

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2022

Date : 26 April 2022 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Office Conference Room 441
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr HUI Lap-san (Chairman)	DC Member	2:30 pm	5:12 pm
Mr MAK Yun-pui, Chris	DC Chairman	2:30 pm	5:12 pm
Mr SIN Cheuk-nam	DC Vice-Chairman	2:30 pm	5:12 pm
Mr CHENG Chung-hang	DC Member	2:30 pm	5:12 pm
Mr CHOW Hiu-laam, Felix	“	2:30 pm	5:12 pm
Mr CHUNG Lai-him, Johnny	“	2:30 pm	5:12 pm
Dr LAM Kong-kwan	“	2:51 pm	3:22 pm
Mr MOK Kam-kwai, BBS	“	2:53 pm	3:22 pm
Mr WAI Hing-cheung	“	2:30 pm	5:12 pm
Ms CHEUNG Lam-yeet, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr LAM Fong-tat, James	Assistant District Officer (Sha Tin)1
Mr SHIU Kan-yun, Roy	Senior Executive Officer (District Council), Sha Tin District Office
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Ms TSANG Hing-kwan, Natalie	Senior Transport Officer/Shatin, Transport Department
Mr NGAI Hiu-kan	Engineer/Ma On Shan, Transport Department
Mr MAN Cheung-kong	Engineer/Shatin 1, Transport Department
Mr POON Chi-cheong, Vincent	Engineer/Shatin 2, 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
Mr WONG Pui-kai	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr Andy CHEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr CHAN Chung-yi	Officer (Planning and Development), The Kowloon Motor Bus Company (1993) Limited and Long Win Bus Company Limited
Mr Utan WONG	Assistant Operations Director (East Division), The Kowloon Motor Bus Company (1993) Limited and Long Win Bus Company Limited
Mr Pedro PANG	Senior Planning Officer, New World First Bus Services Limited and Citybus Limited

In Attendance

Mr Clarence CHAN

Title

Operations Manager (Kowloon & New Territories),
New World First Bus Services Limited and Citybus Limited

In Attendance by Invitation

Ms CHU Lai-ye, Rachel

Title

Senior Transport Officer/Bus/New Territories East 1,
Transport Department

Mr HUNG Ho-wan, Jason

Transport Officer/Bus/New Territories East 1, Transport Department

Ms Winky CHAN

Senior External Affairs Executive,

MTR Corporation Limited

Ms Rysta SO

Assistant External Affairs Manager,

MTR Corporation Limited

Action

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

Election of Vice-Chairman of the Committee

2. The Chairman said that the nomination forms for the office of Vice-Chairman of the Traffic and Transport Committee (TTC) and information on the election procedure were distributed to all members on 14 April 2022. Nominations for the office of Vice-Chairman of the TTC closed at 1:30 pm on 26 April 2022.

3. By the close of the nomination period, the Sha Tin District Council (STDC) Secretariat had not received any nomination form for the office of Vice-Chairman of the TTC. Since there were no candidates to run for election, the Chairman announced that the office of the Vice-Chairman of the TTC would remain vacant, and the election of the Vice-Chairman would be held at the next TTC meeting.

Confirmation of the Minutes of the Meeting Held on 24 August 2021

(TTC Minutes 4/2021)

Confirmation of the Minutes of the Meeting Held on 19 October 2021

(TTC Minutes 5/2021)

4. 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 2/2022)

5. Mr SIN Cheuk-nam said that it had been about six months since the occurrence of the traffic accident at the junction of Tai Po Road and Castle Peak Road. He would like to know whether the Transport Department (TD) and the Kowloon Motor Bus Company (1933) Limited (KMB) had taken additional measures in respect of the serious incident, including measures relating to duty roster arrangements, rest time and remuneration of bus captains.

6. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD, said that the TD had drawn up various guidelines and codes of practice for the bus companies and set out the work

arrangements, rest time and training for bus captains, while meeting with the bus companies from time to time to exchange views. At the present stage, the Department would request the bus companies to comply with the requirements in accordance with the relevant guidelines and codes of practice.

7. Mr Andy CHEUNG, Manager (Operations) of the KMB, said that the KMB would continue to maintain communication with the TD on the work and training arrangements for bus captains and follow the guidelines formulated by the Department, such as ensuring that bus captains had a meal break of not less than 60 minutes and off-duty breaks between two successive shifts should not be less than 10 hours.

Discussion Items

Transport Department Annual Plan 2022
(Paper No. TT 14/2022)

8. Mr Leo CHAN, Senior Transport Officer/Ma On Shan, Mr MAN Cheung-kong, Engineer/Shatin 1, Mr Vincent POON, Engineer/Shatin 2, and Mr NGAI Hiu-kan, Engineer/Ma On Shan of the TD, briefly introduced the content of the paper.

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

- (a) he said that the TD had commenced the installation works of traffic lights at the crossing on Tai Po Road since 2019, but the works on part of the road section had not been completed. He said that various housing estates had been completed along Lai Ping Road and many residents had to cross the road at the location. He suggested that the TD should install traffic lights at the location as soon as possible;
- (b) he said that there were several traffic accidents on Tai Chung Kiu Road last year and the Department had taken various improvement measures after the accidents, such as providing traffic islands with clear light signals to alert motorists and assisting in enhancing the safety of the traffic network. However, he pointed out that accidents occurred from time to time on Tai Chung Kiu Road and hoped that the Department would avoid taking improvement measures only after the accidents had occurred; and
- (c) he said that upon the easing of the epidemic, members of the public progressively resumed work and classes. However, some bus and minibus services were still unable to meet the demand and the frequency of service could not be restored to the pre-epidemic level due to prolonged frequency reduction. He would like to know when the transport services were expected to be restored to the pre-epidemic level and whether any relevant indicators had been set.

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

- (a) he would like to know the details of the improvement works at Shek Mun Roundabout;

- (b) he would like to know the expected effect of the trial installation of reddish-brown cautionary crossings at the pedestrian crossing on Hang Hong Street in Ma On Shan; and
- (c) he said it was rumoured that New World First Bus Services Limited (NWFB) and Citybus Limited (CTB) were experiencing operational difficulties and some of the routes of the NWFB and the CTB on the Hong Kong Island had not resumed normal service even with the easing of the epidemic. He would like to know whether TD had taken into account the relevant factors in selecting the operator for the bus service from Ma On Shan to Tseung Kwan O.

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

- (a) he would like to know the details of the improvement works at Shek Mun Roundabout, including the specific improvement programme, works schedule and expected targets, etc.; and
- (b) he said that congestion at the Shek Mun Roundabout had persisted for years and was closely related to Tai Chung Kiu Road. He wished to know the details of the several road improvements works on Tai Chung Kiu Road under the annual plan and whether such works could help relieve the traffic flow at Shek Mun Roundabout.

12. Mr Johnny CHUNG said that the improvement works at Tai Wai Roundabout, originally scheduled to commence in early 2022, were delayed due to the epidemic. Meanwhile, the Lion Rock Tunnel widening works was originally scheduled for detailed design and further consultation in late 2021, but no relevant information was available at present. He would like to learn more about the latest status of the above works.

13. The Chairman said that many residents were looking forward to the introduction of the bus service between Ma On Shan and Tseung Kwan O and he would like to know the official operating hours and service details of the route. He quoted the TD's earlier response to the Sai Kung District Council that tenders for the above bus service were being prepared in January 2022 and the service was expected to commence in the middle of the same year. He would like to know the details.

14. Mr Vincent POON gave a consolidated response as follows:

- (a) a pedestrian crossing had been provided across Tai Chung Kiu Road at the junction of Tai Chung Kiu Road and On Sum Street. As vehicles had to wait for the pedestrian/traffic signal switch at the junction, queues of traffic on Tai Chung Kiu Road southbound would accumulate at the junction during peak hours, causing traffic tailback to the Shek Mun Roundabout from time to time and affecting the traffic flow from A Kung Kok Street to Kowloon. Therefore, the Department planned to remove the above pedestrian crossing and increase the vehicular green time of traffic lights to ease the traffic, while pedestrians could use the nearby pedestrian subway to cross the road. The Department was conducting local consultation on the above plan and responding to relevant views, while planning to conduct a three-month trial to review its effectiveness before deciding whether to permanently remove the pedestrian crossing;

- (b) the Department had issued a Works Request Form in respect of the traffic improvement measures at the Tai Wai Roundabout. However, the works would have to be carried out during periods when traffic flow was lower, such as during long public holidays, to minimise the impact on the nearby traffic. The exact schedule of works would be subject to discussion with the Hong Kong Police Force (HKPF). The Department aimed to implement the improvement measures within 2022;
- (c) to enable clearer separation between traffic directions, the Department provided three traffic islands and traffic lights at the junctions of Tai Chung Kiu Road, Sha Tin Rural Committee Road and Sha Tin Wai Road in late 2021 to separate the left-turn and straight-ahead traffic lanes. The Department observed that after the completion of the traffic islands and traffic lights, motorists would slow down at the location and drive more carefully through the junction;
- (d) currently, as vehicles travelling from Tai Chung Kiu Road southbound to On King Street would have to go via On Sum Street, the Department planned to provide a right-turn lane separated by traffic islands at the junction of Tai Chung Kiu Road and On King Street to allow vehicles to turn right directly from Tai Chung Kiu Road southbound to On King Street, thereby easing the traffic; and
- (e) the improvement works for the Lion Rock Tunnel would be under the responsibility of the Highways Department (HyD). The TD understood that the HyD was finalising improvement proposals and was preparing to consult the STDC.

15. Mr NGAI Hiu-kan gave a consolidated response as follows:

- (a) the TD had been liaising closely with the HyD on the progress of the traffic light installation works at the crossing on Tai Po Road, which had been slightly affected by the environmental constraints at some locations; and
- (b) the reddish-brown cautionary crossings were generally installed at uncontrolled pedestrian crossings to mainly remind motorists of the crossings at the location for enhancing traffic safety.

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

- (a) in line with the established practice, the TD was selecting operators for the two proposed bus services from Ma On Shan to Tseung Kwan O. The Department would announce the relevant information in due course upon the implementation of the arrangements;
- (b) in considering fare concession proposals for franchised buses, the considerations of the Department and the bus companies were to provide appropriate fare concessions to passengers as far as possible on the premises that a sound financial position and stable bus services were maintained. Bus companies should take into account their operational and financial conditions when considering different fare concessions in order to maintain stable bus services, and the Department would continue to encourage them to offer more concessions as appropriate;

- (c) the overall bus and minibus patronage declined since the fifth wave of the epidemic. In response to the drop in passenger demand, and after reviewing their operation and service arrangements, the bus companies submitted applications to the Department for temporary adjustment of services of some bus routes, including adjustment of operating hours of individual routes and suspension of services of individual routes. The Department had approved the temporary adjustment of services for individual routes after examining the patronage and actual operating conditions of such routes; and
- (d) with the easing of recent epidemic situation, the Department had, when considering the new round of service adjustments and after taking into account factors such as the situation of bus captains being absent, drop in patronage, occupancy rate and resource deployment of the bus companies, requested the bus companies to resume the services of some of the routes which were previously approved to be suspended. For those daytime routes approved for frequency adjustment, the adjusted headway during peak periods would generally be lengthened by no more than 10 minutes, and the extended headway would generally not exceed 30 minutes. The Department would continue to liaise closely with the bus companies to monitor the operation of the routes in the light of the actual situation and review the services as appropriate to meet passengers' demand.

Sha Tin District Bus Route Programme 2022-2023

17. Ms Rachel CHU, Senior Transport Officer/Bus/New Territories East 1 of the TD, briefly introduced the content of the paper.

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

- (a) he said that the Route No. 682 series had been overly complicated and had problems with overlapping routes, resulting in a waste of resources. He was therefore pleased with the current proposal about rationalisation of the Route No. 682 series;
- (b) he said that as there were fewer bus services running through On Tai area and more bus services via A Kung Kok Street were available, he considered that the TD and the bus companies should review the situation. He pointed out that the bus companies had reduced the service frequency in On Tai area on the grounds of insufficient patronage and railway-driven situation, while indicating that the area was not a major development area for bus services. He considered that resources should be redeployed to circular routes in the district to facilitate bus interchange for residents in On Tai and to reduce overlapping of routes in the district; and
- (c) he considered that congestions occurred frequently on A Kung Kok Street, where the location was also one of the traffic bottlenecks in the Ma On Shan area. He suggested that the problem could be alleviated by reducing the number of buses passing through the location and enhancing the accessibility of the areas lacking bus services. At the same time, some bus routes running through A Kung Kok Street overlapped, such as Routes No. 85K, 86K, 40X and 43X. He suggested

that the Department should review whether the Ma On Shan Bypass could be put to good use to improve the traffic bottleneck.

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

- (a) he said that since Route No. 88X was changed to terminate at Chun Yeung Estate and operated in both directions in 2021, the patronage of the route had been increasing, and the number of passengers in Yau Tong area had also increased, indicating that the frequency of the route could be increased in the future. However, extending the route to Sui Wo Court as its terminus would limit its frequency due to insufficient bus parking spaces in Sui Wo Court, and would be less attractive as it would have to be routed through Wong Chuk Yeung Street which would often be congested. He therefore considered the option of extending Route No. 88X to Sui Wo Court inappropriate;
- (b) he said that Route No. 80M was operated via the Lion Rock Tunnel. At present, members of the public who missed the last departure of train service of the East Rail Line (ERL) might choose to return to Sha Tin by taking the buses of the route. He suggested that the TD should consider the current situation of the lack of late-night transport services in Fo Tan before adjusting the service of Route No. 80M. At the same time, he opined that the Department should use the bus route which was also operated via Lion Rock Tunnel as an alternative route to Route No. 80M and suggested extending the terminus of Route No. 85 from Shan Mei Street to Sui Wo Court so as to avoid passing through Wong Chuk Yeung Street and maintain similar stops along the route to reduce the impact on passengers;
- (c) he said that many passengers were opposed to the revised alignment of Route No. 86A. He considered that while the adjustment could shorten the journey to Lai Chi Kok, the journey to Sham Shui Po and Cheung Sha Wan would take about 30 minutes longer. At the same time, the diversion via Tsing Sha Highway had not brought about any significant improvement and had not helped improve the current operation of the route; and
- (d) he said he had proposed increasing the frequency of Route No. 48P to whole-day service, increasing the service of Route No. 989 and providing a special cross-harbour departure from Fo Tan to Central and Sheung Wan, but none of the proposals had been implemented in the current plan.

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

- (a) he said that the new Route No. 85P would be operated via Ma On Shan Road, so there were no stops at Ma On Shan Town Centre and Yiu On Estate. He would like to know whether a stop was available at Park Belvedere for the route; and
- (b) he quoted the paper stating that one departure would be diverted from Route No. 87D to Route No. 287D, while at the same time, Route No. 287D (i.e. from Hung Hom Station to Kam Ying Court) would be revised to run directly from Yau Ma Tei area to Tai Kok Tsui in the afternoon, and the affected passengers could continue to take Route No. 87D to Ma On Shan area. However, he said that Route No. 87D during the PM peak hours was highly patronised and was often

full. He suggested that the Department should be aware of the affected passengers to ensure that they could board Route No. 87D and return to the Ma On Shan area.

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

- (a) he considered that the traffic design in the area of Ning Tai Road was flawed as all bus routes passing through the area were rather circuitous. For example, bus routes going to the urban area had to detour through City One Shatin or Sha Tin Road, and there was no direct access to Ma On Shan Road or T6 Bridge in the area of Kam Tai Court, so vehicles had to detour through other roads, resulting in long journey time; and
- (b) he said that the MTR Tai Shui Hang Station only had exits to Kam Tai Court and Chevalier Garden and could only serve the residents of the housing estate at the beginning section of Ning Tai Road. While residents at the end section of Ning Tai Road could walk to Heng On Station, residents of the middle section of Ning Tai Road could not enjoy the MTR service. He had repeatedly suggested that the MTR Corporation Limited (MTRCL) should build an entrance/exit at Tai Shui Hang Station connecting to Ning Tai Road, but the proposal was not accepted on the grounds of insufficient pedestrian flow. He hoped that the TD and various transport service operators would review the transport development in the area of Ning Tai Road.

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

- (a) he welcomed the provision of Route No. 287D between Tai Kok Tsui and Ma On Shan, but the route was operated through Sham Mong Road, indicating that apart from the area around Olympian City in the commercial core of Tai Kok Tsui, many people worked in the factory area. He considered that the location of the factory area, which was further away from Sham Mong Road, might not be attractive enough, and that people working in Olympian City could also choose to take the MTR. He therefore suggested that KMB should consider arranging for Route No. 287D to head for Tsing Sha Highway via Tai Kok Tsui Road and Chui Yu Road; and
- (b) he said that when there was congestion on Tate's Cairn Highway, A Kung Kok Street could serve as a diversion and suggested that if there was a major bus route rationalisation exercise of Ma On Shan and a review of the traffic arrangements on A Kung Kok Street in future, consideration could be given to making better use of the Eagle's Nest Tunnel. For example, when there was congestion on Fo Tan Road, buses could be diverted along Tai Chung Kiu Road towards the Eagle's Nest Tunnel, allowing flexibility for bus captains to decide whether to go through A Kung Kok Street or Tate's Cairn Highway depending on the traffic conditions.

23. The views of the Chairman were summarised below:

- (a) he said that the terminus of Route No. 82K would be changed from Wong Nai Tau to Yuen Chau Kok, and that the TD had also proposed extending the route from Mei Lam to Mei Tin under the programme. He considered that the above

changes could not improve the patronage of the route and suggested that consideration be given to extending the route to either Shek Mun Estate or Ma On Shan as a bus route connecting Tai Wai and Ma On Shan; and

- (b) he said that after the service hours of Routes No. 680 and 681 had been adjusted, the headway of the services during peak hours was 13 to 18 minutes, and the buses concerned were often full. He hoped that the Department and the bus companies would review the situation.

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

- (a) the TD noted the members' views on bus services in the Ma On Shan area for circular routes and along Ning Tai Road and would continue to keep in view the service situation with the bus companies;
- (b) the Department had proposed extending Route No. 82K to terminate at Mei Tin instead of Mei Lam under the current Bus Route Programme, while the change of terminus from Wong Nai Tau to Yuen Chau Kok had already been implemented in the airport routes rationalisation package of last year's Bus Route Programme. The Department noted the members' suggestion to extend the route to Shek Mun Estate or Ma On Shan and would keep in view the service situation with the bus companies and take follow-up action as necessary;
- (c) the Department noted the members' views on Routes No. 80M and 88X. For late-night service, the Department would need to consider various factors, including passengers' demand and other existing public transport services, etc. As the current demand for late-night public transport services from passengers in Fo Tan was relatively low, there were no plans to provide late-night transport services at the present stage from the perspectives of resource and operational factors. The Department would continue to closely monitor the demand for bus services in the community and review the situation with the bus companies in a timely manner;
- (d) the Department noted the members' views on the location of the Fo Tan terminus for Routes No. 85 and 88X. The Department noted that in recent years, the business and commercial development in the East Kowloon area had led to a strong demand for transport to the East Kowloon area and therefore proposed extending Route No. 88X to Sui Wo Court to provide residents with direct bus service to Kwun Tong Town Centre and connect to the interchange network at the Tate's Cairn Tunnel;
- (e) the Department would continue to closely monitor the service level of Routes No. 48P and 989 and take follow-up action with the bus companies as necessary;
- (f) the Department noted the members' views on the provision of stops for Route No. 85P at Ma On Shan Town Centre and Yiu On Estate; and
- (g) if the Route No. 287D plan was to be implemented, the Department would keep the service level and overall passengers' demand under review and adjust the service as necessary.

25. Mr CHAN Chung-yi, Officer (Planning and Development) of the KMB, gave a consolidated response as follows:

- (a) currently, there were two bus routes terminating at Sui Wo Court and the terminal space was rather crowded. The KMB estimated that when Route No. 80M was converted to provide weekday peak hour service, sufficient space would be released at the terminus to accommodate a whole-day service route;
- (b) at present, large vehicles and buses could pass through Wong Chuk Yeung Street without any problem. The KMB believed that it was because the vehicle repair workshops along Wong Chuk Yeung Street would take the initiative to avoid blocking the road so that buses could pass through. Therefore, the KMB considered that if Route No. 88X would run through Sui Wo Court and Wong Chuk Yeung Street, the route could also serve the residents of Chun Yeung Estate and prepare for the increase in the frequency of the route;
- (c) the KMB noted the members' views on the last departure of bus service of Route No. 80M and would continue to discuss the arrangement with the TD;
- (d) the KMB noted the members' suggestion to extend Route No. 85 to Sui Wo Court as the terminus and added that Route No. 85 would go to central Kowloon while Route No. 88X would go to the Kowloon East area with more frequent business and trade activities. The KMB estimated that the demand for Route No. 88X would be stronger and therefore proposed extending Route No. 88X to Sui Wo Court;
- (e) the KMB noted the members' views on Route No. 86A and said that the majority of passengers of the route currently travelled between the area in Cheung Sha Wan and Lai Chi Kok to and from the Sha Tin area, and that taking the route via Tsing Sha Highway would reduce the travelling time for most passengers. The KMB therefore proposed that the Kowloon-bound route be diverted via Tsing Sha Highway and converted into a circular route, so as to continue to provide passengers with an option of travelling to Cheung Sha Wan and Shek Kip Mei areas and to reduce the impact on passengers;
- (f) due to the fifth wave of the epidemic, the number of passengers on Route No. 48P had decreased. The KMB would continue to monitor the situation and apply to the TD for service adjustment in a timely manner. At the same time, the KMB noted the members' views on the provision of special cross-harbour departures from Fo Tan to Central and Sheung Wan;
- (g) the KMB had initially decided that the alignment and locations of stops of Route No. 85P in the Ma On Shan area would be the same as those of Route No. 40E, with a stop at Park Belvedere;
- (h) with the current alignment of Route No. 287D compared to the original alignment, only two stops within Nathan Road were affected, namely Shantung Street and Pitt Street. The KMB, after assessing the number of passengers getting on board at the above two stops, considered that the capacity of Route No. 87D could accommodate the passengers returning to Ma On Shan and therefore recommended that Route No. 287D be diverted via the Tai Kok Tsui

area so as to carry more passengers;

- (i) regarding the bus service arrangements in the area of Ning Tai Road, the KMB would communicate with the TD and review the arrangements, but the arrangements would also be subject to the road design;
- (j) as Route No. 287X was operated via Sham Mong Road, many passengers would also wait for the buses at Olympic Station on Sham Mong Road. Therefore, the KMB suggested that Route No. 287D should follow the same design. The KMB noted the members' views on the alignment of Route No. 287D via Tai Kok Tsui Road and would discuss the arrangements with the TD;
- (k) alternative routes should not affect existing locations of stops. For example, if a bus route was originally operated via Tate's Cairn Highway with A Kung Kok Street as an alternative route, no stop should be provided on A Kung Kok Street for the route. However, at present, only a few bus routes did not have stops along A Kung Kok Street and the KMB would continue to review the issue with the TD; and
- (l) the extension of Route No. 82K and the change of its terminus from Wong Nai Tau to Yuen Chau Kok were implemented in response to the airport bus route arrangement last year. The KMB noted the members' suggestion to extend the route to either Shek Mun Estate or Ma On Shan. However, any significant extension of the route without additional resources would seriously affect its frequency. The KMB would continue to review the alignment with the TD.

26. Mr Utan WONG, Assistant Operations Director (East Division) of the KMB, said that the KMB had been actively and positively exploring the provision of interchange schemes in Ma On Shan for residents in the Ma On Shan area to travel to the urban area through the interchange network. The KMB would continue to collect local views in the future and hope to identify sites for major interchange stations to provide passengers with clear information on routes, arrival time, fare details and interchange schemes.

27. Mr Pedro PANG, Senior Planning Officer of the NWFB and the CTB, gave a consolidated response as follows:

- (a) the NWFB hoped to enhance the occupancy rate of Route No. 682P through the proposal;
- (b) the CTB noted the members' views on the increase of Route No. 989 service and would discuss the issue closely with the TD; and
- (c) due to the impact of the epidemic, the patronage of Routes No. 680 and 681 dropped, and the NWFB and the CTB reduced their service frequencies to optimise the use of bus resources and maintain the financial viability of the company. The NWFB and the CTB, together with the TD, would closely review the occupancy rate of each route and make timely service adjustments to accommodate the latest travel pattern of the public.

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

- (a) he said that journey time could be reduced if bus services along Ning Tai Road did not pass through the area of City One Shatin. However, the arrangement was also related to the lack of bus services in the area of Shek Mun Estate and Ravana Garden. He suggested that TD should look into the above transport planning issues; and
- (b) he said that the TTC had proposed implementation of inter-company interchange concessions on several occasions, such as the implementation of interchange concessions at the Tate's Cairn Tunnel in a clear manner, which would benefit many passengers and significantly improve the supporting transport facilities in Ma On Shan. He suggested that TD should take the lead to assist the bus companies in discussing the arrangements.

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

- (a) he suggested provision of a new circular route in Ma On Shan similar to Route No. 285 to facilitate bus interchange for Ma On Shan residents;
- (b) he was pleased to see the service adjustment of Route No. 40E, but hoped that TD or the bus companies could provide patronage data of Route No. 40X from Ma On Shan to Wo Che Estate, and said that the alignment and journey time of Route No. 40X could be further reduced if other bus routes were available to replace the above section of Route No. 40X; and
- (c) he said there was insufficient patronage on Route No. 85X and suggested extending the route to Wu Kai Sha Station as the terminus. This would expand the source of passengers and benefit more residents, while preventing cancellation of the route in the future.

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

- (a) he hoped that the frequency of Route No. 88X could be increased from the current 30-minute headway to a headway of 15 to 20 minutes. After the frequency became stable, he suggested that the KMB should consider providing interchange concessions for Route No. 81K or 280X in the vicinity of Fo Tan Village, so that residents of Sui Wo Court could also interchange to Route No. 88X at the location. He said that Route No. 88X under planning was subject to a terminus constraint which limited the number of trips and would affect the future development of the route; and
- (b) he said that some Sha Tin residents would take the MTR from the urban area to Kowloon Tong Station after the last departure of train service of the ERL. In such cases, Route No. 80M could help these residents return to Sha Tin for interchanging to other routes to go home. He suggested that the TD should adopt a targeted approach for the midnight to 1:00 am period to fill the gaps in railway services and meet the public demand.

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

- (a) he agreed to the proposed extension of Route No. 85X to Wu Kai Sha Station as its terminus, and considered that it would expand the source of passengers for the route and even have the opportunity to increase its frequency;
- (b) he believed that many passengers of Route No. 287X waited for buses at Olympic Station on Sham Mong Road because Shui Chuen O Estate was not covered by the railway network and therefore passengers were willing to walk a longer distance to catch the bus. However, as the Ma On Shan area, which was the destination of Route No. 287D, had already been covered by the railway network, the situation of Route No. 287X might not necessarily be fully applicable to Route No. 287D; and
- (c) he added that if there was a major re-organisation of Ma On Shan bus routes and a review of A Kung Kok Street in future, the stop(s) on A Kung Kok Street might be removed under some routes and alternative routes could be taken to run via A Kung Kok Street when the route encountered congestion on Tate's Cairn Highway.

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

- (a) the TD noted the members' views on the overall route design and interchange arrangements in Ma On Shan and would continue to review the situation with the bus companies, while encouraging them to provide inter-company interchange concessions;
- (b) the Department noted the suggestion of not passing through Wo Che Estate under Route No. 40X and would closely monitor the change in patronage and discuss with the bus company again if necessary. The Department also noted the members' views on Routes No. 85X and 88X, and would review the situation;
- (c) upon proposing the new Route No. 798X running between Tseung Kwan O Industrial Estate and Chun Yeung Estate in Fo Tan under the programme, the Department received local views requesting additional bus routes between Tai Wai and Tseung Kwan O. The Department, after taking into account relevant views, considered that the modification of Route No. 798X from the terminus to Tai Wai was a feasible option. Therefore, the Department would further review the situation and inform the Committee of any proposed amendments; and
- (d) the Department noted the members' views on the late-night transport service in Fo Tan and Route No. 287D and would continue to review the situation with the bus companies.

33. The Chairman asked the members whether they would agree to address the provisional motions proposed by Mr Felix CHOW and Mr Chris MAK.

34. Members agreed to discuss the provisional motions raised by Mr Felix CHOW and Mr Chris MAK.

35. Mr Felix CHOW proposed the provisional motion as follows:

“Traffic and Transport Committee of the Sha Tin District Council
Provisional motion

Some of the route proposals in the Sha Tin District Bus Route Development Programme 2022-2023 are related to Fo Tan, but the bus services in the district fail to meet the needs of the residents in Fo Tan. The Committee therefore moves the following motion:

1. To request the resumption of the frequency of Route No. 88K to the level prior to the outbreak of the epidemic
2. To request the provision of cross-harbour bus services for direct trips between Fo Tan and Central and Western District as well as Wan Chai District
3. To request that the re-organisation plan for airport bus routes in Sha Tin District should be retained for implementation after the epidemic subsides
4. To request the provision of overnight public transport services in Fo Tan
5. To strongly request increased frequency of Route No. 285 plying between Sha Tin Town Centre and Chun Yeung Estate in Fo Tan
6. To request the provision of whole-day service of Route No. 48P to meet the needs of residents in the district for travelling to and from the Shing Mun Tunnel Bus Interchange”

Mr SIN Cheuk-nam seconded the motion.

36. The Chairman asked the members whether they would agree to endorse the provisional motion as stated in paragraph 35.

37. Members unanimously endorsed the provisional motion as stated in paragraph 35.

38. Mr Chris MAK proposed the provisional motion as follows:

“Provisional motion

Over the past 10 years, residents in Ma On Shan have been eagerly longing for bus routes connecting Tseung Kwan O. Unfortunately, the responsible parties have been all talk and no action. In view of this, the Traffic and Transport Committee of the Sha Tin District Council requests that the Transport Department and the bus companies implement the plan for bus routes plying between Tseung Kwan O and Ma On Shan as soon as possible in order to address the long-standing demand of the public.”

Mr HUI Lap-san, Mr SIN Cheuk-nam, Mr CHENG Chung-hang and Mr Johnny CHUNG seconded the motion.

39. The Chairman asked the members whether they would agree to endorse the provisional motion as stated in paragraph 38.

40. Members unanimously endorsed the provisional motion as stated in paragraph 38.
41. Ms Rachel CHU gave a consolidated response as follows:
- (a) she added that two new bus routes plying between Wu Kai Sha and Hong Sing Garden and between Shek Mun Estate and Choi Ming during the AM and PM peak periods respectively had been implemented in relation to the earlier bus route programme. The Department had been following its established practice in the selection process and would continue to maintain communication with the STDC and inform the STDC of the service details of the new routes in due course;
 - (b) the Department noted the members' views on the overall bus network and enhancement of service standards of existing routes, and would continue to work with the bus companies to make timely service adjustments as necessary in the light of service levels and passengers' demand; and
 - (c) the Department was currently listening to the views of various District Councils (DCs) on the overall bus route programmes and would need to discuss with the bus companies on the adjustment options after consolidating and summarising the views. In particular, some routes such as Route No. 682D were suspended earlier due to the epidemic. To avoid causing confusion to passengers, the service should not be cancelled or adjusted again within a short period of time after the resumption of the routes. If no objection was received after consultation with the DCs, the Department would co-ordinate with the bus companies accordingly and implement the proposal as soon as possible.

Questions

Question to be Raised by Mr HUI Lap-san on Retrofitting of Covers and Toilets at Passenger Waiting Areas of Tate's Cairn Tunnel
(Paper No. TT 4/2022)

42. The views of Mr Chris MAK were summarised below:
- (a) he said that the NWFB and the CTB were just open-minded to the provision of covers at the Tate's Cairn Tunnel. He would like to know how the members could assist in effectively addressing the current situation; and
 - (b) he quoted the TD's response that the public could use the toilet facilities in the Tate's Cairn Tunnel Administration Building if necessary. Taking the situation of travelling from Kowloon to Sha Tin as an example, he said that passengers had to cross the bridge to use the toilets located in the Administration Building, involving a relatively long walking distance. He suggested that the existing situation could be significantly improved by placing mobile toilets at the Tate's Cairn Tunnel Interchange.
43. Mr CHENG Chung-hang said that it would be very hot at the Tate's Cairn Tunnel Interchange in summer and no shading areas were available in the waiting areas of the NWFB and the CTB. He would like to know what specific level of passenger's demand should be

reached before the NWFB and the CTB would consider the construction of bus stop covers.

44. Mr Clarence CHAN, Operations Manager (Kowloon & New Territories) of the NWFB and the CTB, gave a consolidated response as follows:

- (a) the NWFB and the CTB maintained an open and positive attitude towards the views of providing bus covers at the bus stops of Tate's Cairn Tunnel, and apologised for the inaccurate information released by a company representative in the meeting of Tate's Cairn Tunnel Customers Liaison Group, which had been followed up and handled internally by the NWFB and the CTB; and
- (b) as a result of the free-flow tolling arrangement to be implemented at the Tate's Cairn Tunnel, the bus stops and toll booths at the tunnel might be relocated and demolished after drawing reference from the situation of other tolled tunnels. The CTB and the NWFB would like to take the opportunity to explore with the Department ways to improve their facilities when the space at the interchange was released. For example, reference could be made to the integrated bus stop covers and non-mobile toilets at the Tseung Kwan O Tunnel and Tuen Mun Road Interchange.

45. Mr Leo CHAN said that in line with "Smart Mobility", the TD planned to expand the existing bus-bus interchanges for the implementation of Free-Flow Tolling Service and was now working with relevant government departments on the preparatory work. With the implementation of the Free-Flow Tolling Service, motorists would be able to pay tolls via remote means without having to stop at toll booths. The toll booths at the Tate's Cairn Tunnel Toll Plaza would be removed and the vacated space could be used to improve the existing bus stops. The Department noted the members' views and learnt that the NWFB and the CTB were positive and open-minded about the provision of additional convenient and effective facilities at the extended interchanges. Upon completion of the improvement works, traffic conditions and bus-bus interchange facilities would be improved. The Department would also take into account the members' views when discussing the matter with the relevant departments and bus companies.

46. Mr CHENG Chung-hang would like to know the implementation schedule and details of the Free-Flow Tolling Service.

47. Mr Leo CHAN said that the Free-Flow Tolling Service would be implemented in phases starting from the year of 2022-23 and the members' views would be taken into account when considering the design of the Tate's Cairn Tunnel interchange in future.

Question to be Raised by Mr CHUNG Lai-him, Johnny on Traffic Congestion at Sai Sha Road near Renaissance College and Ma On Shan Methodist Primary School
(Paper No. TT 5/2022)

48. Mr WONG Pui-kai, Officer-in-charge of District Traffic Team (Shatin District) of the HKPF, added that the Sha Tin Police District issued a total of 1 196 and 1 409 fixed penalty notices on Sai Sha Road (including the area outside Renaissance College) in 2020 and 2021 respectively.

49. The Chairman requested the Secretariat to revise the relevant data in the paper after the meeting.

(Post-meeting note: The relevant updated data was set out in Paper No. TT 5/2022 (revised).)

50. Mr Johnny CHUNG said that the HKPF and the Environmental Protection Department (EPD) conducted a total of 15 joint operations against idling vehicles with running engines in Sha Tin between 2020 and 2021 and no violation had been found. However, he said that it was not difficult to see vehicles in breach of the legislation on idling engines at the illegal parking black spots in Sha Tin, including the section of Sai Sha Road outside Ma On Shan Methodist Primary School and the layby outside Shatin Plaza. He would therefore like to know the details of the joint operations against idling engines and the procedures for enforcing the legislation.

51. The Chairman said that with the easing of the epidemic and resumption of classes in schools, he had observed that at the end of school hours in late April 2022, the three-lane carriageway outside Renaissance College on Sai Sha Road was occupied by private cars to the extent that only one lane was left, resulting in motorists having to switch to the third lane directly after leaving the Sai Sha Road roundabout. He said that many people had complained and reflected their views to him and the Police, but the situation had not improved so far. In view of the serious problem of road blockage by “parents’ cars”, he suggested that the Police should deploy officers or police vehicles to the site at designated location and time periods for law enforcement.

52. Mr WONG Pui-kai gave a consolidated response as follows:

- (a) as stipulated under the Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), a driver shall not leave the engine of a vehicle idling for more than three minutes in any 60-minute period. The HKPF’s traffic wardens would conduct joint operations with the EPD at different locations in the area. If the above situation was observed, government officers would advise the drivers that the relevant ordinance would be enforced and observations would be made. Once the time threshold had been reached, a fixed penalty notice would be issued to the driver. However, no contravention was found in the 15 operations; and
- (b) the Police noted the views on the congestion on Sai Sha Road and would step up enforcement action on Sai Sha Road at the end of school hours.

Question to be Raised by Mr CHOW Hiu-laam, Felix on the Real-time Arrival Information System of Public Transport in Sha Tin
(Paper No. TT 6/2022)

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

- (a) he said that since the cessation of RoadShow, the KMB had switched to using dynamic display panels at bus stops to show the information on bus routes, but there were frequent errors in the information displayed, including incorrect characters and discrepancies between the English and Chinese names of bus stops. This would cause inconvenience to passengers if they were not familiar with the bus route. He would like to know the follow-up actions taken by KMB after finding out the incorrect information shown on the display panels, how the stability of the bus stop announcement system was maintained, and the reasons why the system was still “under testing” after several years of operation;

- (b) he would like to know whether the TD had stored data on the operation of minibuses and conducted analysis on the routes with such data for following up with minibus operators accordingly, such as making observation of the frequency of minibus trips, whether there were any lost trips, service hours and establishing a database to analyse the performance of minibus operators; and
- (c) he said the HKeMobility mobile application could display real-time vacant parking space information. He would like to know if the TD had any plans to co-operate with private car parks and share the data to enable the public to have information on vacant parking spaces in the district.

54. Mr Andy CHEUNG said that upon learning of a coding error in the bus stop announcement system, the KMB immediately informed the contractor to conduct a detailed inspection and had upgraded the system to ensure that the information could be displayed accurately. At the same time, the KMB had progressively removed the “under testing” labels from their on-board dynamic display panels as the bus stop announcement system was getting well-developed.

55. Ms Natalie TSANG, Senior Transport Officer/Shatin of the TD, said that TD had monitored the service performance of green minibuses through the data in the Real-time Arrival Information System for green minibuses, including whether the departure time was accurate and whether there were deviations in the routes, etc., and would follow up relevant issues with the minibus operators accordingly. Apart from monitoring the situation through the above system, the Department would also conduct regular on-site surveys to observe whether the franchised minibus operators had complied with the requirements in the Schedule of Services and would take immediate follow-up actions when irregularities in service frequency or non-compliance with the Schedule of Services were found.

Information Items

Progress Report of the Transport Department
(Paper No. TT 7/2022)

Progress Report of the Transport Department
(Paper No. TT 15/2022)

56. Members noted the above papers.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 8/2022)

Report on the Progress of Works of the Highways Department
(Paper No. TT 16/2022)

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 9/2022)

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 17/2022)

57. Members noted the above papers.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 10/2022)

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 18/2022)

58. Mr Felix CHOW said that the road section between Exit A and Exit C of MTR Fo Tan Station and the section of Lok King Street outside Royal Ascot were seriously congested between 7:00 am and 7:30 am. As many private cars were parked on the above road, it was difficult for school buses to park at the location and hence school buses had to pick up and drop off students in the middle of the road. He hoped that the Police would step up relevant enforcement actions.

59. Mr SIN Cheuk-nam said that the Police launched an e-Ticketing Pilot Scheme since March 2020. He would like to know the effectiveness of the scheme since its implementation.

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

- (a) he said there were cyclists riding on the pavement, including a section of the pavement outside the shingle beach in Wu Kai Sha and a section of On Chun Street outside Villa Oceania. At the same time, some cyclists did not comply with the instructions on the cycle tracks or pedestrians ran on the cycle tracks. Apart from publicity, he hoped that the Police would step up enforcement actions to prevent accidents; and
- (b) he suggested that the public should be educated about the fact that bicycles, apart from being a recreational item, also served as a form of transport which should be used with care. If the public could learn the road users' rules and cycling etiquette, their safety could be greatly enhanced. This might avoid the need for mandatory regulation of cyclists by legislation such as requiring cyclists to wear helmets.

61. Mr CHENG Chung-hang opined that the awareness of issues related to road-users should be enhanced among the public and cyclists instead of regulating cyclists through measures such as mandatory legislation to require them to wear helmets. He believed that the recent increase in the number of cycling accidents was related to "holiday bicycles" and that the design of some cycle tracks should be reviewed. He suggested that the TD should collect information on bicycle accident black spots, such as the downhill section with sharp bends outside the Tai Shui Hang Cycling Park, and consider providing notices to alert cyclists and reviewing the design of the cycle track section.

62. The Chairman said that the Police had combatted illegal parking on Sha Tin Centre Street by means of mobile video recording for enforcement action. He wished to know whether the Police had enforced the law in the above manner in other parts of the district apart from Sha Tin Centre Street.

63. Mr WONG Pui-kai gave a consolidated response as follows:

- (a) the Police noted the views on road congestion around the area of Fo Tan Station and added that the Police had also towed away illegally parked vehicles causing obstruction during their earlier enforcement action on Lok King Street. The Police would deploy officers to step up enforcement;
- (b) the Police implemented the e-Ticketing Pilot Scheme since March 2020, which was effective in enhancing the efficiency and accuracy of enforcement. At present, traffic wardens, officers in the traffic team and a small number of divisional officers in the Sha Tin Police District were provided with relevant devices, while the rest of the officers would issue fixed penalty traffic tickets in writing;
- (c) the Police noted the views on the use of bicycles and cycle tracks and added that the Police had earlier organised two publicity campaigns on cycling safety education on Shui Chong Street and in Ma On Shan area, and a Cycling Safety Week had also been held recently. The Police would continue to keep in view the issue; and
- (d) the Police had combatted illegal parking in Tin Sum area, Chik Chuen Street and Chui Yan Street by conducting mobile video recording for enforcement action. The Police would extend this form of enforcement to other areas in due course.

64. Mr Vincent POON said that the TD would review the design of the cycle track and analyse the data, and would pass on the views on the Tai Shui Hang Cycling Park to the responsible engineer to review how the cycling track could be improved.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 11/2022)

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 19/2022)

65. Mr SIN Cheuk-nam wished to know whether the ERL cross-harbour extension would be commissioned in June or July 2022 as scheduled.

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

- (a) he suggested that the MTRCL, before the commissioning of the ERL cross-harbour extension, should invite members of the DCs along the ERL to visit the facilities, and said that members of the DCs might be able to give their views on the new large-scale interchange as users; and
- (b) he observed that the recent news about the replacement of the 12-car trains on social media platforms had caused some rail enthusiasts to “chase” the trains, leading to confusion. He suggested that the MTRCL should expedite its response and clarify the rumours as soon as such rumours were circulated.

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

- (a) he thanked the TD, HyD, Sha Tin District Office and MTRCL for attending the earlier inspection at the footbridge on Tai Po Road towards University Station near Lamppost EA3633. He hoped that the issue of the footbridge could be properly followed up in future as mentioned in the inspection; and
- (b) he said the 12-car trains would soon be replaced and the MTRCL had earlier promised to install platform screen doors (PSDs) on the ERL as soon as possible. He would like to know when such works would commence and the details.

68. Mr CHENG Chung-hang wished to know if the frequency of all MTR lines had resumed normal after the anti-epidemic measures had been relaxed.

69. The Chairman suggested that the MTRCL should, before replacement of the 12-car trains, publicise the relevant information among the passengers to avoid confusion.

70. Ms Rysta SO, Assistant External Affairs Manager of the MTRCL, gave a consolidated response as follows:

- (a) the ERL cross-harbour extension had entered the trial operation stage and the MTRCL was making final preparations for the commissioning of the service, which was expected to commence in June or July 2022. The relevant departments had earlier noted the members' wish to visit the ERL cross-harbour extension. However, the arrangements would be subject to the latest commissioning work and anti-epidemic arrangements. The MTRCL would make appropriate and corresponding arrangements. The MTRCL would contact the members and the Secretariat if further arrangements were to be made;
- (b) the MTRCL earlier attended an inspection at the footbridge on Tai Po Road towards University Station near Lamppost EA3633. However, according to the information and records of the MTRCL, the footbridge was not owned or managed by the MTR;
- (c) the overall design and operational arrangements for the ERL cross-harbour extension were in line with the 9-car trains. The MTRCL would continue to arrange for 9-car trains to run on the ERL. The MTRCL understood that some passengers might be particularly concerned about individual types of trains and would continue to monitor the situation;
- (d) as the ERL had been in operation for many years, the retrofitting of PSDs required structural strengthening of the platforms to ensure that the platforms could support the additional weight of the PSDs. At present, the structural strengthening of the platforms had been substantially completed and part of the advance work for the retrofitting of automatic platform gates was underway. The MTRCL would proceed with the retrofitting of PSDs as soon as possible after the new trains were in full service; and
- (e) from mid-April 2022, the frequency of all MTR lines was restored to the pre-epidemic schedule. For example, the frequency of trains on the ERL was

increased to a headway of four minutes from 8:00 am to 9:00 am and from 6:00 pm to 7:00 pm on weekdays since 19 April. The frequency was further increased to a headway of 2.9 to 3.8 minutes during the morning peak period since 25 April. The MTRCL would continue to closely monitor the patronage situation of all lines.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 12/2022)

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 20/2022)

71. Mr Chris MAK said that the flight path and aircraft noise problems affected the residents of Sha Tin and he considered that the Civil Aviation Department (CAD) had the responsibility to attend the TTC to listen to the views of the members. In his capacity as the Chairman of the STDC, he expressed regret that the CAD did not attend the meeting.

72. The Chairman said that due to international conditions, some routes were diverted to fly over the Ma On Shan and Sha Tin areas. He considered that when the number of flights resumed with the easing of the fifth wave of the epidemic, there might be more complaints from the public about aircraft noise, and the members would like to have further information about the flights. He hoped that the CAD would attend the meeting to discuss the relevant issues and requested the Secretariat to assist in conveying the views to the CAD.

73. Members noted the above papers.

Date of Next Meeting

74. The next meeting was scheduled to be held at 2:30 pm on 28 June 2022 (Tuesday).

75. The meeting was adjourned at 5:12 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

August 2022