

Sha Tin District Council
Minutes of the 3rd Meeting of
the Traffic and Transport Committee in 2023

Date : 27 June 2023 (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	2:36 pm	4:42 pm
Mr SIN Cheuk-nam	DC Vice-Chairman	2:36 pm	4:42 pm
Mr CHOW Hiu-laam, Felix	DC Member	2:36 pm	4:42 pm
Mr CHENG Chung-hang	”	2:36 pm	4:42 pm
Mr CHUNG Lai-him, Johnny	”	2:36 pm	4:42 pm
Mr WAI Hing-cheung	”	2:36 pm	4:42 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr NG Wing-keung, Henry	Assistant District Officer (Sha Tin)1 (Atg)
Ms CHAN Cheuk-yu, Cherry	Senior Executive Officer (District Council) (Atg), Sha Tin District Office
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Mr LEE Wai-kit, Jay	Senior Transport Officer/Shatin, Transport Department
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Mr POON Chi-cheong, Vincent	Engineer/Shatin 2, Transport Department
Mr HO King-wui	Engineer/Ma On Shan, Transport Department
Mr WAI Wah-kei	District Engineer/Shatin (1), Highways Department
Mr LIU Chi-kwong	District Engineer/Shatin (2), Highways 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 Utan WONG	Deputy Operations Director (East Division) (Atg), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Andy CHEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Karl HUEN	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Leon LAI	Planning Assistant, The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited

In Attendance

Mr Clarence CHAN

TitleOperations Manager (Kowloon & New Territories),
Citybus Limited and New World First Bus Services Limited**In Attendance by Invitation**

Ms Rysta SO

TitleExternal Affairs Manager,
MTR Corporation Limited

Mr Ocean Jonathan CHEUNG

Graduate Trainee,
MTR Corporation Limited**Absent**

Mr MAK Yun-pui, Chris

Dr LAM Kong-kwan

Mr MOK Kam-kwai, BBS

Title

DC Chairman (Application for leave of absence received)

DC Member (")

" (")

Action

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

2. The Chairman reminded all attendees that some persons observing the meeting in the public gallery were taking photographs, or making video or audio recordings.

Applications for Leave of Absence

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

Mr Chris MAK	Official commitment
Dr LAM Kong-kwan	"
Mr MOK Kam-kwai, BBS	"

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

Election of Vice-Chairman of the Committee

5. The Chairman said that the Secretariat had not received any nomination forms for the office of Vice-Chairman of the TTC by the end of the nomination period. As there were no candidates, the Chairman announced that the office of Vice-Chairman of the TTC remained vacant.

Confirmation of Minutes

Minutes of the Meeting Held on 25 April 2023
(TTC Minutes 2/2023)

6. Members unanimously endorsed the above minutes.

Matters Arising

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

(Paper No. TT 23/2023)

7. Members noted the above paper.

Questions

Question to be Raised by Mr CHENG Chung-hang on the Implementation of HKeToll (Free Flow Tolling System)

(Paper No. TT 24/2023)

Question to be Raised by Mr SIN Cheuk-nam on the Implementation of HKeToll on Major Roads in Sha Tin District

(Paper No. TT 25/2023)

8. The Chairman said that the above papers were suggested to be discussed together as the “Question to be Raised by Mr CHENG Chung-hang on the Implementation of HKeToll (Free Flow Tolling System)” (Paper No. TT 24/2023) was related to the “Question to be Raised by Mr SIN Cheuk-nam on the Implementation of HKeToll on Major Roads in Sha Tin District” (Paper No. TT 25/2023).

9. Members unanimously agreed to the above suggestion.

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

- (a) he wished to know the approximate percentage of vehicles requiring manual checking of vehicle registration marks out of the current daily traffic in the tunnels;
- (b) he wished to learn about the measures taken by the relevant departments and tunnel operators to solve the problem involving vehicles using fake number plates when passing through tunnels where the “HKeToll” had been implemented;
- (c) he said that a push notification would be sent to the vehicle owner by the system program after the vehicle passed through the tunnels. He suggested that the relevant departments and tunnel operators should, when identifying suspected cases of fraudulent use of vehicle registration marks, also send push notifications to vehicle owners to alert them. He also suggested that the Police should step up the efforts in combatting relevant cases; and
- (d) he said that some toll booths at the Lion Rock Tunnel (LRT) were yet to be demolished. He wished to know when the demolition works of the toll booths would be completed as expected by the relevant departments.

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

- (a) he wished to know whether the Transport Department (TD) and tunnel operators would take the initiative to report suspected cases of fraudulent use of vehicle registration marks to the Hong Kong Police Force (HKPF) once such cases were

found, or whether the vehicle owners had to report the cases to the Police on their own;

- (b) he opined that the number plate recognition technology could not be relied on in the long run, and the TD should further encourage motorists to install vehicle tags; and
- (c) he said that cases of fraudulent use of vehicle registration marks were often involved in the modus operandi of some serious crimes. As soon as the TD and the Police were able to effectively prevent the fraudulent use of vehicle registration marks, more offences could be tackled. Relevant departments were therefore suggested to pay more attention to the relevant situation.

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

- (a) he said that the traffic lane arrangements at the toll plazas of tunnels where “HKeToll” had been implemented remained unchanged. He wished to know whether the TD had any plans to expand the traffic lanes after completing the demolition of the toll booths, so that the use of the space could be optimised;
- (b) he wished to know whether the speed of traffic flow and operating conditions of the vehicles had been improved after the implementation of the “HKeToll”; and
- (c) he said some taxi companies relayed that as only the registration mark of a vehicle could be recognised through vehicle tags and with the low accuracy of the recognition of commercial vehicle driver cards, the system failed to record the information of taxi drivers effectively, and taxi companies had difficulties in collecting tunnel tolls from rentee-drivers as a result. He wished to know whether the TD had any solution to address the above situation, and suggested that other functions should be included in the application, such as splitting toll payment, allowing vehicle owners to fill in the driver’s information for specific dates in advance, and transferring the sum payable to other users.

13. The Chairman said some residents relayed that the toll tickets for single journey (toll tickets) could not be used in some of the tunnels after the implementation of “HKeToll”. He wished to learn more about the handling arrangements of the toll tickets and the relevant details after “HKeToll” was fully implemented.

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

- (a) he did not have the statistics at hand on the number of vehicles using the tunnels where the “HKeToll” had been implemented without installing vehicle tags out of the traffic for an entire day. He would provide relevant supplementary information for the members after the meeting;
- (b) if vehicles without installing vehicle tags passed through the tunnels concerned, the vehicle registration marks would be detected through the automatic number plate recognition technology of the system, and manual checking would be arranged as appropriate before notifications were sent to the vehicle owners for toll collection. If vehicle owners alleged that they had received toll payment notifications despite the fact that they had not passed through the tunnels, or that suspected fraudulent use of

their vehicle registration marks was involved, the TD would liaise with the Police and take follow-up actions. While it would be impossible to completely eradicate the situation at the present stage, the TD would maintain close liaison with the Police and provide assistance;

- (c) the Department would consider how to make good use of the space vacated after removal of the toll booths at the tunnels, such as using it for tunnel operators to park emergency vehicles or for improving bus-bus interchange;
- (d) according to the terms of sale of the Government Tunnel Toll Tickets, toll tickets were non-refundable upon purchase, and the Department also suggested that motorists should, before purchasing the toll tickets, prudently consider the face value of the toll tickets to be purchased and the quantity involved. At present, motorists could use the toll tickets at government toll-tunnels where “HKeToll” had not yet been implemented; and
- (e) to tie in with the commercial vehicle driver cards, owners of commercial vehicles or their agents might input information of vehicles to be managed via the website or the mobile application, and check the records of the vehicles using toll-tunnels through the system. Vehicle owners or agents might make use of the relevant records and the operating records to check the data with the rentee-drivers or split the toll payment with them. Noting the views of the members on the use of “HKeToll” by commercial vehicles and the functions of the application, the Department would continue to monitor and adjust the operation of “HKeToll”.

15. Mr Vincent POON, Engineer/Shatin 2 of the TD, gave a consolidated response as follows:

- (a) the demolition works of the toll booths at the LRT were underway, which were expected for completion in the first quarter of 2024;
- (b) given that the Shing Mun Tunnel (SMT) and the LRT were still at an early stage of implementing “HKeToll”, the TD was monitoring the situation of the traffic flow. According to the preliminary observations, there was smooth traffic at the toll plaza of the SMT under normal circumstances without any traffic queues. The length of traffic queues at the LRT was about the same as those before the implementation of “HKeToll”, while the journey time was slightly shortened; and
- (c) when determining an appropriate number of traffic lanes for the toll plazas, the Department had to take into account the number of traffic lanes on the connecting roads of the toll plazas. As an example, the upstream and downstream connecting roads of the toll plaza at the Tsing Sha Control Area were all for three-lane traffic, and therefore the number of lanes to be provided at the toll plaza would be the same. Provision of excessive number of traffic lanes would increase unnecessary changing of lanes and affect smooth traffic flow.

16. Mr WONG Pui-kai, Officer-in-charge, District Traffic Team (Shatin District) of the HKPF, said that a total of three reports on the “HKeToll” had been received by the Shatin Police District, one of which was referred to the Tsuen Wan Police District for investigation, and the remaining two cases were at the stage of investigation.

17. The views of the Chairman were summarised below:

- (a) he said that some members of the public as well as small and medium enterprises had already purchased a large quantities of toll tickets and might suffer losses due to “HKEToll”. It was therefore suggested that the TD should conduct a review on how to improve the situation; and
- (b) he said that according to some vehicle owners, the Police suggested that owners should change their vehicle registration marks after being fraudulently used so as to solve the problem. He considered that such an approach was unfair to some of the vehicle owners with personalised vehicle registration marks, and hoped that the TD and the Police could further review the situation.

Question to be Raised by Mr CHOW Hiu-laam, Felix on the Traffic Demand between Sha Tin District and Boundary Control Points Arising from the Increased Cross-boundary Passengers Upon Resumption of Normalcy
(Paper No. TT 26/2023)

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

- (a) he opined that the data were similar to the local views collected, and said that upon resumption of normal travel, there had been a surge of demand from members of the public for transport services to and from various boundary control points. Taking Long Win Route No. A41 as an example, he said that he travelled to Sha Tin District from Hong Kong-Zhuhai-Macao Bridge (HZMB) by the said route at night on a few occasions and the buses were all full. The situation was not consistent with the data as stated in the written reply. Meanwhile, the situation showed that the current provision of the services by the same routes for the members of the public in Sha Tin District travelling to and from the airport and the HZMB had resulted in overburdened services;
- (b) he wished to learn more about the progress of the rationalisation plan of airport bus routes in Sha Tin District under the Sha Tin District Bus Route Programme 2020-2021, the difficulties encountered by the TD and the bus companies in respect of the programme, the direction of service adjustment, and the expected time of implementation;
- (c) he wished to learn more about the latest progress of the service adjustment of Citybus Route No. B8 and the future service arrangements of KMB Route No. W3. He said that while the train frequency of the Express Rail Link had gradually been increased, the service level of Route No. W3 remained the same as that provided during the epidemic, which failed to fully address the passenger demand; and
- (d) he wished to know whether the operation of Long Win Bus Company Limited (LWB Company) in Sha Tin District had been affected by manpower shortage and the relevant details.

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

- (a) he said that in the written reply of the TD, the data of the passengers were categorised

by AM peak hours, PM peak hours and non-peak hours. However, according to his observation, the distribution of demand for airport bus routes might be different from that of the general routes. The hours in the early morning might already be the peak period of the relevant routes in terms of patronage, making the data provided in the reply not accurate enough. He would like to know whether the Department, the bus companies and the airlines had worked together to adjust bus service arrangements in accordance with the flight schedules; and

- (b) he wished to know whether the Department had formulated mitigation measures to address the inadequate provision of bus routes connecting with various boundary control points.

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

- (a) he said some residents in Sha Tin District relayed that they were unable to take the buses of Long Win Route No. A41 at 10:00 am, and about 20 passengers were left behind. He wished to learn about the daily operation of the route and relevant data in order to understand the actual situation and explore relevant improvement measures; and
- (b) he conveyed the views of the concern group “Shatin Transport” to the TD on the rationalisation plan of airport bus routes in Sha Tin District. Regarding Long Win Route No. A41, he shared the same views with the concern group that the alignment of the route should be maintained. He said that Sha Tin Town Centre was strategically located, where passengers from different areas of Sha Tin District could interchange to Route No. A41. Also, buses of the route would go direct to the airport after departing from Sha Tin Town Centre, providing more convenient and efficient services for passengers. Besides, the concern group opined that Long Win Route No. A42 should skip Sun Tin Wai, so that the residents in the area could travel to Sha Tin Town Centre with shorter journey time for interchanging to Route No. A41.

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

- (a) he wished to know whether the TD had set specific indicators on how to review the rationalisation plan of airport bus routes in Sha Tin District, such as using passenger throughput of the airport or patronage of airport bus routes as the criteria; and
- (b) he cited the views of the concern group “Shatin Transport” and said that the service area of Long Win Route No. A41P did not cover Lok Wo Sha, Yan On Estate and Villa Athena. He suggested that the Department should, when reviewing the rationalisation plan of airport bus routes in Sha Tin District, concurrently consider the transport demand arising from the future planning of Ma On Sha area and Shap Sze Heung, and give long-term consideration to whether the demand from Ma On Sha area was sufficient to support two groups of airport bus routes.

22. Mr CHENG Chung-hang said that there was a lack of buses of “E” routes in Ma On Shan area. Passengers commuting to work at the airport could only take buses of “A” routes for interchanging to other routes, or choose to take the MTR to reach their destinations after interchanging among various lines. The destinations included such areas as the airfreight centres and the logistics area in the vicinity of the airport. The said bus routes were often full, causing great inconvenience to passengers commuting to work in the airport. He suggested that the TD

should give long-term consideration to the provision of buses of “E” routes in Ma On Shan area, while increasing the frequency of Long Win Route No. E42 in the short term to address the demand of the commuters during the AM peak hours.

23. The views of the Chairman were summarised below:

- (a) he observed that there were more passengers awaiting buses of Long Win Route No. A41 in the HZMB when compared with those in the airport. He suggested that the TD should keep in view the situation and review relevant arrangements. He also pointed out that the peak hours with most people awaiting buses of the route might be related to the commuting hours;
- (b) he reminded The Kowloon Motor Bus Company (1933) Limited (KMB Company) to pay attention to the maintenance of bus equipment, including whether the air-conditioners and ventilation systems were operating properly; and
- (c) he asked the Secretariat to revise the paper, so that the reply provided by the TD prior to the meeting could be included in the paper.

[Post-meeting note: The reply concerned was set out in Paper No. TT 26/2023 (Revised).]

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

- (a) the rationalisation of airport bus routes in Sha Tin District mainly involved extending the terminating point of Long Win Route No. A41 from Yu Chui Court to Shek Mun and the introduction of Route Nos. A42 and A46. However, the plan could not be implemented under the impact of the epidemic. The TD and the bus companies would closely monitor the latest changes of various routes, and would review bus services and implement the plan in light of the actual passenger demand and operation, so as to address the community needs;
- (b) the Department conducted site surveys over the past two months to learn about the operation of airport bus routes, which included observing the departures of Route No. A41 from the HZMB Hong Kong Port during the “Labour Day Golden Week”. As an example, it was observed on 1 May that the average occupancy rate of the route in the afternoon was about 65%, and some bus trips recorded an occupancy rate as high as 80% during the period from 4:00 pm to 5:00 pm. The Department would continue to keep in view the demand for airport bus routes and their operation, while reviewing the services with bus companies in a timely manner;
- (c) the Department conducted a site survey on Sheung Shui-bound trips of KMB Route No. W3 in mid-May, during which average occupancy rates of about 30% to 40% were recorded. No significant growth trend in passenger demand was seen for the time being. The Department would continue to closely monitor the situation and timely adjust the services; and
- (d) the Department noted the members’ proposals to introduce buses of “E” routes in Ma On Shan area and to enhance the service of Route No. E42. The Department would give due consideration to the proposals having regard to the development of the area, and continue to observe the patronage change of the routes, while timely reviewing the service arrangements with the bus companies when necessary.

25. Mr Jay LEE, Senior Transport Officer/Shatin of the TD, said that the TD had been closely keeping in view the operation of Citybus Route No. B8 and the change in its passenger demand, while maintaining close liaison with the bus company to cope with the ever-increasing passenger demand. The bus company increased the frequency of bus trips during the peak hours, and introduced short-haul trips in Tai Po District to ease the flow of people and the situation of left-behind passengers. The Department would continue to take note of the service level and passenger demand of the route and timely review the services with the bus company.

26. Mr Leon LAI, Planning Assistant of the KMB Company and LWB Company, gave a consolidated response as follows:

- (a) the KMB Company noted the views of the members on airport bus routes, and would maintain close liaison with the TD in a proactive manner. Meanwhile, the KMB Company adopted a positive attitude towards the rationalisation plan of airport bus routes in Sha Tin District, and was discussing the details of the plan with the Department. Relevant information would be announced in due course;
- (b) the KMB Company and LWB Company were both facing the problem of manpower shortage. Various types of recruitment activities were constantly held, such as organising the “KMB Journey” at a KMB depot and holding recruitment activities at bus stations. It was hoped that more talent could be attracted so as to stabilise and further enhance the services; and
- (c) he said that he would, after the meeting, further provide information on the problem of manpower shortage encountered by the LWB Company.

27. Mr Utan WONG, Deputy Operations Director (East Division) (Atg) of the KMB Company and LWB Company, said that various trades and industries in Hong Kong were generally facing the problem of manpower shortage, and it was inevitable that there would be undesirable arrangements of service frequency for the KMB Company due to the shortage of bus captains. While the KMB Company observed a significant increase in passenger demand at various boundary control points during weekends and holidays, the KMB Company was required, under the TD’s existing criteria for frequency adjustments, to concurrently arrange for buses to be operated for other routes with an occupancy rate of only about 30%. This resulted in inefficient use of resources and heavier traffic flow on the roads. The KMB Company hoped that the TD could review the criteria for frequency adjustments for services during weekends, so that resources could be released for routes with higher passenger demand during weekends while maintaining the stability of service frequency of the routes with less demand.

28. Mr Clarence CHAN, Operations Manager (Kowloon & New Territories) of the Citybus Limited and New World First Bus Services Limited, said that the demand for Citybus Route No. B8 had been on the rise since its commencement of services. Nevertheless, weekday services were earlier provided by the Citybus Limited for the route during the Easter holiday on a trial basis and the occupancy rate was unsatisfactory. The Citybus Limited would maintain the arrangement of the service frequency for the route during weekends and public holidays and continue to observe its operation and passenger demand, while making adjustments in a timely manner.

29. The Chairman said that the members were prepared to assist the KMB Company and LWB Company in resolving the problem of manpower shortage, which included assisting in publicising

the relevant recruitment activities on social media.

Information Item

Progress Report of the Transport Department
(Paper No. TT 27/2023)

30. Mr CHENG Chung-hang said that with the intake of residents at Kam Chun Court in the next few months, he would like to learn about the details of the TD's plan in respect of the bus terminus at Kam Chun Court, including the commissioning time and the bus routes involved.

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

- (a) he earlier received a complaint about the services of New Territories Green Minibus (GMB) Route Nos. 27 and 27A and according to the passenger concerned, it was witnessed that a minibus of Route No. 27A went direct to the Hong Kong Science Park to pick up passengers right after dropping off passengers at Providence Bay. As a result, passengers awaiting minibuses at Providence Bay were unable to get on board. The passenger concerned could get on board eventually after waiting for about ten minibuses;
- (b) he said that there was room for improvement for the covered waiting facilities of the minibus stand on Tam Kon Po Street. The queuing situation at the location was chaotic due to inadequate provision of covers, unclear queuing instructions on the ground and some tilting railings. He suggested that relevant departments should improve the problem as early as practicable; and
- (c) he proposed that an en-route bus stop should be provided on Queen Street for Sha Tin-bound cross-harbour buses Route Nos. 982X and 985 in response to the passengers' requests and to expand the sources of passengers for the routes. He hoped that relevant departments and organisations could reconsider the proposal.

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

- (a) he said that despite the placing of road markings, vegetation trimming works and installation of reflecting mirror(s) on Lai Ping Road near Yung Ping Path, some residents had relayed that they were worried about the road safety as they were unable to see the vehicles clearly when crossing the road because of insufficient sight distance along the road section. He wished to know whether there were design defects for the road section and suggested that the TD should further improve the said situation, such as providing signs with messages to alert the motorists for prevention of accidents;
- (b) he said that after the intake of residents at the residential development "El Futuro", quite a number of residents relayed that GMBs of Route No. 814 were often full, and consequently they were unable to get on board. He hoped that the Department would review the service arrangements; and
- (c) he wished to learn about the latest arrangements and details of the rationalisation plan of KMB Route Nos. 80M, 85 and 88X.

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

- (a) a bus stop was provided on Ma On Shan Road for both directions outside Kam Chun Court, and at the same time the Department closely monitored the progress of intake of residents of the estate with the Housing Department and explored the feasibility with the bus company to make arrangements for the existing bus routes via Ma On Shan Road to provide a stop at Kam Chun Court or to implement traffic diversion arrangement; and
- (b) the Department received the letter from Mr WAI Hing-cheung about the services of GMB Route Nos. 27 and 27A, and the investigation was underway. A written reply on the issue would be given in due course. The Department closely kept in view the operation of the said routes with the minibus operator. Given the higher demand for the said routes during peak hours, the operator also arranged for replacing the vehicles with 19-seat GMBs of higher capacity in light of manpower shortage, in order to address the demand of passengers. The Department would continue to monitor the operation of the routes concerned.

34. Mr Jay LEE gave a consolidated response as follows:

- (a) the TD received the letter from Mr WAI Hing-cheung about the covered waiting facilities of the minibus stand on Tam Kon Po Street. The TD was currently discussing with the minibus operator how to improve the queuing situation. A written reply on the issue would be given when further results were available;
- (b) the Department noted the members' proposal of providing an en-route stop on Queen Street for cross-harbour buses Route Nos. 982X and 985. However, the Department understood that there was busy traffic at the bus stop concerned. Since the utilisation rate of a bus stop was one of the factors for the Department to consider whether a stop would be provided for other bus routes, the Department would prudently consider the feasibility of the proposal if relevant applications were received;
- (c) the Department was very concerned about the operation of GMB Route No. 814, and would conduct investigation into its operation. It was observed that some of the trips were with higher patronage during peak hours. As a result, some passengers awaiting minibuses at the stops along the latter part of the route were unable to get on board. The Department would continue to keep in view the situation and discuss relevant improvement measures with the operator; and
- (d) the Department once shelved the plan to rationalise KMB Route Nos. 80M, 85 and 88X after receiving the comments from the residents. After collating the comments, the Department would discuss the details of implementation of the plan with the bus company.

35. Mr HO King-wui, Engineer/Ma On Shan of the TD, said that he noted the views of the members on the section of Lai Ping Road near Yung Ping Path, and would relay the views to relevant divisions for follow-up.

36. Mr Clarence CHAN noted the proposal of the members regarding the provision of an en-

route stop on Queen Street for cross-harbour buses Route Nos. 982X and 985. He said the TD had also indicated that in view of the busy traffic at the bus stop concerned, the TD was prudent in considering the proposed provision of a bus stop at the location. However, extension works for the bus stop were completed, and approvals were granted to other new routes to stop at the location starting from early July. Considering that the patronage of the said two routes was affected by the East Rail Line (ERL) cross-harbour extension, the Citybus Limited was prepared to consider the proposal to provide an en-route stop on Queen Street and would proactively discuss the issues with the KMB Company.

37. Mr Felix CHOW wished to know whether there was still room for discussion of the plans to rationalise KMB Route Nos. 80M, 85 and 88X after the TD garnered the views of the residents on such plans, and whether a reply would be given in response to the demand of the residents of Sui Wo Court for transportation services to and from Sha Tin Town Centre and Tai Wai.

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

- (a) he wished to know the number of bus routes which would provide services at the bus stop on Queen Street, the ratio of routes operated by the KMB Company to those operated by the Citybus Limited among such routes, the number of bus routes via the location without being able to stop at the location, and the details of bus routes with an en-route stop newly provided at the location and the impact involved;
- (b) he wished to know whether the Citybus Limited had made applications to the TD in respect of provision of en-route stops on Queen Street for cross-harbour buses Route Nos. 982X and 985, and the relevant details; and
- (c) he wished to learn about the increase in patronage during PM peak hours as expected by relevant departments and organisations as well as the possible impacts caused if en-route stops were provided for cross-harbour buses Route Nos. 982X and 985 on Queen Street.

39. The Chairman would like to know whether the departments and organisations concerned had communicated with one another in respect of the provision of en-route stop on Queen Street, whether the Citybus Limited had made relevant applications to the TD, and the stance of the Citybus Limited on the proposal.

40. Mr Jay LEE gave a consolidated response as follows:

- (a) the TD had no intention to amend the rationalisation plan of KMB Route Nos. 80M, 85 and 88X for the time being, and it encouraged the passengers affected to opt for other existing bus routes to go to other areas in Sha Tin;
- (b) the Department would, when vetting and approving the applications for provision of bus stops, consider a range of factors according to the mechanism, which included the utilisation rate of the bus stops concerned. Moreover, while provision of en-route stops might bring convenience to some of the passengers, stoppings at bus stops with heavier traffic might increase the waiting and journey time of the routes concerned, which would have potential adverse impact on the passengers;
- (c) he said that detailed information on the number of bus routes served by the bus stop on Queen Street was not yet available. Nevertheless, he understood that quite a

number of bus routes and passengers were served by the bus stop concerned. Therefore, the Department would prudently handle the applications for bus stoppings at the stop. He said that upon receiving the applications from the bus company, the Department would consider such applications according to the mechanism; and

- (d) the Department had no predetermined position on provision of en-route stops at any locations or bus stops, and would handle the relevant applications according to the established procedures and principles.

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

- (a) he added that the routes with approval granted recently to provide an en-route stop on Queen Street included KMB Route Nos. 978, 978A and 978B;
- (b) taking the data of the cross-harbour buses Route Nos. 980X and 981P on 26 June as an example, he said that about 10 passengers on average boarded the respective buses of the said routes at the bus stop on Queen Street for each departure. He expected that the number of boarding passengers would be more or less the same if a stop was provided for the cross-harbour buses Route Nos. 982X and 985 at the location;
- (c) several bus routes under the Citybus Limited passed through the bus stop on Queen Street without stopping at the location, including Route Nos. 930X and 979; and
- (d) the Citybus Limited would adjust the arrangements of stoppings in light of the views of passengers and the local community. With the completion of extension works at the bus stop on Queen Street, the Citybus Limited considered that it was an opportune time to review the provision of an en-route stop at the location for various routes. The Citybus Limited would proactively discuss the issue with the TD. In respect of Route Nos. 982X and 985, the Citybus Limited considered it suitable to provide an en-route stop at the location for the said routes and would actively explore the feasibility of the plan.

42. Mr Utan WONG said that he kept an open mind to all proposals which were beneficial to passengers. However, the bus stop on Queen Street was always with higher utilisation rate and vehicles normally had to wait for about five minutes before completing the procedures of alighting and boarding of passengers. Since each decision about the bus stop might further affect passengers and journey time of the routes, the KMB Company considered that the actual circumstances after completion of the extension works could be assessed before making decision.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 28/2023)

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

- (a) he said that some residents were worried about the possible law and order issues arising from the inadequate lighting along the footpath on the mountainside in the vicinity of Kam Chun Court. He therefore proposed that relevant departments should review the street lighting facilities of the location concerned. Meanwhile, considering that some street lights were located close to the residential units on the

lower floors, he reminded relevant departments that they should take into account the situation when enhancing or increasing street lights; and

- (b) he said that some sections of the cycling track near the Kam Chun Court were earlier closed under the impact of the works, and the conditions of such sections were not satisfactory after reopening. He suggested that the Highways Department (HyD) should conduct repair works for the sections.

44. Mr Johnny CHUNG said that after days of rainstorms, the conditions of some road sections in the district were affected and potholes were found, causing an impact on the road safety. He suggested that relevant departments should repair the road sections as early as possible.

45. Mr Felix CHOW wished to learn about the latest progress of the two works on pedestrian crossings in Chek Nai Ping and along Chung Chi Road, as well as that of the works in Ma Liu Shui, Tai Po Road near Hung Kiu Lane which was earlier postponed under the impact of the works of the Civil Engineering and Development Department (CEDD).

46. Mr WAI Hing-cheung said that the HyD was inefficient in handling a case involving protuberances on the ground at the junction of Tai Wai Road and Tsuen Nam Road and resurfacing was completed in late April eventually. He conducted a site inspection with the representatives of the HyD and the telecommunications company on 27 April, and it was found on the day that waste was hidden in the adjacent telecommunications manhole. It was suspected that someone had moved the waste from the telecommunications manhole involving protuberances to the adjacent telecommunications manhole, which reflected the ineffective monitoring on the part of the HyD. He hoped the Department would ensure that relevant works were properly completed when handling similar issues in future.

47. The Chairman wished to learn about the progress of the project “Sai Sha Road near Hang Hong Street — Proposed Provision of Motorcycle Parking Spaces” (TD’s Works Request Form No. NE/22/1397).

48. Mr WAI Wah-kei, District Engineer/Shia Tin (1) of the HyD, gave a consolidated response as follows:

- (a) he noted the views of the members on the street lighting facilities of Kam Chun Court and the cycling track, and would relay their views to relevant divisions for follow-up;
- (b) he noted the views of the members on reinstating the road conditions in the district, and said that relevant divisions were following up the issue;
- (c) regarding the works on the pedestrian crossings in Chek Nai Ping, the HyD was currently seeking the consent from relevant stakeholders as advised by the TD and the HKPF. The HyD would also further discuss the temporary traffic arrangements with the representatives concerned in this week. If consent was obtained from relevant stakeholders, the HyD would submit the proposal on the temporary traffic arrangements for approval by the TD and the HKPF;
- (d) regarding the works of installation of traffic signals on Chung Chi Road, the HyD recently reached a consensus with The Chinese University of Hong Kong on the temporary traffic arrangements, and would submit the proposal on the temporary traffic arrangements for approval by the TD and the HKPF;

- (e) regarding the works in Ma Liu Shui, Tai Po Road near Hung Kiu Lane, the HyD was earlier exploring the feasibility with the CEDD of arranging some works to be carried out concurrently. However, the CEDD said that frequent conveyance of materials of the works were required to be conducted at the construction site. Therefore, it was not feasible to arrange works to be carried out concurrently. The CEDD expected that the works concerned could be completed in late December. The HyD would continue to keep in view the progress and sought to commence the works as early as possible;
- (f) the HyD noted the views of the member on the situation involving protuberances on the ground at the junction of Tai Wai Road and Tsuen Nam Road, and reminded relevant divisions to take note of the situation when conducting testing and commissioning for the works; and
- (g) the works progress of the project “Sai Sha Road near Hang Hong Street — Proposed Provision of Motorcycle Parking Spaces” (TD’s Works Request Form No. NE/22/1397) was satisfactory. The contractor was arranging manpower to commence the works, which were expected to be completed as scheduled.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 29/2023)

49. Mr Johnny CHUNG wished to know the reason for not providing the data of a breakdown of vehicles involving fixed penalty notices in the paper concerned.

50. The Chairman said that relevant data were provided on a quarterly basis, and therefore such data were not included in the paper concerned.

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

- (a) he wished to learn about the cause of traffic accident involving a collision between a motorcycle and a private car along Fo Tan Road on 26 June, and whether the cause of the accident was related to the design of the road; and
- (b) he wished to know the recent prosecution figures on traffic offences on Lai Ping Road.

52. Mr WONG Pui-kai said that the traffic accident along Fo Tan Road was currently under investigation by the investigation team of traffic accidents under the New Territories South Regional Headquarters and relevant details were not yet available. He would provide supplementary information on the said traffic accident and prosecution figures on traffic offences along Lai Ping Road after the meeting.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 30/2023)

53. Mr CHENG Chung-hang said that with the gradual intake of residents at Kam Chun Court in the coming few months, he suggested that the MTR Corporation Limited (MTRCL) and relevant departments should reconsider the provision of a northern exit at Tai Shui Hang Station and he pointed out that such an arrangement would benefit the residents of Kam Chun Court and those living in the estates located to the north of the Tai Shui Hang Station.

54. Mr Johnny CHUNG said the Secretary for Transport and Logistics had mentioned that a review would be conducted for the Public Transport Fare Subsidy Scheme (PTFSS). However, the choices of payment methods of the MTR were currently less than those for overseas and local public transport. He proposed that the MTRCL should include credit cards as one of the payment methods. Apart from providing convenience to overseas visitors, the arrangement would also benefit local residents as soon as payment by credit cards was included in the scope of subsidy under the PTFSS.

55. Mr Felix CHOW said some residents relayed that it was difficult to board the trains at Fo Tan Station during the period from 8:25 am to 8:45 am. While the MTRCL currently arranged for short-haul trains to divert the traffic, the effectiveness was not satisfactory. He wished to learn about the specific mechanism for the MTRCL to arrange short-haul trains. Moreover, as the Hong Kong Jockey Club would resume evening races in this quarter, he wished to know whether the MTRCL would have corresponding measures to divert the flow of people.

56. Mr WAI Hing-cheung said that water seepage was found at a viaduct located along Tsuen Nam Road between Tai Wai Station and Tai Wai Industrial Area. He hoped that the MTRCL would conduct repair works as early as possible to avoid affecting the residents.

57. The views of the Chairman were summarised below:

- (a) he said some residents relayed that there were insufficient ventilation facilities at the section of the bridge, which was connected to The Wai and located at the junction of Che Kung Miu Road and Mei Tin Road in Tai Wai. He hoped that the MTRCL would improve the situation; and
- (b) he said that the hillside outside Exit C of Heng On Station was overgrown with weeds. He hoped that the HyD and the MTRCL would improve the situation.

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

- (a) the MTRCL noted the concerns of the members on provision of an additional exit at Tai Shui Hang Station and always closely kept in view the passenger flow of the station, the development of its neighbouring community and the changing needs of the passengers. The design of Tai Shui Hang Station took into account the needs of the neighbouring residential estates, and the current operation of the station was also smooth;
- (b) she would learn more about the situation of the viaduct on Tsuen Nam Road and Exit C of Heng On Station in detail after the meeting from the members. The MTRCL would follow up the issues as soon as possible if the locations were under its management; and
- (c) the MTRCL noted the views of the member on the ventilation issue of the section connecting to The Wai at Tai Wai Station. She would convey the views to the division responsible for the issue.

59. Mr Ocean Jonathan CHEUNG, Graduate Trainee of the MTRCL, gave a consolidated response as follows:

- (a) the MTRCL continuously allocated resources to upgrade the railway facilities. Since March this year, over HK\$1.3 billion was allocated to update and upgrade the automatic fare collection system, and new gates were used in some of the stations. After a certain proportion of the gates were replaced with the new ones and a certain proportion of existing gates were installed with credit card readers, the MTRCL expected that contactless credit card payment services would be provided for passengers at the end of this year. New gates would also support payments by single journey tickets, Octopus cards and QR codes. In addition, the MTRCL successively introduced additional payment methods at Customer Service Centres to provide more electronic payment options for passengers;
- (b) with smooth operation since the commissioning of ERL cross-harbour extension in May last year, the train services of the ERL during the morning peak hours were maintained at a headway of about 2.7 minutes. As observed by the MTRCL, good order was generally maintained during the morning peak hours at the train platform of Fo Tan Station (Admiralty bound) and a majority of passengers could board the first train arriving at the platform;
- (c) the MTRCL addressed the demand of passengers during the morning peak hours through various measures, including the use of the train car loading indicator system, additional station assistants to assist passengers in boarding trains, and arranging short-haul trains to carry passengers, etc. The MTRCL would also review the need to arrange additional special departures in light of various factors such as the actual demand and the overall train operations; and
- (d) during the evening horse races, the passenger flow at Fo Tan Station was generally smooth. The MTRCL would continue to closely keep in view the situation and adjust arrangements of train services in a timely manner.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 31/2023)

60. Members noted the above paper.

Date of Next Meeting

61. The next meeting would be held at 2:30 pm on 29 August 2023 (Tuesday).

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

Sha Tin District Council Secretariat
STDC 13/15/45

August 2023