

**Sha Tin District Council**  
**Minutes of the 3<sup>rd</sup> Meeting of**  
**the Traffic and Transport Committee in 2021**

**Date** : 24 August 2021 (Tuesday)  
**Time** : 2:30 pm  
**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 LAI Tsz-yan (Vice-Chairman)	DC Member	2:57 pm	4:42 pm
Mr LI Chi-wang, Raymond	DC Chairman	2:30 pm	4:42 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:30 pm	2:57 pm
Mr CHAN Pui-ming	DC Member	2:30 pm	4:42 pm
Mr CHENG Chung-hang	"	2:48 pm	4:42 pm
Mr CHENG Tsuk-man	"	2:44 pm	4:26 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	4:42 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	4:42 pm
Mr HUI Lap-san	"	2:30 pm	4:42 pm
Dr LAM Kong-kwan	"	3:09 pm	3:46 pm
Mr LO Tak-ming	"	2:48 pm	3:52 pm
Mr MOK Kam-kwai, BBS	"	2:45 pm	3:46 pm
Mr NG Kam-hung	"	2:30 pm	4:41 pm
Ms NG Ting-lam	"	2:30 pm	4:26 pm
Mr SIN Cheuk-nam	"	2:30 pm	4:39 pm
Mr WAI Hing-cheung	"	2:30 pm	4:42 pm
Mr WONG Ho-fung	"	2:30 pm	4:42 pm
Ms CHEUNG Lam-ye, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<b><u>In Attendance</u></b>	<b><u>Title</u></b>
Mr LAM Fong-tat, James	Assistant District Officer (Sha Tin)1
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Ms LAU Tak-yi	District Operations Officer (Shatin District), Hong Kong Police Force
Mr LAM Chi-chung	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Ms YUEN Nga-man	Senior Transport Officer/Shatin, Transport Department
Mr CHIU Sung-ko	Senior Engineer/Shatin 1, Transport Department
Mr NGAI Hiu-kan, Wilfred	Engineer/Ma On Shan, Transport Department
Mr CHEUNG Chun-yin, Joey	District Engineer/Shatin (1), Highways Department
Mr LIU Chi-kwong	District Engineer/Shatin (2), Highways Department
Mr SUEN Kwok-chuen	Housing Manager/Tai Po, North and Shatin 4, Housing Department
Mr YEUNG Wai-dor	Administrative Assistant/Lands (Atg), District Lands Office, Sha Tin

**In Attendance by Invitation**

Mr Jeff TAM	<b><u>Title</u></b> Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Rob LIU	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr CHAN Chung-yi	Officer (Planning and Development), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Ms Annie LAM	Public Relations Manager - External Affairs, MTR Corporation Limited

**Absent**

Mr SHEK William	<b><u>Title</u></b> DC Member	(Application for leave of absence received)
Mr CHAN Nok-hang	”	(No application for leave of absence received)
Mr MAK Yun-pui, Chris	”	( ” )

**Action****Election of Chairman of the Committee**

The Chairman of the Sha Tin District Council (STDC) said that the Secretariat had served all members with the nomination form and election procedure for Chairman of the Traffic and Transport Committee (TTC) on 16 August this year. The nomination for TTC Chairman closed at 1:30 pm on the day of the meeting.

2. By the end of the nomination period, the STDC Secretariat had received no nomination form for TTC Chairman. As there was no candidate running for the post, the Chairman of the STDC announced that the office of TTC Chairman would remain vacant, and the election for Chairman would be conducted at the next TTC meeting.

3. Mr James LAM, Assistant District Officer (Sha Tin)<sup>1</sup>, said that according to the procedure set out in Order 34(3) of the “Sha Tin District Council Standing Orders”, members present at this meeting should elect from amongst themselves by simple majority vote a temporary Chairman to preside at the meeting. The nominee had to be seconded by two members. He asked whether there was any nomination.

4. Mr Raymond LI nominated Mr CHAN Pui-ming as the temporary Chairman. Mr WONG Ho-fung, Mr George WONG, and Mr NG Kam-hung seconded the nomination.

5. As there was only one candidate, Mr James LAM announced that Mr CHAN Pui-ming was elected ipso facto as the temporary Chairman of the TTC.

(The remaining agenda was chaired by Mr CHAN Pui-ming, the temporary Chairman of the TTC.)

**Application for Leave of Absence**

6. The temporary Chairman said that the Secretariat had received an application for leave of absence in writing from the following member:

Mr SHEK William

Official commitment

7. The TTC approved the application for leave of absence submitted by the member above.

**Confirmation of the Minutes of the Meeting Held on 18 February 2021**

(TTC Minutes 9/2020)

8. Members unanimously passed the proposed amendment put forward by Mr Felix CHOW before the meeting and endorsed the draft of the minutes of the meeting.

**Confirmation of the Minutes of the Meeting Held on 25 March 2021**

(TTC Minutes 1/2021)

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

**Matters Arising**

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

(Paper No. TT 36/2021)

10. The views of the temporary Chairman were summarised below:

- (a) he said The Kowloon Motor Bus Company (1933) Limited (KMB) had indicated before the commissioning of the Tuen Ma Line that the patronage of four bus routes might be drastically reduced due to the new line, but the KMB changed its view within a few months of the commissioning and said that only one of the routes would be adjusted. He noted that the Transport Department (TD) had proposed to cancel Route No. 681 before the commissioning of the Ma On Shan Line, but Route No. 681 was now still popular. He considered that the TD and the KMB might have misjudged the impact of the commissioning of new railway on bus services;
- (b) he said the Department had proposed to cancel Route Nos. 85B, 85S and 286M. He wanted to know where the bus resources of those routes would be allocated to or whether such resources would be used for route rationalisation. At the same time, as the Shatin to Central Link (SCL) would be commissioned in 2022, the bus services in Sha Tin District might need to be adjusted by then. He would like to know whether the Department had prepared any relevant transport service adjustment plan; and
- (c) he said the KMB claimed that the patronage of some bus routes drastically dropped to 30% after the commissioning of the Tuen Ma Line, but the data did not match what he had observed on site. He wanted to know how the Department, as the regulator, would handle the situation if what the KMB stated about the service condition did not match the reality.

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

- (a) the TD noted members' views on the Tuen Ma Line. It had also briefed the TTC on the public transport service adjustment plan to tie in with the full commissioning of the Tuen Ma Line. With its full commissioning in late June 2021, the Department anticipated that there would be significant changes in passenger travel patterns and demand. As some current passengers of franchised bus services could switch to the new railway service, the Department predicted that there would be need and room to adjust the public transport service arrangements in the relevant areas so that the public transport resources could be used more effectively to meet the passenger demand, enhance the efficiency of the service network and improve service quality;
- (b) the Department noted members' views on the cancellation of Route Nos. 85B, 85S and 286M. It would carefully review the arrangements in the light of the changing passenger demand after the full commissioning of the Tuen Ma Line, and consider adjusting the services at an appropriate juncture depending on the actual passenger demand;
- (c) the Department noted members' views on the public transport service arrangements for the SCL and would convey the views to the relevant section for reference and timely reply; and
- (d) the Department predicted that the passenger demand of Route Nos. 85B, 85S and 286M would be obviously affected by the commissioning of the Tuen Ma Line. And the KMB would continue to review the service arrangements of these routes if the drop in patronage was not as large as expected. The Department noted the relevant views and would further discuss with the KMB in due course.

### Motion

Motion to be Raised by Mr CHOW Hiu-laam, Felix on Requesting Improvement to the Services of Minibus Route No. 814  
(Paper No. TT 37/2021)

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

- (a) he said that GMB Route No. 814 mainly served residents in the vicinity of Kau To Shan and Lai Ping Road, but many residents had reflected that the service of the route was unsatisfactory with the growing population in the Lai Ping Road area due to the continuing development. Therefore, he would like to urge the TD to monitor the service through a motion;

- (b) he therefore moved the following motion:

“Background

Route No. 814 is currently the only direct public transport plying between the housing estates along Lai Ping Road and Sha Tin Town Centre as well as Fo Tan with a scheduled frequency of 15 minutes. Since the successive intake of several housing estates along Lai Ping Road, the demand for Route No. 814 has significantly increased but the service of GMB Route No. 814 has long been criticised, of which the frequency and service attitude has been repeatedly complained about by many members of the public and the situation has to be improved.

The frequency of Route No. 814 bound for Lai Ping Road during peak hours severely falls short of demand and residents reflected that they could not get on board at en route stops including The Cavaridge, Dragons Range, Kau To Village during the morning peak hours and they often had to wait for several minibuses before they could get on board during the afternoon peak hours, so passengers were often left behind in peak hours.

On the other hand, the frequency of Route No. 814 during non-peak hours is very low and residents pointed out that they had previously waited for half an hour for 1 trip, which is inconsistent with the service schedule.

Motion

The Traffic and Transport Committee of the Sha Tin District Council regrets that the operator of GMB Route No. 814 (Charm King Corporation Limited) fails to meet the service pledge and to provide stable service to meet the demand of residents of the district. The Committee seriously demands that the operator of Route No. 814 (Charm King Corporation Limited) meet the service pledge, provide service at the frequency on the service schedule and increase the frequency during peak hours to meet passengers' demand.

The Committee demands that the Transport Department (TD) stringently monitor the service of Route No. 814. If the operator of Route No. 814 (Charm King Corporation Limited) fails to provide service at the frequency on the service schedule, the TD should impose penalties on the operator concerned, including, if necessary, the termination of service contracts of the operator and the retendering of the franchises of Route No. 814 and other routes concerned. If the operator has to change the service schedule or when the service is partially affected, public consultation has to be carried out via the TD.”

Ms NG Ting-lam seconded the motion.

13. The temporary Chairman asked members whether they agreed to pass the motion in paragraph 12.

14. Members unanimously passed the motion in paragraph 12.

**Question**

Question to be Raised by Mr WAI Hing-cheung on the Supercapacitor Bus Services in Sha Tin District  
(Paper No. TT 38/2021)

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

- (a) he said that the trial of supercapacitor buses for Route No. 284 commenced in 2016 and completed in 2019, but neither the TD nor the KMB had reported the trial results to the TTC. He would like to know the reasons for this and suggested that they should take the initiative to report to the TTC;
- (b) he said that according to the paper, capacitor buses would not be extended to other routes in the short term. He considered that the effort in the past trials might be wasted;
- (c) he cited that the KMB aimed to install over 22 000 solar panels and introduce 42 electric double-decker buses. He wanted to know how many electric buses could be supported by 22 000 solar panels, how many of the 42 electric double-decker buses to be serving in Sha Tin District and the relevant details, and suggested that the KMB should report to the TTC when the plan was drawn up; and
- (d) he said that both the departments concerned and the KMB had indicated in their replies that they would strive to achieve the goal of carbon neutrality by 2050, but had not provided a specific timetable for setting the target for the number of electric buses in service. He wanted to know the details.

16. The views of the temporary Chairman were summarised below:

- (a) he said that there were four and three supercapacitor buses operating Route Nos. 284 and 5M respectively; however, the turnout rate of the vehicles concerned was low and some of them were even suspended from service according to the information provided by the KMB to the Legislative Council in 2018. He would like to know how many of the seven capacitor buses were still in service at present and whether the departments concerned and the KMB would report to the TTC on the trial details;
- (b) he noted that about 95% of the buses in Hong Kong were double-decker buses while the rest were single-decker buses, and the capacitor bus trial was only for single-decker buses. He would like to know the details of the electric double-decker bus trial and the reason why the Environmental Protection Department (EPD) did not attend the meeting;

- (c) he wanted to know how the departments concerned would achieve the goal of carbon neutrality or how to adjust the target if the electric double-decker buses could not meet the transport needs of Hong Kong;
- (d) he would like to know whether the departments concerned would finance the relevant additional expenditure on top of the subsidies granted to the franchised bus companies and the MTR Corporation Limited (MTRCL) for the purchase of battery-powered double-decker buses, and the relevant details;
- (e) as far as he was aware, the Government had to provide charging facilities for electric buses at public transport interchanges when developing new development areas. Different public housing estates would be successively completed in Sha Tin District in the future, and he would like to know whether public transport interchanges would be set up in the public housing estates concerned and whether electric bus charging facilities would be provided in the interchanges;
- (f) he would like to know whether the KMB had completed the purchase of electric double-decker buses, the respective average travelling distance and driving range of ordinary diesel buses and electric double-decker buses, and whether the KMB would need to purchase more buses because of the shorter average travelling distance of electric double-decker buses; and
- (g) he said the Health and Environment Committee (HEC) had also discussed the issue of electric vehicles, and members could refer to Paper No. HE 30/2014. He would, in the capacity of the HEC Chairman, discuss with the TTC Chairman on how to follow up the discussion on electric buses.

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

- (a) he hoped that the departments concerned could report to the TTC on the information obtained after the completion of the trial; and
- (b) he wanted to know the information on the routes suitable for running capacitor buses and the bus termini with charging facilities in Sha Tin District, and apart from Route No. 284 and Sha Tin Central Bus Terminus, what other routes and locations within Sha Tin District were suitable for running capacitor buses.

18. Ms Alison CHEUNG, Executive Officer (District Council)<sup>4</sup> of the Sha Tin District Office, replied that the EPD representative was unable to attend this TTC meeting due to official commitment. For questions raised by Mr WAI Hing-cheung, the EPD had already provided information and had nothing to add. If members had further questions for the EPD, the Secretariat would refer them to the Department to follow up.

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

- (a) seven supercapacitor buses were tested in Sha Tin and Kowloon on Route Nos. 284 and 5M respectively, while the four supercapacitor buses under Route No. 284 completed the trial in 2019. Supercapacitor buses were characterised by their ability to be charged quickly and could travel approximately 20 to 30 kilometres after a 20-minute full charge, making them suitable for short-distance routes. Timely top-up charging was required at charging facilities provided at bus stops and/or termini;
- (b) whether supercapacitor buses could be further promoted in Hong Kong or used on other routes depended on the availability of short-distance routes suitable for single-decker buses and whether there was sufficient space and power capacity for the installation of charging facilities at public transport interchanges or bus stops along their routes;
- (c) taking a broad view at the development of electric vehicles in recent years, battery-powered buses had better future than supercapacitor buses with their rapid development in terms of driving range and charging speed, etc. Therefore, the departments concerned were mainly focusing on promoting the use of battery-powered buses and had no plan to extend the use of capacitor buses to other routes at the present stage;
- (d) in view of the recent technological development of battery-powered double-decker buses, the New Energy Transport Fund had awarded grants to the franchised bus companies and the MTRCL for purchasing a total of five battery-powered double-decker buses, which were expected to commence trial in Hong Kong successively in 2023;
- (e) in March 2021, the Government promulgated the first Hong Kong Roadmap on Popularisation of Electric Vehicles (the Roadmap), detailing a series of policies and measures related to the facilities for electric vehicles and setting a clear direction for the future full electrification of road transport, in order to tie in with Hong Kong's commitment to achieve the goal of carbon neutrality by 2050. After the launch of the Roadmap, the response from the community had been quite positive. Among them, franchised bus companies had already announced detailed plans to purchase battery-powered buses and install charging facilities in new depots, or were actively studying the feasibility of using hydrogen fuel cell buses in Hong Kong;
- (f) the detailed schedule and detailed roadmap for the policies and measures related to the facilities for electric vehicles would be adjusted in the light of the development of various technologies. The promulgation of the Roadmap would provide direction to the bus companies in planning their budgets for the purchase of relevant equipment with regard to the goal of carbon neutrality in the long run; and



- (g) the TD noted members' suggestions and concerns on the trial scheme and would convey them to the EPD and the relevant section of the TD, and provide relevant information to the TTC as appropriate.

20. Mr Jeff TAM, Manager (Public Affairs) of the KMB, gave a consolidated response as follows:

- (a) the policy direction of the KMB's electric bus was to gradually increase the number of battery-powered buses in its fleet. In the long run, the KMB hoped to use new energy-driven buses in its entire fleet before 2050;
- (b) the KMB's objective of adding solar panels was to assist conventional diesel buses to operate in a low-carbon manner, for example, by providing electricity to the air-conditioning and fans inside the buses, thereby achieving fuel savings and reducing carbon emissions. The KMB would discuss with the TD on the actual allocation arrangements for the 42 electric double-decker buses;
- (c) since the technologies of capacitor bus were relatively backward, the function and efficiency were relatively low and the support service from the manufacturer was not satisfactory, the KMB had encountered difficulties in the repair and maintenance work. Therefore, the KMB had no plans to expand its capacitor bus service. The KMB would actively introduce new electric buses to achieve the goal of using new energy-driven buses for the entire fleet in the future;
- (d) the trial scheme was proposed by government departments and upon completion of the trial, the KMB had provided them with relevant information and advice in the hope of effectively assisting in the review;
- (e) as the KMB hoped to use new energy to drive its entire fleet in the future, it would gradually add charging facilities at its depots so that there would be enough charging facilities at the depots to power the vehicles. In addition to the existing depots, the KMB was also planning to set up electric bus depots at various locations to cater for the expansion of its electric bus fleet; and
- (f) the battery-powered double-decker buses could travel about 200 to 300 kilometres after a two-hour charge and could meet the needs of about one-third of the current bus routes. With the development of electric vehicles, their driving range would gradually increase. The KMB would purchase electric buses in phases and maintain communication with the manufacturer.

(The Vice-Chairman of the TTC returned to the meeting room and the rest of the meeting was chaired by Vice-Chairman Mr LAI Tsz-yan.)

**Information Items**

Progress Report of the Transport Department  
(Paper No. TT 39/2021)

21. The views of Mr Felix CHOW were summarised below:
- (a) he said that GMB Route No. 814 had been in service for about five years since 2017 and he would like to know when its passenger service licence would be renewed;
  - (b) he said that some residents reflected that GMB Route No. 811K, although running through Lok King Street, did not drive via Royal Ascot. He wanted to know when a new GMB route came into service, how the TD would assess the service condition as well as the ability to divert passengers and cope with the passenger flow during peak hours;
  - (c) he said that the TTC had passed a provisional motion on overnight minibus service in Fo Tan in 2020, and he would like to know the latest progress and whether the contractors were willing to provide the service; and
  - (d) he said there were problems of poor attitude of drivers and skipping stops for GMB Route No. 814, and hoped the Department would respond to the situation.
22. The views of Mr CHAN Pui-ming were summarised below:
- (a) he said that earlier the TTC had made suggestions on Route No. 86 series and Route No. 88X, and asked whether the TD would follow up the views on the bus route development plan in the coming year;
  - (b) he said that after the adjustment, Route No. 89C only headed to the Ngau Tau Kok station area and could not reach Kwun Tong Town Centre, and he wanted to know the details; and
  - (c) he wanted to know the review progress of the Tai Wai Roundabout improvement works, the Chak Cheung Street Roundabout improvement works and the traffic works in their vicinity.
23. The Vice-Chairman wanted to know the operation status of Route No. 809K.
24. Ms YUEN Nga-man, Senior Transport Officer/Shia Tin of the TD, gave a consolidated response as follows:
- (a) the Department would instruct the operator on the driving attitude and “skipping stops” problem of GMB Route No. 814, continue to monitor the service standards, and provide members with the expiry date of its passenger service licence after the meeting;

- (b) Route No. 811K heading from Sui Wo Court to Fo Tan Station mainly served to relieve passenger demand during peak hours. The Department would provide supplementary information to members after the meeting upon checking the patronage situation with the operator;
- (c) the Department drew close attention to the demand for late-night transport services in Sui Wo Court and Chun Yeung Estate, and would review with the operators on the arrangement of extending the GMB Route No. 61S service to Chun Yeung Estate in a timely manner; and
- (d) according to the investigation of the Department, Route No. 809K was still in operation and its frequency was maintained at 30-minute intervals, which was in line with the scheduled frequency.

25. Mr Wilfred NGAI, Engineer/Ma On Shan of the TD, said that the TD was studying the feasibility of constructing a cover for passengers to improve the public transport interchange at the University Station, which would include enhancing the existing pedestrian road facilities. If the proposal was feasible, the TD would conduct consultation in due course.

26. Mr CHIU Sung-ko, Senior Engineer/Shatin 1 of the TD, said that the TD representative had presented a proposal for improving the Tai Wai Roundabout at the TTC meeting in April. The TD was now reviewing members' views and expected to report the progress to the TTC by the end of 2021.

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

- (a) the proposed changes to the Route No. 86 series involved different districts. The TD was reviewing the views of the TTCs in relevant districts and would discuss the arrangements with the TTC in due course if necessary; and
- (b) the Department had conveyed members' views on the stationing arrangement of Route No. 89C in Kwun Tong to its relevant section. The distribution of stations, stopping arrangements and traffic conditions along the route from Ngau Tau Kok to Kwun Tong Town Centre should be taken into consideration when setting up stations. The Department could further exchange views with Mr CHAN Pui-ming after the meeting.

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

- (a) he said that Route No. 900 was well received by passengers soon after it came into service, but in late July and early August, its last bus from Wan Chai was scheduled to depart earlier, resulting in some passengers of the last bus of Route No. 900 not being able to catch it; and
- (b) he opined that the TD and the bus companies should not make any transport service adjustments that might cause inconvenience to passengers without communicating with the TTC. He suggested that the original departure time of the last bus Route No. 900 should be maintained

and the Department should communicate with members concerned before making any changes to the transport service arrangements in the future.

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

- (a) he said that Route No. 900 had high patronage and its buses were often full during the morning peak hours, resulting in difficulty for residents of Wo Che and Lek Yuen to board the bus, but so far there was only one additional trip. He suggested that the Department increase the frequency, or add a special trip departing from Fo Tan via Yuen Wo Road to divert passengers in Sha Tin; and
- (b) he believed that the patronage of Route No. 900 was high enough to extend the service hours and increase the frequency during the afternoon peak hours to serve those passengers who could not catch the last bus at present.

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

- (a) he said that there were suggestions for constructing a new bypass linking Tai Po Road and Science Park to alleviate the serious congestion at the two roundabouts near the University Station. At the same time, he anticipated that more residents of Ma On Shan heading for Hong Kong Island would go to the University Station to transfer to the SCL after the commissioning of the SCL. With the extension plan of the Science Park, the University Station Roundabout would face greater traffic pressure. He wanted to know the progress of the TD in dealing with the suggestion;
- (b) as for member's suggestion for adding a special trip of Route No. 900 departing from Fo Tan, he suggested that the Department should also consider introducing trips of Route No. 989 to Wan Chai area, the deployment of which might be easier than adjusting Route No. 900; and
- (c) he said that Lek Yuen Health Centre closed its general outpatient clinic in August this year due to renovation works, and some areas including Ning Tai Road and Yan On Estate lacked low-floor buses connecting to other health centres and general outpatient clinics in the district as well as Prince of Wales Hospital. He wanted to know whether the Department of Health (DH) had consulted the TD on the transport arrangements concerning the maintenance of Lek Yuen Health Centre, and suggested that the TD should discuss with the DH on special transport arrangements during the maintenance of Lek Yuen Health Centre.

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

- (a) he said that the TD confirmed the launch of Route No. 989 without prior notice to the TTC. At the same time, although the route passed the "Six Mei Area" (Mei Lam Estate, May Shing Court, Mei Chung Court, Mei Pak Court, Mei Ying Court and Mei Tin Estate), it did not enter Mei Tin Estate. He suggested that the Department should adjust its routing to Mei

Fai Street for the convenience of residents in the vicinity of Mei Tin Estate, Granville Garden and Parkview Garden; and

- (b) he opined that there was a lack of communication between the Department and the TTC, citing Route No. 989 as an example, and believed that the information that was held by the public might be even more than the Department had sent to members.

32. The views of the Vice-Chairman were summarised below:

- (a) he wanted to know whether the TD could restore Route No. 900 to its original service arrangement;
- (b) he suggested that in future bus service adjustments, the Department should inform the district councillors of the constituencies concerned of the arrangements at least around one week in advance, so that the councillors could answer residents' enquiries; and
- (c) he said that it was not desirable for the arrangement of Route No. 900 to serve both Sha Tin and Tai Po, and residents in Fo Tan also had a certain demand for cross-harbour bus service. Separate routes might be needed in the long run.

33. Mr Wilfred NGAI said that the Civil Engineering and Development Department had included the congestion problem at the Chak Cheung Street Roundabout in the investigation study of Trunk Road T4. The TD would review the study result and report to the TTC in due course.

34. Ms YUEN Nga-man gave a consolidated response as follows:

- (a) the TD would pay close attention to the passenger demand of Route No. 989 and discuss with the bus company on service adjustment arrangements in a timely manner; and
- (b) the Department would contact the DH after the meeting to obtain information about the Lek Yuen Health Centre and follow up.

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

- (a) he said Route No. 900 had been well received by passengers since it came into service. In response to changes in patronage, one trip was added in the morning and afternoon sessions respectively after the discussion between the TD and the bus company. Upon the service adjustment, the Department had advanced the departure time of the last bus by 10 minutes according to the patronage and operation of the original frequency. As the service adjustment had been implemented for just a short period of time, the Department would closely monitor the changes in patronage. If the patronage kept growing, the Department would discuss with the bus company about the possibility of further increasing the frequency of the service, or explore the arrangement of introducing special trips and route

changes; and

- (b) the Department noted members' views that the Department and the bus companies should notify the TTC in advance before implementing service adjustments.

36. Mr CHAN Chung-yi, Officer (Planning and Development) of the KMB and Long Win Bus Company Limited, said that the KMB had applied to the TD to increase the frequency under the strong demand for Route No. 900 as resources permitted, and adjusted the departure time of the last bus according to the established mechanism. The last bus, 10 minutes ahead of schedule, saw an increase in patronage to meet passenger demand. The KMB would continue to monitor the patronage situation of the route and keep an open mind on the proposed route improvements, and would discuss the arrangements with the Department.

Report of Working Group  
(Paper No. TT 40/2021)

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

- (a) he said that the number of members of the Working Group on Major Transport Infrastructures and Road Networks were less than five, and the office of the convenor of the Working Group was vacant. He wanted to know the arrangements for future meetings; and
- (b) he said that the Working Group on Road Safety and Supply-Demand of Parking Spaces had discussed to commission a consultant firm to study the traffic situation around the University Station and Fo Tan area, and he would like to know the arrangements for the next meeting.

38. The Vice-Chairman said that as some members had already left office, he suggested that the existing members should discuss the future meeting arrangements after the meeting.

**Information Papers**

Report on the Progress of Works of the Highways Department  
(Paper No. TT 41/2021)

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

- (a) he would like to know the study progress of the works for adding a southbound bus stop at the area off Ma On Shan Tsung Tsin Secondary School at A Kung Kok Street, and the persons or organisations consulted by the TD on the matter. He hoped that the Department would also consider consulting him because residents of the Hoi Nam area would have the opportunity to use the bus stop in the future;

- (b) he wanted to know the progress of the bus stops to be provided at Yan On Estate (Phase 2) and Kam Chun Court, and whether they would be covered bus stops; and
- (c) he said that widening works would be conducted for the T6 Bridge across the Sewage Treatment Works. He wanted to know when the relevant departments would consult the STDC on the works, and asked about the current progress of the works.

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

- (a) he said that the expected completion date of the works “On Luk Street near On Shing Street - Proposed signalized pedestrian crossing” (TD WRF No. NE/19/1580) had been postponed for multiple times, and suggested that the Highways Department (HyD) should accurately estimate the completion date to avoid repeated revisions; and
- (b) he said that cooperation might be required from a number of departments to set up the traffic light control system and the site would also be enclosed on non-construction days. It had happened in the above works that the remaining area of the enclosed refuge island could not even accommodate one person, posing danger to the public. He suggested that the relevant departments pay attention to the problem.

41. Mr Felix CHOW wanted to know the expected commencement date and progress of the construction of covered walkway at Lok King Street in Fo Tan.

42. Mr Joey CHEUNG, District Engineer/Shia Tin (1) of the HyD, gave a consolidated response as follows:

- (a) the HyD had not yet received the notice of commencement of works from the TD for the provision of additional bus stop at A Kung Kok;
- (b) at present, the Department did not have information on the construction of bus stops in Yan On Estate (Phase 2) and Kam Chun Court;
- (c) the widening works of T6 Bridge were still in the internal study stage, and the Department could not provide more information at this juncture;
- (d) the Department would enhance the safety of the temporary traffic arrangements for the On Luk Street works. It had discussed with the TD immediately after receiving members’ views earlier, and widened the refuge island at the location concerned to allow safe access of wheelchair users. The civil engineering part of the works had now been completed and the Department was liaising closely with the TD to urge the wiring contractor to work on the signalling system as soon as possible; and

- (e) for the construction of covered walkway at Lok King Street in Fo Tan, the outsourcing process had been completed, but the Department did not have relevant information for the time being. The relevant details could be provided after the meeting.

43. Mr Wilfred NGAI gave a consolidated response as follows:

- (a) the TD had conducted consultation on the design of the additional bus stop at A Kung Kok Street and was revising the design in the light of the views received, and further consultation would be conducted in due course. The Department would consult Mr CHAN Pui-ming in the future; and
- (b) the widening works of T6 Bridge were at the preliminary stage of technical feasibility study.

44. Mr SUEN Kwok-chuen, Housing Manager/Tai Po, North and Shatin 4 of the Housing Department, said that the Development and Construction Division of the Housing Department (HD) was responsible for the development of Yan On Estate (Phase 2), and he noted members' views and would convey them to the relevant section for follow-up action.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 42/2021)

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

- (a) he said that the Planning Department announced in July 2021 the adjustment of parking space coefficient in the "Hong Kong Planning Standards and Guidelines" (Guidelines), and the number of parking spaces for future new developments would be increased accordingly. He wanted to know whether the updated standards would be applied to projects that had not yet been completed, tendered or established, and projects in what stage would call for the application of the new standards;
- (b) he would like to know whether the new standards would be applied to the public housing development schemes at Cheung Muk Tau, Ma On Shan Tsuen Road and Fo Tan, and whether the HD needed to consult and communicate with other departments on the demand for parking spaces in the district when carrying out the relevant planning; and
- (c) he opined that the new standards showed a long-standing serious shortage of parking spaces in all districts and suggested that the short-term tenancy sites in Sha Tin District should be converted to short-term tenancy parking lots at the end of their tenancies.



46. Mr CHENG Chung-hang considered that there was serious shortage of parking spaces in Ma On Shan and suggested that the District Lands Office, Sha Tin (DLO/ST) should re-examine whether all the short-term tenancy sites were being used properly. In addition to private cars, he believed that the demand for parking spaces for large vehicles should not be ignored. As many large vehicles were the means of livelihood for drivers, the shortage of parking spaces for large vehicles made professional drivers difficult to rent them at reasonable prices and consequently park them illegally on the streets, resulting in obstruction to the traffic. He suggested that the TD should re-examine the supply of parking spaces for large vehicles in Ma On Shan.

47. Mr YEUNG Wai-dor, Administrative Assistant/Lands (Atg) of the DLO/ST, responded that the DLO/ST would conduct local consultation when retendering parking lot sites with short-term tenancy, and the Office would review the issue after considering the relevant views.

48. Mr Wilfred NGAI gave a consolidated response as follows:

- (a) the TD would coordinate with the DLO/ST and arrange to increase the supply of parking spaces by using short-term tenancy sites as far as possible in the light of the demand of the vehicles in the area; and
- (b) the Department would communicate with the HD to follow the latest guidelines as far as possible in the planning of the number of parking spaces.

49. Mr SUEN Kwok-chuen responded that the building team of the HD would design the number of parking spaces in public housing in accordance with the conditions in the planning brief. Regarding whether to apply the new standards for parking spaces, he had to check with the building team before providing supplementary information.

50. Mr CHUI Sung-ko said that the new Guidelines should be applied to the planning of parking spaces in both private and public housing. If the preliminary design of the project had not been completed or a planning application had not been submitted, it should be planned according to the new standards. The housing site of Ma On Shan was a long-term scheme and the TD had requested the HD to comply with the latest standards in planning the parking spaces.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan  
(Paper No. TT 43/2021)

51. Mr Felix CHOW said that there were illegal parking and obstruction at Lai Ping Road and Kau To Path. He hoped that the Police would continue to send officers to step up enforcement at illegal parking blackspots and consider adding warning signs.

52. Mr CHENG Tsuk-man said that he had reflected to the Police about the illegal parking at Hang Hong Street, and the illegally-parked vehicles obstructed buses turning into the terminal, which could easily pose a danger. He hoped the Police could provide the relevant prosecution figures.

53. Mr CHENG Chung-hang pointed out that the crossing of the Ma On Shan open car park towards Fu On was blocked by vehicles waiting for metered parking spaces, and the situation was particularly serious during holidays, affecting the nearby residents and elderly people crossing the road. He hoped that the TD would study improvement measures to put an end to it.

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

- (a) he said that the TTC had made suggestions on the presentation of prosecution figures of illegal parking in the information paper, and he wanted to know the progress; and
- (b) he said that the school would start soon, and he suggested that the Police should step up inspections of illegal parking on the roads near private schools in the district.

55. Mr Johnny CHUNG advised the Police to pay attention to the following locations for vehicle obstruction: the section around On Chun Street outside Po Leung Kuk Riverain Primary School, the alighting/boarding bay for school buses outside On Shing Street Garden, and the section of On Shing Street outside Sunshine City Phases 1 to 3. The illegal parking affected the access of school buses and the boarding and alighting of students. He hoped that the Police would step up inspections after the school started.

56. The Vice-Chairman said that the former TTC Chairman had referred the issue of updating the information paper to the Working Group on Road Safety and Supply-Demand of Parking Spaces, but many members of the Working Group had left office. He considered that members needed to discuss the composition of different working groups after the meeting and finalise how to implement the changes to the information paper.

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

- (a) the Police noted the locations of illegal parking mentioned by members and would step up efforts to combat the situation;
- (b) the Police was concerned about the traffic situation after the start of the school year. Therefore, from 1 September to 3 September, special measures would be taken to combat illegal parking before and after school in Tin Sam, Sha Tin and Ma On Shan districts. Sufficient manpower would be deployed to patrol the traffic conditions in the vicinity of some schools to maintain smooth and safe traffic flow; and
- (c) the Police was very concerned about road safety and had recently distributed leaflets in the community to raise public awareness of road crossing and traffic safety.

Report on the Operation and Works Progress of the Mass Transit Railway Corporation  
(Paper No. TT 44/2021)

58. Mr Felix CHOW said some residents of Royal Ascot reflected that there was noise coming from the Ho Tung Lau depot during the progress of the ballast replacement works, but it was not confirmed whether the noise was generated by the works or caused by the normal operation of trains. He wanted to know what measures the MTRCL had taken to reduce noise during the ballast replacement works, what machinery was used to assist in the works, and whether the works would involve procedures that generated loud noise.

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

- (a) he wanted to know the ratio of the number of 9-car trains to 12-car trains and the average waiting time for passengers on the East Rail Line during morning peak and off-peak hours;
- (b) he opined that the MTRCL should review whether the capacity of the existing East Rail Line 9-car trains was adequate after the commissioning of the SCL and the resumption of quarantine-free travel with the Mainland; and
- (c) he would like to know the number of delay incidents in train service for more than eight minutes since the commissioning of the Tuen Ma Line.

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

- (a) he said that there was noise nuisance caused by the East Rail Line and the Tuen Ma Line to residents in Hin Keng, and high-frequency sound was emitted from the tracks;
- (b) he said the Hin Keng Station had been in operation for around one and a half years and the design problems emerged. He pointed out that at the platform in Hin Keng Station heading for Diamond Hill, the area between the escalator and the platform was small, which would easily cause collisions when passengers boarded and alighted; and
- (c) he said that the interval of the Tuen Ma Line was six to eight minutes and the waiting time was too long, so there were often people running on the escalator for hurrying to the train. He suggested a display screen should be placed near the entry gates to show the waiting time of the next train to reduce the chance of accidents.

61. Mr HUI Lap-san was concerned about the collapse of suspended ceiling at Diamond Hill Station on 10 August. He cited reports that the collapsed suspended ceiling weighed more than 10 kilograms. He wanted to know whether the MTRCL had inspected the structure and design of the platforms and stations after the accident, and whether it could provide incident reports to help members understand the cause of the accident.

62. Ms Annie LAM, Public Relations Manager - External Affairs of the MTRCL, gave a consolidated response as follows:

- (a) the MTRCL introduced “Ballast Suction Machine” (BSM) for the East Rail Line ballast replacement works, aiming to reduce the construction time and hence the impact on the nearby residents. The BSM sucked up and discharged ballast during its operation, so it was inevitable to generate sound. In this regard, the MTRCL had applied to the EPD for a night work permit before commencing the works. While carrying out the works, the MTRCL also adopted a series of sound mitigation measures as required by law, including the installation of sound insulation canvas and the use of idle locomotives to block the sound, so as to minimise the impact of the works on the nearby residential areas. The MTRCL had, as a matter of practice, issued notices to residents in the vicinity who might be affected, and no complaints had been received since the works began in late June;
- (b) the sound coming from the Ho Tung Lau Depot might be made by trains entering or leaving the depot. Upon inspection, the MTRCL found the tracks and nearby sound mitigation devices operated normally. The MTRCL would continue to monitor the operation of trains on that section;
- (c) the cross-harbour section of the East Rail Line would finally be operated by 9-car trains which would be put into service progressively upon completion of delivery and a series of safety tests. Fourteen 9-car trains were now in service and the MTRCL had been closely monitoring the operation of the East Rail Line. And from 23 August, the East Rail Line had increased the frequency in the southbound direction during the morning peak hours, and the interval of trains travelling from Tai Po Market to Hung Hom Station was reduced to 3 minutes. The MTRCL would continue to provide special short-distance trips to meet the actual demand of passengers. On the whole, there was no passenger failing to board the train in the East Rail Line during peak hours and the passengers flow was in good order;
- (d) the MTRCL would adjust the frequency according to passenger demand. From 30 August, the MTRCL would also increase the frequency of train service on the Tuen Ma Line. In response to members’ views, the frequency of trains operating the section from East Tsim Sha Tsui to Tuen Mun at night was increased, and also the frequency of trains during off-peak hours on holidays. After the resumption of quarantine-free travel, the MTRCL would continue to adjust train services according to passenger demand;
- (e) the tracks of Hin Keng Station were relatively far away from the residential areas, and the impact on residents was believed to be limited. The MTRCL would continue to pay attention to the issue. For the clash of pedestrian flow at the platform heading for Diamond Hill, the operations department of the MTRCL would follow up the issue and arrange site inspection;

## Action

- (f) the MTRCL took the collapse incident of suspended ceiling at the Diamond Hill Station on 10 August very seriously, and no one was injured in the incident. On the night of the accident, the MTRCL immediately conducted an inspection and detailed investigation. It was preliminarily believed that the suspended ceiling was not securely put back to place after individual staff member carried out works, and the constant vibration caused by the train passing the platform made the suspended ceiling loose. The MTRCL engineers had thoroughly inspected all similar suspended ceilings in the network and confirmed that the installations were in good condition. The MTRCL also reminded its staff that the suspended ceilings must be securely placed after the completion of works, and would further study ways to reinforce similar suspended ceilings to avoid the recurrence of similar incidents; and
- (g) the MTRCL would reply to Mr CHAN Pui-ming after the meeting regarding the number of delay incidents for more than eight minutes on the Tuen Ma Line.

### Report on the Flight paths, Aircraft Noise and Incidents in Sha Tin (Paper No. TT 45/2021)

63. Mr Felix CHOW said that he received reports from residents that they were disturbed by helicopter noise at night in early August. He checked with the Civil Aviation Department (CAD) and learned that the noise was the result of a joint operation between the CAD and the Police. He would like to know whether the joint operation had ended or when it would end.

64. The Vice-Chairman asked the Secretariat to refer member's question to the CAD.

(Post-meeting note: The relevant reply had been included in the "Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting" (Paper No. TT 46/2021).)

### **Date of Next Meeting**

65. The next meeting was scheduled to be held at 2:30 pm on 19 October 2021 (Tuesday).

66. The meeting was adjourned at 4:42 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

April 2022