanes in different directions with double white lines, installing red light cameras and improving the location of traffic lights. The relevant measures had been completed in phases from 2019 to late 2020. The number of accidents at Tai Chung Kiu Road had been on a downward trend since 2020, showing that the improvement measures on Tai Chung Kiu Road had been effective;
- (d) the TD had maintained liaison with the Police on the installation of red light cameras. In 2019, red light cameras were installed at Tai Chung Kiu Road junction. The TD would decide whether to install red light cameras at different junctions depending on accident records, red light jumping situations and other factors. At present, the TD was working with the Police and the Electrical and Mechanical Services Department to study the feasibility of installing red light cameras from Sha Tin Wai Road to Tai Chung Kiu Road;
- (e) the TD had been highly concerned about the road design in Sha Tin District. The TD was also stepping up its review of the road design of Tai Chung Kiu Road and considering improvement measures, including clearer division of traffic lanes to remind drivers who were less attentive. Considering the road design, on-site environment and relevant accident data, the TD would implement road improvement measures at required locations in a timely manner, including installing crash barriers, inspecting traffic signs, making improvements to the design of traffic lights and divided traffic lanes;



- (f) the overhead traffic lights, installed at some road sections in Hong Kong, showed the traffic lights in a single direction without any “Traffic Lights with Split Phase” attached. Unless the signal design was modified, the device was not suitable for installation at Tai Chung Kiu Road junction;
- (g) the TD would convey the members’ views on the driving licence assessment to the relevant groups; and
- (h) the TD had been striving to raise the safety awareness of motorists in collaboration with the Road Safety Council and the Police by strengthening publicity and education as well as reminding the public of the need to abide by traffic rules through the website, social media platforms, radio, “Road Safety Bulletin” and posters, etc. It strived to improve road safety and promote the message of safe driving. The TD also organised safe driving forums and seminars with the public transport sector from time to time to enhance the safe driving awareness of commercial vehicle drivers.

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

- (a) the Police said that the relevant traffic accident was under legal proceedings the driver involved would be prosecuted and arrested, and most traffic accidents were caused by the driver’s negligence, inattentiveness and carelessness when cutting lanes;
- (b) after the accident, the Police and relevant departments conducted site inspection at the scene of the accident and took a series of improvement measures, including: putting up of banners on both sides of Sha Tin Wai Road to remind drivers of implementation of the Police’s video recording enforcement actions; conducting video recording enforcement action by the Sha Tin District Traffic Team with Traffic New Territories South, at the accident location to prosecute drivers who jumped red lights; distribution of leaflets, by the Sha Tin District Traffic Team with the officers of the Road Safety Patrol and the Police Community Relations Office, to drivers and passengers at relevant minibus stops and bus termini, to remind them of wearing seat belts; and working with the TD to implement traffic improvement works for the three junctions at Sha Tin Wai Road, Fo Tan Road and Lion Rock Tunnel Road connecting Tai Chung Kiu Road;
- (c) the Police would continue to promote publicity and education and strictly enforce the laws, and would actively work with the TD in implementing road improvement works;
- (d) the Traffic New Territories South was responsible for installing the red light cameras and analysing the relevant data. The relevant departments would discuss with the TD the installation locations and direction of the red light cameras; and
- (e) the Police would provide the data requested by the Chairman to the TTC after the meeting.

(Post-meeting note: The relevant responses were contained in the additional information of “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” (Paper No. TT 36/2021).)

171. Mr CHAN King-keung, Station Commander Siu Lek Yuen Fire Station of the Fire Service Department gave a consolidated response as follows:

- (a) the school bus involved in the traffic accident on 4 June 2021 carried a total of 55 primary school students. As all the students wore seat belts, they suffered only minor injuries;
- (b) regarding the traffic accident on 13 June 2021, when firefighters arrived at the scene, most of the passengers were already waiting outside the vehicles for rescue. Only the driver of the minibus and another passenger were trapped inside the vehicles. The firefighters spent about ten minutes to rescue them; and
- (c) if the drivers and passengers wore seat belts, it would help reduce casualties. When firefighters arrived at the scene, they found that the driver of the minibus was not in the driver’s seat.

172. Ms TONG Mai-mai, Assistant District Social Welfare Officer (Sha Tin) 2 of the SWD said that the relevant Integrated Family Service Centre had contacted the family of the deceased and provided appropriate assistance according to their needs, including emotional support and financial assistance.

173. The views of the Chairman were summarised below:

- (a) he asked the Secretariat to include the departments’ responses in “Question to be Raised by Mr YUNG Ming-chau, Michael on the Support and Follow-up to Two Traffic Accidents at Tai Chung Kiu Road in June 2021” (Paper No. TT 21/2021), for members perusal;
- (b) he suggested that members should invite TD’s engineers to conduct on-site inspections at the traffic accident scene; and
- (c) he hoped that the Fire Services Department could provide a list of firefighters and ambulancemen involved in the accident rescue work so that he could write a letter of appreciation.

(Post-meeting note: The relevant responses were contained in the additional information of the “Question to be Raised by Mr YUNG Ming-chau, Michael on the Support and Follow-up to Two Traffic Accidents at Tai Chung Kiu Road in June 2021” (Paper No. TT 21/2021).)

### **Information Item**

Progress Report of the Transport Department  
(Paper No. TT 23/2021)

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

- (a) he said that the public wished that the service of Route No. 686 could be extended to non-office hours; and
- (b) he said some members of the public pointed out that the departures of Route No. 900 from Pak Shek Kok to Yuen Wo Road were nearly full. Some suggested increasing the morning and evening departures from four to six, and providing an additional special departure in the morning and offering full-day service to meet the demand. Others suggested that the first departure of the evening return trip should be changed to leave at 5:30 to cater for citizens who leave work earlier. In addition, residents of Sha Tin Town Centre also hoped that Route No. 900 could enter Sha Tin Town Centre for passengers' convenience.

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

- (a) he said that he had tried the interchange route suggested by the KMB and travelled by Route No. 88K to Wo Che Estate and interchanged to Route No. 900, but found that if Route No. 88K arrived at the station slightly later than the scheduled time, he would miss Route No. 900, and had to wait for a long time before the next departure. He believed that fewer passengers would opt for this route because other routes were more convenient;
- (b) he considered that not many passengers chose Route No. 989 at Fo Tan, Mei Lam Estate and Mei Chung Court, while more passengers would boarding the buses of the route at Festival City. He was of the view that Route No. 989 was not attractive to the residents of Fo Tan; and
- (c) he wished to know whether Route No. 900 could go directly to other districts from Pak Shek Kok and provide special departures for the citizens of Fo Tan, Wo Che and Lek Yuen. He wished to learn more about the relevant traffic data.

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

- (a) some members of the public expressed their wish that the first departures of Routes No. 989 and 686 could leave earlier to meet the needs of residents going to work in Hong Kong Island. He opined that the travel time of Routes No. 989 and 686 were unstable in Hong Kong Island and Kwun Tong respectively, and the late departure time of the first departures would reduce the incentive of the public to take the buses of the routes; and
- (b) he pointed out that Routes No. 989 and 686 provided fast bus services to the residents of Sha Tin District, and he appreciated that the TD and the bus company had set up these two routes from Hong Kong Island East to Sha Tin District.

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

- (a) he pointed out that the return trip of Route No. 682X via the Eastern Harbour Crossing and Kwun Tong Bypass would encounter traffic jams. He wished to know how much travel time would be saved on the section from Chai Wan to Nai Chung after changing to Route No. 988; and
- (b) he considered that the situation was the same for Routes No. 682A and 682X. For Route No. 682A, the peak passenger flow was missed when it reached Taikoo and Kornhill. He suggested providing a new route through the Western Harbour Crossing (WHC) ahead of the first return trip of Route No. 682A, or diverting some departures of Route No. 682A to use the WHC to avoid the more congested road sections and reduce the travel time of return trip for the public.

178. The views of the Chairman were summarised below:

- (a) he opined that the alignment of Route No. 686 via Hin Keng after departing from Tai Wai reduced the attractiveness of the route. He suggested that the buses of the route should be adjusted to travel via the WHC after departing from Sha Tin, which would be smoother with more stable travel time;
- (b) he said that it was inconvenient for passengers of Route No. 989 as a bus stop at Sha Tin Town Centre was not available for the route. Passengers in the shopping malls had to walk to the Hilton Plaza or the Lucky Plaza to take the bus. He wished to know the reason for not providing a bus stop at the Sha Tin Central Bus Terminus. Moreover, he said that given the fewer number of passengers for buses departing from Tai On Street after 7:00 pm he proposed that the TD should allow the bus company to arrange some of the departures to leave earlier to meet the travel needs of passengers;
- (c) he said that Route No. 682X would travel through Chai Wan Road, and Route No. 988 for the return trips would go directly to the area of Shau Kei Wan Terminus after passing through MTR Chai Wan Station. He proposed that the bus company should provide special departures via the WHC and Chai Wan Road in the morning to serve the public in the areas of Nai Chung and Sai Sha Road, and provide earlier departures for return trips for the convenience of people going back to Ning Tai Road and Yan On Estate; and
- (d) he pointed out that during the trial run period of Route No. 65M, there were more passengers, especially, on Fridays, Saturdays and Sundays. However, the special departure Route No. 65A had fewer passengers, possibly due to insufficient publicity and different travel patterns of passengers. He suggested that the TD should adjust the arrangement of the route.

179. Ms Natalie TSANG, Senior Transport Officer/Shau Tin of the TD said that the TD noted members' views on the change of departure time or increased frequencies of

Routes No. 686, 989 and 900. However, considering that the new routes were only put into service for a short period of time, the TD was still monitoring passengers' demand for routes, and would discuss with the bus company matters on increasing frequency or adjusting departure time when necessary.

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

- (a) the TD noted members' proposal that special departures should be provided for Route No. 682A by making reference to Route No. 988. Since Route No. 988 had been operated for a short period of time, the TD would continue to monitor the operation of Route No. 988 like the changes in passenger volume, and would also study relevant proposals with the bus company; and
- (b) since the operator failed to carefully record the passenger volume data during the first trial run period, the TD extended the trial run period of Routes No. 65A and 65M, hoping to give the public more time to familiarise themselves with the two new routes. He said that members' views were welcome, and the TD would consider the impact of the proposal on existing public transport services and whether it could effectively respond to the needs of the public.

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

- (a) regarding the passenger volume data of Route No. 900, he said that the departures from Pak Shek Kok with higher passenger volume were the third and fourth departures, and the higher passenger volume departures from Wan Chai were the first and second departures. The KMB had submitted an application to the TD for increasing frequencies and would maintain communication with the TD; and
- (b) he said he observed that the number of passengers on Route No. 900 at Pak Shek Kok was relatively high, making it more difficult for residents of Yuen Wo Road to board the buses concerned. Therefore, the KMB also planned to split the route, but no plan was confirmed yet.

182. Mr PANG Chun-ho, Planning and Scheduling Officer of the NWFB and Citybus Limited (Citybus) gave a consolidated response as follows:

- (a) he noted that the resource utilization of Route No. 686 was not as ideal as that of Route No. 989. In order to improve service quality and make optimal use of resources, Citybus was considering adjusting Route No. 686, details of which would be notified to the public after discussion with the TD;
- (b) Citybus kept an open mind towards the provision of a bus stop at the Sha Tin Central Bus Terminus for Route No. 989. He said that he would discuss the feasibility of providing a bus stop with the TD after the meeting;

- (c) he said that the peak passenger volume of Routes No. 686 and 989 departing from Sai Wan Ho was mainly on the first departure. He said that he would discuss with the TD the feasibility of adjusting the departure time after the meeting;
- (d) he said that since Route No. 988 was an express route, the return trip did not pass through Chai Wan Road, and the NWFB would review the need to change the route after the meeting; and
- (e) the NWFB would review the alignment of Route No. 682A and the time of the first departure. He said that he was currently observing the service of Route No. 988 (No. 682X before the change) after it was diverted to the WHC, and would study the route group of Route No. 682 for reference.

183. The views of the Chairman were summarised below:

- (a) he would like to know whether the NWFB had considered allowing Route No. 686 to use the route via the WHC; and
- (b) he wished to know the reason why Route No. 989 did not provide a bus stop at the Sha Tin Central Bus Terminus when it was launched, and considered that the TD should consider providing a bus stop at the said terminus for Route No. 989 based on the actual needs and travel patterns of passengers for their convenience.

184. Mr PANG Chun-ho gave a consolidated response as follows:

- (a) Citybus was considering adjusting Route No. 686 to use the WHC to increase the passenger capacity, and would report to the TTC if there was any further information; and
- (b) he said that before the launch of Route No. 989, he had discussed with the TD the feasibility of providing a bus stop at the Sha Tin Central Bus Terminus. He said he would communicate with the TD after the meeting.

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

- (a) according to the tender papers of Route No. 989, the route would not pass through Sha Tin Central Bus Terminus. As such, the current route was determined according to the tender papers; and
- (b) the TD would study the need for Route No. 989 to provide a bus stop at the Sha Tin Central Bus Terminus and whether there was room for an additional stop at the said terminus.

186. Mr MAK Tsz-kin pointed out that some residents of Sui Wo Court said that they would take the buses of Route No. 280X to interchange to other routes at the WHC to

go to Central. He said that in the past, there was also a non-franchised bus Route No. NR19 departing from Sui Wo Court to Central, but it was suspended due to the operator's operational problems. He said that the residents of Sui Wo Court had a strong demand for direct routes to Central, and proposed that the TD should provide a special departure from Sui Wo Court to Central in the morning for the convenience of the residents.

### **Information Papers**

#### **Report on the Progress of Works of the Highways Department** (Paper No. TT 24/2021)

187. The Chairman would like to know the progress of the bus stop provided outside Ma On Shan Tsung Tsin Secondary School at A Kung Kok Street.

188. Mr CHAN Pui-ming would like to know the progress of the improvement works at Yuk Tai Street and Ning Tai Road near the junction at Sausalito.

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

- (a) according to his understanding, "Tai Po Road - Ma Liu Shui Section near Lai Ping Road Roundabout - Traffic Improvement Works" (Transport Department's Works Request Form No.: NE/17/1724) had been delayed due to the gas pipes, and he wished to know the progress of the works; and
- (b) he wished to know the progress of the works "Tai Po Road Ma Liu Shui near Hung Kiu Lane - To convert carriageway to footpath" (Transport Department's Works Request Form No.: NE/17/0271).

190. Mr CHIU Sung-ko said that the works on Tai Po Road near Lai Ping Road was once blocked due to the influence of the gas pipes, and Towngas had completed the relevant works from March to April. The HyD resumed the works immediately, which were now near completion.

191. The Chairman requested the HyD to submit a written reply in response to the member's question.

(Post-meeting note: The relevant responses were contained in "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" (Paper No. TT 36/2021).)

#### **Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan** (Paper No. TT 26/2021)

192. Mr MAK Tsz-kin said that the illegal parking on Tsung Tau Ha Road was a serious problem. Some residents were worried that the situation would obstruct the pick-up and drop-off of bus passengers.

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

- (a) he said that the Police recently stepped up enforcement at Lok King Street, which effectively improved the illegal parking situation at bus stops and bays. However, residents said that a taxi often parked there illegally or even overnight. He proposed that the Police should take more deterrent action against the vehicle; and
- (b) he said that trucks often illegally parked at the new bus stop in the Fo Tan Industrial Area, causing the public to cross the lane from time to time to get off the bus. He suggested that the TD should follow up this issue.

194. Mr Johnny CHUNG said that schools were gradually resuming classes at present, and some parents said that vehicles often illegally parked at the bays used by school buses, causing school children to cross the traffic lanes to get on and get off school buses, which was very dangerous. Illegally parked vehicles were found from time to time at the bays of On Luk Street near On Shing Street Garden, the bays of On Chun Street, and the locations at On Shing Street near Sunshine City Phases 1 and 3, obstructing school buses to pick up and drop off school children. He proposed that the Police should strengthen inspections.

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

- (a) he pointed out that the illegal parking of private cars for students at Hang Ming Street, Sai Sha Road and Hang Kin Street during school hours at Renaissance College was serious, and even affected the shuttle buses from Vista Paradiso. He proposed that the Police should strengthen enforcement during the above-mentioned period; and
- (b) he said that in the morning and evening hours, the elderly centre might need to pick up or drop off wheelchair users and elderly people by rehabilitation buses at Hang Kin Street. Since the period overlapped with the school hours, relevant agencies had repeatedly reported that the elderly did not have enough space to get on and get off the buses. He wished to know how the TD would solve the problem.

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

- (a) he said that the problem of illegal parking outside Kam Tai Shopping Centre at Hang Tai Road was serious, and school children needed to walk between cars to cross the lanes to get on and get off the school buses. During noon hours, construction workers would also park dump trucks and construction vehicles in the area, posing a danger to school children getting on and off school buses. He proposed that the Police should strengthen inspections and law enforcement at the above-mentioned location; and
- (b) he said that some minibus operators reported that vehicles on Route No. 806B illegally parked at the Shek Mun parking area from time to time,



causing the minibuses to be parked overnight in double lanes, which had been repeatedly complained by the public. He proposed that the Police should strengthen inspections and law enforcement at the above-mentioned location.

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

- (a) the Police attached great importance to the illegal parking situations mentioned by members, and noted the time and locations mentioned by members. Enforcement would be strengthened at such locations; and
- (b) after the bus stop on Tsung Tau Ha Road was open for use, the Police put up a sign at the bus stop to tie in with the new arrangement of new bus routes, reminding truck drivers that illegal parking should be avoided, lest the pick-up and drop-off of the bus passengers was affected. The Police had also communicated with the person in charge of the relevant store as a reminder and would continue to monitor the situation.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin  
(Paper No. TT 28/2021)

198. The Chairman said that the Secretariat had drafted a letter regarding the visit to the Civil Aviation Department, but he had not discussed the content of the letter with Mr WAI Hing-cheung and would continue to follow up this issue.

199. Members noted the above paper.

Improvement Works for Ma On Shan Town Centre Public Transport Terminus  
(Paper No. TT 29/2021)

200. Ms Doris WONG, Senior Transport Officer / Bus/ Public Transport Interchange & Project of the TD and Mr John FUNG, Senior Project Manager 122 of the Architectural Services Department (ArchSD) briefly introduced the content of the paper.

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

- (a) he said that the first stage of the works would involve temporarily closure of the crossings in front of and behind the terminus of Route No. 681. Citizens needed to walk to the entrance and exit of Sai Sha Road Terminus for crossing the road to reach the bus stops of Routes No. 286M, 87K and 680. He suggested that the relevant departments should put up sufficient signs to provide clear instructions;
- (b) he said that starting from the second stage of the works, the terminus of Route No. 681 would be temporarily relocated to the terminus of the existing Route No. 85X, and he suggested that the TD and the bus company should put up sufficient signs. Since the temporary terminus of Route No. 681 could accommodate two buses, he suggested that Citybus and the KMB should arrange two buses to pick up passengers at the same time during peak hours, and examine whether it was necessary to remove the queuing railings to allow the two buses to pick up

passengers at the same time; and

- (c) he said that the waiting passengers of Route No. 681 might stand beyond the waiting platform due to the large number of people. He suggested that relevant departments should follow up the issue to avoid such a situation.

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

- (a) he said that during the works period, it was likely that more people would cross the road at the terminus, increasing the chance of traffic accidents. He suggested that relevant departments should provide the public with clear instructions on the relocation of bus stops; and
- (b) he suggested that the relevant departments should display the works periods at different phases on the signs for reference by the public.

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

- (a) he said it was likely that more people would cross the road at the terminus during the works period, and hence he suggested putting up signs in the shopping mall to show the public the routes to the bays of various bus routes; and
- (b) he said that the number of passengers on Route No. 286M was much fewer than that of Route No. 681, and suggested that the temporary bus stops of Routes No. 681 and 286M should be swapped during the construction period for the convenience of the public.

204. The views of the Chairman were summarised below:

- (a) he suggested that the first phase of the works should be divided into two parts, i.e. first to implement the works on part of the island bus platform, and then to make available the site as a temporary crossing to the bus stop of Route No. 680, so as to reduce the inconvenience caused to the residents; and
- (b) he said that the reason for temporarily relocating the bus stop of Route No. 681 to the terminus closest to the bays on Sai Sha Road was that sufficient space was needed for parking of the buses of this route. He considered that the bus stops should not be relocated significantly in order to reduce the impact on passengers.

205. Ms Doris WONG gave a consolidated response as follows:

- (a) the improvement works plan included the removal of the existing bus bays for conversion into a bus bay of saw-tooth design. After considering safety factors, the crossings at the terminus would be temporarily closed during the first phase of works. The TD and the bus company would issue a notice before the commencement of the works to inform passengers in advance for the arrangements of the temporary bus

stop;

- (b) the TD would review with the bus company whether it was feasible for two buses to pick up passengers at the temporary terminus of Route No. 681 at the same time; and
- (c) Route No. 681 was the route with the highest number of passengers and buses in the terminus, and more space was required for passengers to wait for the buses and for parking of the buses. To avoid multiple relocations of bus stops during the works period, and after reviewing the space of the bays at the stop and the number of passengers of each route with the bus company, the TD recommended that the bus stop of Route No. 681 should be located at the northernmost bay of the terminus from Phase 2 to Phase 4. As the number of passengers on Routes No. 286M and 85X was relatively small, the bus stops concerned were located in the bays within the inner area of the terminus.

(Post-meeting note: (i) After the meeting, the works contractor of the ArchSD revised the temporary public transport arrangements in light of the views of the Police and would retain one of the crossings beside the terminus of Route No. 681 during the first phase of works; and (ii) the TD wrote to the TTC on 23 September 2021 to inform members of the temporary bus stop arrangements to be implemented during the first phase of works.)

206. Mr John FUNG said that the ArchSD would display the works period of the different phases of the works on the signs for the public's reference, and would provide support for the relocation arrangements of the bus stops.

207. Mr Johnny CHUNG said that if it was feasible for two buses to pick up passengers at the bus stop of Route No. 681 at the same time, the public would be more receptive to the change.

208. The views of the Chairman were summarised below:

- (a) he would like to know when the TD visited the terminus for observation, and whether it had observed two buses at the bus stop terminus of Route No. 681 picking up passengers at the same time; and
- (b) he proposed that the relevant departments should communicate with the management office and the owners' committee of Sunshine City as well as the local District Councillors before the works to provide information on the temporary public transport and transportation arrangements.

209. Ms Doris WONG said that the TD sent officers to inspect the operation of Route No. 681 at the Ma On Shan Town Centre Public Transport Terminus from 7:00 am to 9:00 am on 14 May 2021 (Friday). During the periods from 7:45 am to 7:46 am and from 8:29 am to 8:30 am that morning, two buses departed in succession within one minute. The TD would follow up the proposal of members with the bus company.

Trial Scheme for Installation of Internet of Things Sensors at Non-Metered On-Street Parking Spaces

(Paper No. TT 30/2021)

210. Mr YIP Wai-lun, Senior Engineer/Smart Mobility 1 of the TD briefly introduced the content of the paper.

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

- (a) he wished to know whether the system would show that the parking space was in use if cargo was placed on the parking space, and what kind of technology was used for the above-mentioned sensors to sense vehicles in the parking space;
- (b) he wished to know whether a calling card was required to be installed in the sensor for connection to the Internet, and details of its waterproof design; and
- (c) he said that some members of the public might damage the sensor or use objects to occupy the parking space to disrupt the sensor, and hoped that the TD would keep in view the situation.

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

- (a) he wished to know whether the purpose of installing the sensors was to identify if designated parking spaces for disabled persons was occupied, and how the TD would judge whether the parking spaces were misused or unlawfully occupied; and
- (b) he wished to know the size and weight of the sensors and the materials used.

213. The views of the Chairman were summarised below:

- (a) he would like to know whether the sensors' radar and geomagnetic induction technology would erroneously sense other metal objects occupying the parking spaces, and whether the sensors needed power supply;
- (b) he would like to know the reliability and durability of the sensors, and said that if the sensors were inaccurate or could be easily damaged, they would be effective in assisting the disabled in finding a parking space;
- (c) he said that since the sensors were installed underground, such sensors needed to be waterproof and dustproof to a certain extent, and he wished to know the certification level of the sensors' waterproof and dustproof features;

- (d) he would like to know how the sensors' signal would be transmitted to the smart parking mobile app, and whether other signals such as "Error" would be displayed in addition to the status of "Occupied" and "Unoccupied"; and
- (e) he was concerned about whether the sensors would collect excessive personal data, and wished to know the locations of the sensors to be installed and the commencement date of the works.

214. Mr YIP Wai-lun gave a consolidated response as follows:

- (a) the sensors would adopt radar and geomagnetic induction technology to be operated by batteries with a battery life of about one to three years. Such sensors were also with an international protection marking of IP68 for dust and water resistance. Relevant departments would conduct regular maintenance on the sensors to ensure the ongoing operation of the sensors;
- (b) the purpose of installing sensors was to provide real-time information to assist drivers in finding vacant parking spaces, thereby reducing the time for vehicles to stay on the road in search of parking spaces. The TD hoped to learn about the effectiveness of installation of the sensors through the trial scheme;
- (c) the sensors would use the Government's dedicated wireless Internet of Things (i.e. Government-Wide Internet-of-Things Network) to transmit signals, and the current sensors did not require the use of calling cards. The sensors would also regularly send signals to the back-end monitoring system to detect errors or abnormal conditions, and the system could transmit error signals to designated personnel to take action after detecting faults;
- (d) the sensors, with a diameter of about 12 cm, would be installed in the appropriate location in the parking spaces. Temporary traffic management measures would be implemented during the works period. It was expected that only minor impacts would be caused to the public; and
- (e) the exact commencement time of the installation works for the sensors was subject to the status of the works-related applications.

215. Mr Andy TANG, Electrical Engineer/Smart Mobility 14 of the TD added that the diameter of the sensor was about 12 cm and the depth was about 7 cm.

#### **Date of Next Meeting**

216. The next meeting would be held at 10:00 am on 24 August 2021 (Tuesday) in the STDO Conference Room 441.

217. The meeting was adjourned at 9:53 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

December 2021