

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

Date : 26 May 2020 (Tuesday)
Time : 10:00 am
Venue : Sha Tin District Council Conference Room
Room 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	10:00 am	2:55 pm
Mr LAI Tsz-yan (Vice-Chairman)	”	11:19 am	2:55 pm
Mr CHING Cheung-ying, MH	DC Chairman	10:00 am	2:55 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:51 pm	2:52 pm
Mr CHAN Billy Shiu-yeung	DC Member	11:25 am	2:48 pm
Mr CHAN Nok-hang	”	10:32 am	2:47 pm
Mr CHAN Pui-ming	”	10:00 am	2:55 pm
Mr CHAN Wan-tung	”	10:18 am	1:20 pm
Mr CHENG Chung-hang	”	10:00 am	2:55 pm
Mr CHENG Tsuk-man	”	10:00 am	12:40 pm
Mr CHEUNG Hing-wa	”	10:00 am	2:16 pm
Mr CHIU Chu-pong	”	11:19 am	2:48 pm
Mr CHOW Hiu-laam, Felix	”	10:00 am	2:36 pm
Mr CHUNG Lai-him, Johnny	”	10:00 am	2:55 pm
Dr LAM Kong-kwan	”	10:00 am	11:02 am
Mr LI Sai-hung	”	10:00 am	2:16 pm
Mr LI Wing-shing, Wilson	”	10:00 am	2:55 pm
Mr LIAO Pak-hong, Ricardo	”	10:00 am	2:55 pm
Mr LO Yuet-chau	”	11:46 am	2:13 pm
Mr LUI Kai-wing	”	10:43 am	2:36 pm
Mr MAK Tsz-kin	”	10:00 am	12:39 pm
Mr MAK Yun-pui, Chris	”	12:32 pm	2:55 pm
Mr NG Kam-hung	”	10:00 am	1:17 pm
Ms NG Ting-lam	”	10:00 am	1:08 pm
Mr SHAM Tsz-kit, Jimmy	”	10:36 am	2:55 pm
Mr SHEK William	”	10:00 am	2:55 pm
Mr SIN Cheuk-nam	”	10:00 am	1:08 pm
Mr TING Tsz-yuen	”	10:00 am	2:45 pm
Mr WAI Hing-cheung	”	10:00 am	2:55 pm
Mr WONG Ho-fung	”	10:43 am	2:52 pm
Ms WONG Man-huen	”	10:00 am	1:36 pm
Mr YAU Man-chun	”	11:54 am	2:47 pm
Mr YEUNG Sze-kin	”	10:00 am	1:24 pm
Mr YIP Wing	”	10:00 am	12:45 pm
Mr LEUNG Ho-yin, Roy (Secretary)	Executive Officer (District Council)4 / Sha Tin District Office		

In Attendance

Mr WONG Tin-pui, Simon
Mr YUEN Chun-kit, Derek

Ms TSANG Hing-kwan, Natalie
Mr CHAN Yau-yau, Leo
Mr LO Hoi-wing, Jeff
Mr KO Chun

Mr LAM Chi-chung

Mr Rob LIU

Ms KWONG Ching-yan

Mr TAM Chun-hei

Mr Dennis LEE

Ms WU Ka-lai

In Attendance by Invitation

Ms HUI Ka-yi

Mr YUEN Kin-hang, Tom

Mr CHAN Chong-yi

Mr LAW Yiu-wah

Mr Simon WONG

Mr CHAN Man-wai

Mr HO Chuen-shun, Dennis

Mr YONG Chak-cheong

Mr LEUNG Sean Man-dik

Absent

Mr HUI Lap-san
Mr MOK Kam-kwai, BBS
Mr HUI Yui-yu
Mr LI Chi-wang, Raymond
Mr LO Tak-ming
Ms LUK Tsz-tung
Mr TSANG Kit
Ms TSANG So-lai

Title

Assistant District Officer (Sha Tin) (1)
Senior Executive Officer (District Council)/
Sha Tin District Office
Senior Transport Officer/ Shatin/ Transport Department
Senior Transport Officer/ Ma On Shan/ Transport Department
Engineer (Sha Tin)3/ Transport Department
District Operations Officer/ Sha Tin Police District/
Hong Kong Police Force
Officer-in-charge/ District Traffic Team/ Sha Tin Police District/
Hong Kong Police Force
Division Manager – Operations (N.T. East)/
The Kowloon Motor Bus Co. (1933) Limited
Manager – Operations/
The Kowloon Motor Bus Co. (1933) Limited
Manager – Public Affairs/
The Kowloon Motor Bus Co. (1933) Limited
Manager – Planning & Development/
The Kowloon Motor Bus Co. (1933) Limited
Public Affairs Officer/
New World First Bus Services Limited and Citybus Limited

Title

Senior Transport Officer/ Bus/ NTE/
Transport Department
Transport Officer/ Bus/ NTE/
Transport Department
Assistant Manager – Planning & Development/
The Kowloon Motor Bus Co. (1933) Limited
Senior Officer – Planning & Development/
Long Win Bus Company Limited
Planning and Scheduling Manager/
New World First Bus Services Limited and Citybus Limited
Assistant Planning and Scheduling Manager/
New World First Bus Services Limited and Citybus Limited
Assistant Operations Manager/
New World First Bus Services Limited
Public Relations Manager – Projects and Property/
MTR Corporation Limited
Assistant Public Relations Manager – External Affairs/
MTR Corporation Limited

Title

DC Member	(Application for leave of absence received)
”	(”)
”	(No application for leave of absence received)
”	(”)
”	(”)
”	(”)
”	(”)
”	(”)

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

Applications for Leave of Absence

2. The Chairman said that the Secretariat had received applications for leave of absence in writing from the following members:

Mr HUI Lap-san	Official commitment (district business)
Mr MOK Kam-kwai	Official commitment

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

Matters Arising

Sha Tin District Bus Route Programme 2020-2021
(Paper No. TT 20/2020)

4. The Chairman said before the meeting, the Transport Department (TD) and Long Win Bus Company Limited (LWB) provided additional information such as journey time on the original plans of Airbus routes in Sha Tin District and the proposals, put forward by members in the briefing, that he integrated.

5. The Chairman welcomed representatives of the TD and the bus companies to the meeting.

6. The TD and the bus companies briefly introduced the contents of the paper.

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

- (a) the TD was conducting a consultation on whether Route No. A41P should be routed via the Yiu On Bus Terminus. He asked about the relevant proposals in the Bus Route Programme of this year;
- (b) according to the paper, the current and proposed routeing and journey time of Route No. A41P would remain unchanged, except for the change that it would be routed via Tsing Sha Highway instead of Shing Mun Tunnels (SMT). He asked about the reasons for such a change and hoped that the Department would provide a comparison of the journey time between peak and non-peak hours; and
- (c) he pointed out that some trips of Route Nos. 81C and 281X were lost and suggested that the Department rationalise these routes.

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

- (a) as the Shatin to Central Link (SCL) had gradually come into service, Tai Wai Station had become an important transport hub in the New Territories. Therefore, he requested for direct bus service from Sun Tin Wai to Tai Wai Station;
- (b) he pointed out that Sun Tin Wai Estate lacked markets and shops, and residents mainly went to Tai Wai to buy daily necessities. Therefore, he strongly opposed reducing the service of Route No. 82B and had repeatedly suggested that the route should be turned into a circular route between Tai Wai, Sun Tin Wai and Mei Tin. However, the TD had not responded to his suggestion. He believed that the Department needed to give reasons if it opposed to that;
- (c) he suggested that Route No. 985 should start from Mei Tin and be routed via Sun Tin Wai to Eagle's Nest Tunnel to meet the needs of residents along the route and increase patronage;
- (d) he demanded that the fares of outbound routes, when running in Sha Tin, should be the same as those of local routes; and
- (e) he requested the bus companies to install arrival display panels at Sun Tin Wai Bus Terminus as soon as possible to facilitate elderly passengers.

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

- (a) as far as the journey time of Airbus routes of Sha Tin was concerned, the TD mostly estimated that it would be within 70 minutes. However, he had tested the routes proposed in the paper with some professional drivers, and the result showed that the journey time inside Sha Tin District alone had already exceeded 50 minutes and then it took about 30 minutes from Tsing Sha Highway to the airport. Therefore, the total journey time was almost 90 minutes;
- (b) to shorten the journey time within the district, he proposed three Airbus routes. The first one could depart from Sun Tin Wai then be routed via the four "May Shing Court, Mei Chung Court, Mei Tin Estate and Mei Lam Estate" areas and Hin Keng, and the journey within the district would be about 30 minutes. The second one, i.e., Route No. A42, could be routed via Wong Nai Tau and Sha Kok Estate, Jat Min Chuen and Pok Hong Estate, and the journey time within the district would be about 30 minutes. And the third one could depart from Fo Tan and be routed via Sha Tin Town Centre, and the journey time within the district would be about 20 minutes. He pointed out that residents generally believed that they would rather choose a route plan with a lower frequency but more convenient routing within the district than a route plan with a higher frequency but longer routing and journey time;

- (c) in addition to the experience of the passengers, he thought it would also be necessary to take into account the physical condition of bus captains when they had to drive for a long time;
- (d) with regard to the extension of Route No. 985 to Sun Tin Wai, he pointed out that if some routes with low passenger volume, such as Route No. 281M, were cancelled, he believed that the bus bays at Sun Tin Wai Bus Terminus could be freed up; and
- (e) he thought that Cotton Path would be a suitable location to set up a terminus in Wan Chai or Causeway Bay for the return trips of 9-series routes.

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

- (a) he said the intake of the new housing estates in Siu Lek Yuen gradually took place, but the transport services failed to keep up with the demand;
- (b) noting the low passenger volume of Route No. 82K, he suggested that the route should cancel routeing via Wong Nai Tau Bus Terminus to free up bus bays to accommodate Airbus routes;
- (c) regarding the proposed bus service to Choi Ming Court in Tseung Kwan O, he proposed routeing via Kwong Yuen or Wong Nai Tau Bus Terminus;
- (d) at present, residents of Siu Lek Yuen needed to change to a cross-harbour route at the Tate's Cairn Tunnel (TCT) Interchange or walk 20 minutes to the City One Station to take the MTR if they went to the Hong Kong Island. In this regard, he requested a whole-day cross-harbour bus service which would be routed via Kwong Yuen or Wong Nai Tau Bus Terminus to facilitate residents;
- (e) he believed that it was good news that some areas would finally be covered by Airbuses after years of striving;
- (f) he said that the patronage of Route No. 86 was large, but the route was circuitous and often encountered traffic congestions. He requested the TD to rationalise the route; and
- (g) he pointed out that the Tsing Sha Highway Interchange was ideal in terms of space and location. The Department should make good use of it when studying and rationalising bus routes to different areas.

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

- (a) he suggested that Route No. 89S should be routed via Shui Chuen O and the service hours should be extended for patronage increase;

- (b) as the patronage at Kwong Yuen was sufficient, he proposed to change the terminus of Route No. 82X from Ravana Garden to Kwong Yuen Bus Terminus;
- (c) he said the increased frequency of Route No. 980A had not yet implemented;
- (d) he requested adding Airbus routes to Wong Nai Tau Bus Terminus;
- (e) noting the low patronage of Route No. 82K, he suggested that the route should cancel routeing via Wong Nai Tau Bus Terminus to make way for bus bays to accommodate Airbus routes; and
- (f) in his view, the Bus Route Programme this year was a compromise that could allow all areas to enjoy direct bus services to the airport.

12. The views of Ms WONG Man-huen were summarised below:

- (a) she suggested that Route No. A41P should be routed via City One Shatin (City One) and pointed out that the arrangement would only involve a few additional minutes to the journey and there was a demand in the area; and
- (b) she suggested that Route No. 286C should maintain its original route after it started to provide whole-day service and not be routed via Fo Tan Road, so as to shorten the journey time.

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

- (a) he pointed out that the residents chose A-series Airbuses with higher fares over E-series buses because A-series buses were more convenient. Therefore, he supported the original plan proposed by the TD for Route No. A41; and
- (b) he had proposed the extension of Route No. 82B from Mei Chung Court to Mei Tin Road near Tung Lo Wan Hill Road in the last term of the Sha Tin District Council (STDC) to serve the residents of Peak One, Sky One, Pristine Villa and Tung Lo Wan Village. He also supported that the route should be routed via Sun Tin Wai. He pointed out that most residents in the above areas would take the route to Tai Wai Station, so such an action could make full use of resources.

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

- (a) apart from the route plan of Airbuses and new bus services, there was little change in the services of other routes in his opinion;
- (b) he pointed out that Route No. 46X was the only route that ran from Tai Wai to Tsuen Wan and Kwai Tsing, so the route was in great demand and Route No. 46X buses were often full. He suggested that an alternative route be set up to divert the passenger volume of the route and meet the

demand of residents travelling to New Territories West;

- (c) he said that the plan proposed by the TD was to increase the number of Airbus routes from the original two to four. However, the proposed additional Route No. A46 needed to run through the whole Tai Wai Area. He thought that it would soon be full that way. He pointed out that the plan proposed by the Department would result in uneven distribution of passenger volume over all routes;
- (d) with the Tuen Ma Line (TML) in full service, he believed that the Department would rationalise related bus routes. However, he believed that although the public transport policy was railway-based, the Department should not deprive residents of the right to choose;
- (e) he pointed out that the frequency of bus routes routed via the Tsing Sha Highway Bus Interchange was relatively low, which reduced residents' desire to choose the relevant routes; and
- (f) during the closure of the University Station last year, the Department launched the special route 82D between Tai Wai and the Hong Kong Science Park (HKSTP), and the response was good. In this connection, he asked whether the route would be made permanent.

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

- (a) regarding the proposed bus service from Shek Mun to Tseung Kwan O, he proposed that the route should be routed via Ngan Shing Street to serve the residents of City One and Yu Chui Court, and interchange concessions at the TCT Interchange should be offered; and
- (b) he pointed out that Route No. 286C was often congested at Sha Tin Road and suggested that it should be diverted to Tsing Sha Highway via Tai Chung Kiu Road. In addition, he said that the route was often congested at the exit of SMT, so he suggested it should be routed via Tai Wai instead.

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

- (a) he objected to Route No. 280X routeing via Wong Chuk Yeung Street and believed that the traffic would be affected by the serious problem of illegal parking along that section. In response to the occupation of Chun Yeung Estate, he believed that with only 9 buses serving the route, it was too few. He proposed to split and rationalise the bus routes serving Sui Wo Court and Chun Yeung Estate to make corresponding arrangements for the new housing estate;
- (b) regarding the Airbus route proposed by the TD, running from Royal Ascot via Tai Wai to Tsing Sha Highway, he pointed out that the journey time within Sha Tin District would already take 50 minutes and the entire journey to the airport would take almost 1 hour and 30 minutes. In this regard, he suggested that Route No. A46 could depart from Royal Ascot

and be routed via Yuen Wo Road and Royal Park Hotel to Tsing Sha Highway. The whole journey to the airport would be only about 1 hour in this way; and

- (c) he suggested that the circular route arrangement of Route No.88X should be cancelled and bound for Ping Tin instead, with the terminus moving from Fo Tan to Chun Yeung Estate, in order to avoid busy traffic areas such as Fo Tan Industrial Area and Au Pui Wan Street.

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

- (a) he believed that if the Airbus route departing from Fo Tan had to be routed via Tai Wai, it would increase the journey time and reduce its attraction. In this regard, he suggested splitting the route so that the Airbus departing from Fo Tan could run straight to Tsing Sha Highway via Sha Tin Town Centre, which would be beneficial to both the passengers and the captain;
- (b) in his opinion, the source of passengers of Route Nos. 43P and 82C overlapped at City One. Since Route No. 43P could help transport the working population of HKSTP to the SMT Interchange, the Department should make adjustments to divert the passengers at City One to Route No. 82C;
- (c) in response to the increasing working population of the HKSTP, he supported the establishment of Route No. 43S; and
- (d) with regard to the proposed bus service from Fo Tan to Island East, he said since the route would be routed via the Western Harbour Crossing (WHC), he proposed setting up a stop in Central and Sheung Wan to facilitate residents working in the area.

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

- (a) he requested Route No. 982X to provide whole-day service; and
- (b) he requested the provision of direct bus service from Tai Wai to Island East.

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

- (a) he supported the establishment of bus service from Ma On Shan to Tseung Kwan O;
- (b) in his opinion, bus service was lacking around Ning Tai Road and the TD should have regard to residents of the area when formulating new routes;
- (c) he requested the provision of whole-day cross-harbour bus service to the area around Ning Tai Road;

- (d) he pointed out that residents around Ning Tai Road relied heavily on Route No. 286M for interchange and requested the Department to review the service; and
- (e) he asked for information on the number of passengers on Route Nos. 286C and 86C.

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

- (a) he believed that the Bus Route Programme of this year had not formulated a macrostructure of the bus network;
- (b) he demanded increased frequency of Route No. 980X and the provision of whole-day service;
- (c) he believed that it was not enough for Route No. 40E to provide only one trip in the morning and one trip in the afternoon during peak hours;
- (d) he supported the extension of Route No. 286C to Wu Kai Sha;
- (e) he believed that it would be too late to increase the frequency of Route No. 682 not until the third quarter of 2021;
- (f) he believed that with only Route No. A41P Airbus serving Ma On Shan, the demand could not be met. The bus companies and the TD had to strengthen relevant services and he required the establishment of bus stops for Airbus in Villa Athena and Yan On Estate; and
- (g) in view of the fact that a number of housing estates had been completed in Shap Sze Heung, Nai Chung and Wu Kai Sha and the growing population, he believed that bus services in those areas should be strengthened as soon as possible.

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

- (a) he demanded an increase in the frequency of Route No. 980X and the provision of whole-day bus service from Ma On Shan to Central and Sheung Wan in the long run; and
- (b) he suggested that Route No. A41P should not be routed via City One. On the one hand, the route would probably be full when it arrived at the area, and on the other hand, it would increase the traffic load in the area. In this regard, he suggested splitting the Airbus service in Ma On Shan, with one route covering areas such as Shek Mun and Villa Athena, and the other covering areas such as Sunshine City, Lok Wo Sha and Whitehead.

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

- (a) he supported the Airbus plan proposed by the Chairman as it would take only 38 minutes from Mei Tin to the airport;

- (b) he pointed out that Route No. 46X was always full, so he proposed establishing a new route from Mei Tin to Tsuen Wan and Kwai Tsing via SMT; and
- (c) he requested the return trip of Route No. 985 be extended to Wan Chai or Causeway Bay.

23. The views of Mr LUI Kai-wing were summarised below:

- (a) he believed that the circuitous route of Route No. A46 would increase the journey time and reduce its attraction. He suggested that the TD should simplify the route; and
- (b) with regard to the new bus service from Fo Tan to Island East, he proposed setting up a stop near Shun Tak Centre for the convenience of residents.

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

- (a) he believed that the circuitous route of Route No. A46, which would increase the journey time, would fail to meet the demand of the large population in Tai Wai due to the completion of new development projects in the next few years;
- (b) he believed that it was too late for the Bus Route Programme for Airbus to be implemented in the second quarter of 2021, and pointed out that with the development of Sha Tin District, the conditions to open more Airbus routes were already present;
- (c) he requested the increase in the number of return trips of Route No. 985 and provide whole-day service; and
- (d) he demanded the provision of bus service from Hin Keng to Yau Tsim Mong District.

25. Mr CHENG Tsuk-man demanded the provision of bus service from Ma On Shan to Tseung Kwan O and suggested that the TD should conduct passenger volume assessments.

26. Mr CHENG Chung-hang requested an increase in the frequency of Route No. 286M, so that residents could take it to the TCT Interchange to change to other routes.

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

- (a) he pointed out that Route No. 286C often met traffic congestions when running via City One to Tai Po Road. Therefore, he suggested that Route No. 286C should be diverted to Tai Chung Kiu Road, with stops at Belair Gardens and Regal Riverside Hotel; and

- (b) he pointed out that Route No. 86C ran every 30 minutes, while trips of Route No. 86A were often lost, which made it inconvenient for residents to travel to and from West Kowloon. It was unreasonable for the TD to, however, allocate the resources of Route No. 86C to Route No. 286C. Therefore, he requested the Department to increase the frequency of Route No. 86C or set up stops for Route No. 286C at Belair Gardens and Regal Riverside Hotel.

28. The views of Mr YAU Man-chun were summarised below:

- (a) he requested routeing Route No. 288 via Jat Min Chuen Street or setting up a stop near Immaculate Heart of Mary College;
- (b) he pointed out that the route of Route No. 288C was circuitous, and suggested that re-routeing it to Tai Wai via Che Kung Miu Road, so as to provide convenience to students in Sun Chui and Chun Shek and increase the number of passengers;
- (c) on the issue of Route Nos. 286C and 86C, he pointed out that trips of Route No. 86A were often lost, while there was only one trip of Route No. 86C every 30 minutes. He believed that it would be necessary to increase the frequency of the route to every 15-20 minutes;
- (d) he said that since the extension of Circular Route No. 287X to Shui Chuen O, the number of passengers had increased greatly. The return trips from Mong Kok were often full, and the traffic congestion also led to frequent lost trips. In this regard, he requested the TD to face up to the problems faced by the route; and
- (e) he requested Route Nos. 288B and 288C to provide return trips in the afternoon to provide convenience to students leaving schools in Shui Chuen O.

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

- (a) he said that the original intention of Route No. 286C going to Sham Shui Po via Tsing Sha Highway was to provide convenient services for Ma On Shan residents. Therefore, he objected to re-routeing Route No. 286C via Tai Chung Kiu Road, and pointed out that the journey time of Route No. 286C to Sham Shui Po was already longer than that of Route No. 86C. If it were re-routed via Tai Chung Kiu Road, it would only make the journey time even longer;
- (b) he believed that if the frequency of Route Nos. 286C and 86C could be adjusted and coordinated, there should be a clear diversion effect. In addition, he suggested that The Kowloon Motor Bus Co. (1933) Ltd (KMB) should consider providing whole-day service of Route No. 240X to take residents from Tai Chung Kiu Road to Tsing Sha Highway Interchange, or increase the frequency of trips of Route No. 86C to every 15-20 minutes; and

- (c) he proposed providing a local route that circulate around the whole Ma On Shan with reference to the suspended Route No. 285 to facilitate residents' connection with other routes.

30. Mr CHIU Chu-pong said that as the service of GMB Route No. 809K was not satisfactory, he requested that stops of Route Nos. 288 and 287X should be set up at Pok Tai House or Tse Uk Village to facilitate transport for rural residents in the area.

31. The views of the Chairman were summarised below:

- (a) there were at present two Airbus Route Nos. A41P and A41, serving Sha Tin. At the briefing, members mainly considered that Route No. A41P took a long time to run around various areas in Ma On Shan, so they suggested that the route should not route via Ravana Garden and City One; while Route No. A41 was rather circuitous in the section from Jat Ming to Sha Tin Town Centre; in addition, other reasons such as serving Hin Keng and the area around with A42, A46 or a new route. He thus put forward another proposal after consolidating Members' opinions;
- (b) in his view, it might not be possible to make a decision on the plan for Airbus at this meeting. Therefore, he suggested that members should first focus on other aspects of the Bus Route Programme of this year. With regard to the plan for Airbus, he requested LWB to compare the original plan with his proposed plan, and to study the possibility of introducing more routes, and to hold a special meeting to continue the discussions two months later. At the same time, he requested LWB to review whether it could increase the frequency of Airbuses during peak hours through resource allocation, and if not, what measures LWB had in place to increase the coverage of Airbus routes;
- (c) he quoted paragraph 9 of The Government Minute in response to the Report of the Public Accounts Committee No. 73 of February 2020:

“In the meantime, the Transport Department (TD) will keep under review the bus and minibus services passing through Sha Tin Section, and the basket of factors for the introduction of new services as stated in paragraph 4.7 of the Audit Report, and will enhance the services having regard to the passenger demand for better utilisation of this road section. At present, there are 30 bus routes passing through Tsing Sha Highway. TD and the bus companies will implement six improvement items relating to bus routes via Tsing Sha Highway by phases from Q2 2020 onwards, including the introduction of new routes and enhancement of existing services. Furthermore, to better utilise the road section, TD also proposed the introduction or re-routeing of ten franchised bus routes via Tsing Sha Highway under the Bus Route Planning Programme 2020-2021. Besides, the restriction on red minibuses to operate via Sha Tin Section of Tsing Sha Highway has been relaxed since 20 October 2019. The operators of red minibuses have introduced services plying between Tai Po and Tsuen Wan via this road section.”

He believed that the Department was re-routeing Airbus routes in Sha Tin District via Tsing Sha Highway in response to the Director of Audit's Report which commented that the utilisation rate of Route No. 8 was not as expected. However, the re-routeing via Tsing Sha Highway would increase the journey distance, which could lead to relevant fare adjustments and restrictions in route rationalisation. In this regard, he said that if re-routeing via Tsing Sha Highway would bring additional costs and affect route rationalisation, and the STDC would not accept the relevant proposal;

- (d) as for the proposal of not routeing Route No. 40E via A Kung Kok Street, he pointed out that the Bus Route Programme last year proposed to route some trips of Route No. 87D via A Kung Kok Street exactly because of the congestion on Ma On Shan Road. Therefore, he asked the TD how to deal with the traffic problems on Ma On Shan Road and A Kung Kok Street. He suggested routing Route No. 40E via A Kung Kok Street and setting up a bus lane at the section from Ma On Shan Road to Hang Tak Street in the morning to facilitate the smooth entry of buses into A Kung Kok street. In addition, he hoped that the Department would provide data on the flow of buses and private cars from Ma On Shan Road to Shek Mun Interchange via A Kung Kok Street after the epidemic situation became stable;
- (e) he pointed out that Route Nos. 286C and 86C overlapped in the section between Sham Shui Po and Cheung Sha Wan. Therefore, he suggested that Route No. 86C should be driven directly from Nam Cheong Street to Tai Kok Tsui and West Kowloon Station to divert passengers; and that Route No. 286C or 86C should be set up in Wong Uk constituency to facilitate transport to Cheung Sha Wan for residents from the area;
- (f) as for the extension of Route No. 286C to Wu Kai Sha and provision of whole-day service, he thought that the time of the first and the last trips was not ideal. He suggested that the Department rationalise the route and provide a clear positioning;
- (g) as for the proposed re-routeing of Route No. 682X to return via the WHC, he pointed out that since the Department and the bus companies confirmed that it would save 15 minutes for the return trip of buses from Eastern District to be re-routed via the WHC, he requested to set up a terminus in Wan Chai or Causeway Bay for the return trips of Route Nos. 680X and 681P and re-route both routes via the WHC to save journey time;
- (h) he requested setting up a terminus for the return trips of the 9-series routes in Wan Chai or Causeway Bay;
- (i) with regard to the proposed bus service to Tseung Kwan O, he wished to rationalise Route No. 798, simplify the route and increase the coverage, and provide interchange arrangements at the interchange;

- (j) with regard to the proposed bus service to Island East, he proposed to set up a stop in Central to facilitate residents working in the district;
- (k) he asked the Department and LWB for their views on Airbuses routing via the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (HZMB Port); and
- (l) he requested the Department to follow up with relevant members on the proposal of adding Airbus routes in relevant areas and strengthening the service of local routes.

32. The views of Ms HUI Ka-yi, Senior Transport Officer/ Bus/ NTE of the TD were summarised below :

- (a) the patronage of Route No. 82B was at present on the low side. Therefore, the Department proposed to make good use of resources and use them for other routes with practical needs in the same district to improve efficiency. However, she said that Route No. 82B would maintain the current morning special service to continue to provide service for school children going to school, while residents could switch to the cheaper and more frequent GMB Route Nos. 63A and 63K at other times;
- (b) she had noted the proposal of re-routing Route No. 82K to not go via Wong Nai Tau Bus Terminus to free up station facilities for other routes and would discuss with the bus companies;
- (c) Route No. 286C was providing whole-day service at present. She had noted members' suggestion that the route should be diverted to Tai Chung Kiu Road due to frequent congestion on Fo Tan Road. The Department would review the relevant journey time with the bus companies and make adjustments as necessary. In addition, the Department would work with the bus companies to adjust the services of Route Nos. 286C and 86C to divert passengers;
- (d) in response to the population growth in Wu Kai Sha, the Department proposed to introduce Route No. 40E with additional resources to provide one trip between Kwai Fong and Nai Chung in the morning and afternoon respectively. The Department would closely monitor passenger demand and increase the frequency as required. In addition, the existing Route Nos. 40X and 40S were both routed via A Kung Kok Street, while the proposed Route No. 40E was not routed via this section and would mainly serve the areas of Nai Chung and Wu Kai Sha;
- (e) with regard to the opinions on the increase of service frequency of Route Nos. 982X, 985, 980X and 286M, the Department would review the demand with the bus companies and adjust the service as necessary;
- (f) in response to the proposal to re-route the return trips of Route Nos. 680X and 681P to the WHC and to set up a terminus for the return trips of 9-series routes in Wan Chai or Causeway Bay, she said that the Department

had also proposed a special return trip of Route No. 980X departing from Admiralty via Wan Chai in the Bus Route Programme last year to provide return service for passengers taking the route to Wan Chai in the morning. Earlier, the Department had conducted on-site inspections with the Chairman on the location of the terminus. The proposal to change the location of the terminus would depend on the availability of suitable sites in Wan Chai or Causeway Bay;

- (g) in order to make good use of road resources, the Department suggested that Route No. A41P should be re-routed via Tsing Sha Highway. Although the supplementary paper showed that the journey time of routeing via Tsing Sha Highway and the SMT would be similar, the road condition of Tsing Sha Highway was generally smoother and more stable;
- (h) in response to the proposed alternative route of Route No. 46X, she pointed out that the Department would open new or special routes based on the demand to take passengers to the interchange to change to other routes, and special trips of Route No. 46S had been opened at the beginning of this year;
- (i) the Department would follow up with LWB on the proposal to split Route No. A41P to cover more areas;
- (j) at the briefings held on 6 and 8 May this year, the Department and the Chairman put forward proposals respectively, while the supplementary paper provided the relevant journey time estimates. On the proposal of Airbus routes, she said that the Department proposed to increase resources in order to expand the coverage of Sha Tin District and provide more direct routes to serve more areas. However, if the route were to cover every area of Sha Tin, it would lead to detour. Therefore, the Department had to strike a balance between in the decision;
- (k) regarding Airbuses routed via the HZMB Port, she said the Department had been monitoring bus services and passenger demand since the opening of the HZMB Port. The Department hoped to provide all districts in Hong Kong with an Airbus route routed via the HZMB Port to facilitate residents in different areas. At present, Route No. A41 was the route from Sha Tin District to the HZMB Port. In response to the proposal to increase the number of routes routed via the HZMB Port, she said that the Department would review the relevant passenger demand;
- (l) regarding the operation of the bus service from Wu Kai Sha to Tseung Kwan O, she said that depending on the results of the consultation, the Department would invite tenders as soon as possible to implement the relevant route;
- (m) the Department would continue to explore with the bus companies to open more new or special routes routed along the Tsing Sha Highway, so as to provide Sha Tin residents with more convenient access to other districts;

- (n) she said that at present Route No. 980A provided a special trip from Wong Nai Tau to Hong Kong Island in the morning. The Department would closely monitor the passenger demand and discuss with the bus companies to increase the service frequency when necessary; and
- (o) the commissioning of TML Phase 1 had changed the passenger demand. The Department would study with the bus companies to rationalise and strengthen the bus service from Hin Keng to Yau Tsim Mong.

33. Mr Simon WONG, Planning and Scheduling Manager of the New World First Bus Services Limited and Citybus Limited gave a consolidated response as follows:

- (a) with the return trip of Route No. 682X being re-routed via the WHC and its routeing direction on Hong Kong Island remain unchanged, it was expected to save 15 minutes. However, if Route Nos. 680X and 681P were diverted to return via the WHC, their routeing direction on Hong Kong Island would be completely opposite, and it would mainly benefit passengers in Central and Sheung Wan. Considering that there were Route Nos. 980X and 981P serving Central and Sheung Wan at present, and the traffic between Causeway Bay and Sheung Wan was very congested in the afternoon peak hours, the journey time was not expected to be very different. Therefore, there was no plan for the two routes to be re-routed to the WHC for the time being;
- (b) the proposed increase in the frequency of Route No. 682 in the third quarter of 2021 was to cope with the occupation of the housing estates under the Home Ownership Scheme in Ma On Shan;
- (c) with regard to the increase of frequency of Route No. 980A, Citybus and NWFB would discuss with KMB to implement relevant arrangements as soon as possible;
- (d) in order to enhance the service of Route Nos. 980X, 982X and 985, NWFB and Citybus had always taken a step-by-step approach to increase the frequency and extend the service hours according to the demand;
- (e) regarding the extension of Route No. 985 to Sun Tin Wai, he said that it would be necessary to review the passenger demand and whether the section of Sun Tin Wai could accommodate 12.8-metre buses;
- (f) with regard to the setting up of a terminus for the return trips of 9-series routes in Wan Chai or Causeway Bay, he said that if the proposed stops and routeings were better than the current arrangement, NWFB and Citybus would further find suitable stops in Wan Chai or Causeway Bay. He said that NWFB and Citybus would follow up with the TD on providing a special return trip of Route No. 980X departing from Wan Chai proposed in the Bus Route Programme last year; and
- (g) NWFB and Citybus would continue to study the arrangement of bus stops and make good use of the Tsing Sha Highway and the WHC to provide

more convenient routes for residents in Sha Tin District to and from Hong Kong Island and Route No. 988 was an example.

34. Mr Dennis LEE, Manager – Planning & Development of the KMB gave a consolidated response as follows:

- (a) KMB had noted relevant opinions on the local routes, such as the service from Sun Tin Wai to Tai Wai Station, the adjustment of Route No. 82K and the extension of Route No. 89S. KMB would review the demand and operation of relevant routes, and study with the TD to allocate resources as needed. He pointed out that the current passenger volume of Route No. 82B was low, so allocating resources to Route No. 985, which was in high demand, was proposed. Even so, KMB would consider the demand of residents from Sun Tin Wai to Tai Wai Station. At the same time, KMB would discuss with Citybus and NWFB the feasibility of extending Route No. 985 to Sun Tin Wai;
- (b) as for the increase in the frequency for 9-series routes, he pointed out that the frequency of Route Nos. 982X and 980X had all along been increased according to the demand in the past. As for the provision of whole-day service, he said that would depend on whether suitable stops could be found in Wan Chai or Causeway Bay, and KMB would continue to discuss with the Department;
- (c) with regard to the setting up of a terminus in Wan Chai or Causeway Bay for the return trips 9-series routes, he understood that the return trip via the WHC had an advantage in terms of journey time. If the hardware facilities could be coordinated, KMB would study the relevant arrangements to make it easier for residents taking the return trips;
- (d) with regard to Route No. 280X routed via Wong Chuk Yeung Street and the proposed splitting of the bus service to Sui Wo Court, he pointed out that the splitting would result in a lower frequency of bus service on Kwei Tei Street. On the contrary, KMB would discuss with the Department to solve the problem of illegal parking at Wong Chuk Yeung Street first, so as to increase the journey stability of Route No. 280X;
- (e) as the operation of Route No. 88X as a circular route was not satisfactory, it was suggested that the route be changed to two-way traffic between Fo Tan and Lam Tin. In response to the problem of illegal parking at Fo Tan Station, KMB had no objection to changing its terminus to Chun Yeung Estate. KMB would discuss relevant arrangements with the Department to improve journey stability;
- (f) to improve efficiency, the Bus Route Programme last year proposed that the routeing via Shek Mun of Route No. 43P should be cancelled. KMB hoped to implement relevant arrangements as soon as possible to provide more convenient services to SMT for Pak Shek Kok and HKSTP. KMB would also closely monitor the population growth of Pak Shek Kok and HKSTP to adjust relevant services in a timely manner;

- (g) with regard to Route Nos. 286C and 86C, he had noted that there was some overlap between the two routes in Kowloon. KMB would discuss with the Department to adjust the relevant routes to cover more areas with less overlap;
- (h) he had noted members' opinions on Route Nos. 286C, 86C, 86 and 86A, and said that KMB needed time to review relevant services and discuss improvement plans with the Department;
- (i) with regard to unifying fares in the district, he said that the operation and financial situation of the bus service should be taken into account. KMB would review the operation and fare level of the existing routes from time to time and discuss with the TD for adjustment when necessary;
- (j) in response to the population growth of Shap Sze Heung, Nai Chung and Wu Kai Sha, KMB would closely monitor the passenger demand of existing services and make timely adjustments to facilitate residents' mobility;
- (k) KMB would work with the Department to study the feasibility of resuming Route No. 82D in response to the population growth in Pak Shek Kok;
- (l) he noted members' opinions on some routes and adding stops. KMB would study the feasibility and follow up with the Department; and
- (m) the purpose of Route No. 40E was to provide fast routes to Tsuen Wan and Kwai Tsing for residents of Wu Kai Sha and Nai Chung. At present, passengers on A Kung Kok Street could take Route Nos. 40X and 40S. However, KMB had noted the suggestion of routeing Route No. 40E via A Kung Kok Street.

35. Mr LAW Yiu-wah, Senior Officer – Planning & Development of the LWB gave a consolidated response as follows:

- (a) he said that the TD was conducting a consultation on the routeing of Route No. A41P around Yiu On and that the proposed journey time was similar to that at present. LWB would continue to follow up with the Department and report to members in due course;
- (b) LWB hoped to rationalise Route Nos. A41, A42 and A46, and arrange for Route No. A41P together with the above routes to run via Tsing Sha Highway, so as to produce synergy effect;
- (c) LWB suggested that Route No. A41P should maintain the arrangement of routeing via City One to reduce the impact on existing passengers;
- (d) he had noted members' opinion on the coverage of Route No. A41P in Ma On Shan. LWB would closely monitor the population and district

development of Ma On Shan, and timely study the direction of development of the route with the TD;

- (e) as for the plans of Route Nos. A42 and A46, he said that it was the proposal made by LWB after considering factors such as journey time and coverage with the Department. With regard to the views put forward by members, LWB and the Department would review whether there was room for improvement;
- (f) LWB would study the feasibility of adding Airbus routes at Wong Nai Tau Bus Terminus;
- (g) as for operating more Airbus routes in Sha Tin District, LWB had to discuss with the Department after fully considering factors such as fleet and manpower resources; and
- (h) as for bus services at the HZMB Port, LWB would make corresponding arrangements in accordance with the Department's policies and plans.

36. Mr TAM Chun-hei, Manager – Public Affairs of the KMB responded that KMB would install the arrival display panels at bus stop in Sha Tin in stages according to the relevant arrangements of the TD. He would report to Mr CHING Cheung-ying, about the progress of installation at Sun Tin Wai Bus Terminus after the meeting.

37. Ms Natalie TSANG, Senior Transport Officer/ Shatin of the TD responded that with regard to the proposals of adding stops to Route Nos. 288 and 287X put forward by Mr YAU Man-chun and Mr CHIU Chu-pong, the Department would review the traffic flow of relevant sections and discuss with the bus companies the feasibility of the proposals.

38. The Chairman asked members whether they agreed to address the provisional motion put forward by Mr YEUNG Sze-kin.

39. Members agreed to discuss the provisional motion moved by Mr YEUNG Sze-kin.

40. Mr YEUNG Sze-kin moved the following provisional motion:

“Background

Ever since the development of the Siu Lek Yuen area, many bus routes have adopted Kwong Yuen Bus Terminus and Wong Nai Tau Bus Terminus as their last stop or midway stop, providing bus services for Siu Lek Yuen residents. Such services include Bus Route No. 82K operated by The Kowloon Motor Bus Company (1933) Limited (KMB), the services of which have extended to cover Wong Nai Tau Bus Terminus since 2010; KMB Route No. 85A, the services of which have extended to cover Kwong Yuen Bus Terminus since 2013 to make up for the termination of KMB Route No. 82M due to the commissioning of the Ma On Shan Line; and KMB Route No. 89S which has replaced KMB Route No. 89D since 2017 to provide services between Wong Nai Tau and Ma On Shan.

The utilisation of Kwong Yuen Bus Terminus and Wong Nai Tau Bus Terminus has exceeded the capacity so far, rendering it impossible for the Transport Department (TD) to realise its plans to extend Route No. A41 and to relocate the terminus to Wong Nai Tau Bus Terminus under the Bus Route Planning Programme 2019-2020 of Sha Tin District.

Motion

In order to make adjustments to the routes that stop at Kwong Yuen Bus Terminus or Wong Nai Tau Bus Terminus, the Committee requests that the TD redeploy existing routes with low patronage to free up a boarding bay for the airbus to depart from Kwong Yuen Bus Terminus or Wong Nai Tau Bus Terminus. A concerted effort is needed to ensure that the bus routes in Siu Lek Yuen and the Sha Tin District will be more in line with the needs and expectations of members of the public.”

Mr Ricardo LIAO, Mr CHAN Wan-tung, Mr LI Sai-hung and Mr CHEUNG Hing-wa seconded the motion.

41. The Chairman asked members whether they endorsed the provisional motion in paragraph 40.
42. Members unanimously endorsed the provisional motion in paragraph 40.
43. The Chairman asked members whether they agreed to address the provisional motion put forward by Mr CHING Cheung-ying.
44. Members agreed to discuss the provisional motion moved by Mr CHING Cheung-ying.
45. Mr CHING Cheung-ying moved the following provisional motion:

“Background

The residents of the 8 residential blocks of Sun Tin Wai Estate and the neighbouring housing estates and villages have always wanted a circular bus route that operates between Sun Tin Wai Estate and Tai Wai MTR Station for the following reasons:

1. As the Shatin to Central Link is coming into operation in phases gradually, residents of the said housing estates want a more direct bus route between Sun Tin Wai Estate and Tai Wai MTR Station. Tai Wai MTR Station is expected to gradually become a very popular new transport interchange in Sha Tin South that connects South East New Territories to North West New Territories;
2. it has been hugely inconvenient for residents of Sun Tin Wai Estate ever since the wet market and the shopping centre closed down 2 years ago. As residents of Sun Tin Wai Estate frequent the shops and the markets around Tai Wai MTR Station to purchase daily necessities, there is a keen demand for round trip bus services; and

3. the Committee opines that, instead of reducing the services of Route No. 82B (circular route between Tai Wai MTR Station and Mei Tin), The Kowloon Motor Bus Company (1933) Limited and the Transport Department should consider extending the route from Mei Chung Court to Mei Wai House in Mei Lam Estate, up to Peak One along Mei Tin Road, and then to the car park at Tung Lo Wan Village in front of the roundabout on Mei Tin Road. On its return trip, the route can stop at Tai Wai MTR Station and then run a circular trip round Sun Tin Wai Estate. The adjustment will provide more effective and convenient transport services to pick up and drop off students before and after school hours.

Motion

Based on the above reasons, the Traffic and Transport Committee of the Sha Tin District Council moves a motion to extend Bus Route No. 82B to include a circular trip round Sun Tin Wai Estate with Tai Wai MTR Station as a central point and to make the service full-day, so as to provide residents of the housing estates there with a more convenient bus service to and from Tai Wai MTR Station for interchanging purposes or purchasing daily necessities.”

Ms NG Ting-lam, Mr CHAN Nok-hang, Mr WONG Ho-fung and Mr WAI Hing-cheung seconded the motion.

46. The Chairman asked members whether they endorsed the provisional motion in paragraph 45.

47. Members unanimously endorsed the provisional motion in paragraph 45.

48. The Chairman asked members whether they agreed to address the provisional motion put forward by Mr LAI Tsz-yan.

49. Members agreed to discuss the provisional motion moved by Mr LAI Tsz-yan.

50. Mr LAI Tsz-yan moved the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department and the bus company to adjust the alignment of Route No. 286C to operate via Tai Chung Kiu Road and to add stops at Belair Gardens and Regal Riverside Hotel, so as to compensate residents for the inconvenience caused by the 50% resource reduction of Route No. 86C.”

Mr CHIU Chu-pong seconded the motion.

51. Mr YAU Man-chun asked whether “via Tai Chung Kiu Road” in the motion included Jat Min Chuen. If not, he proposed to add “via Jat Min Chuen”.

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

- (a) he asked the original mover about the bottom line of reducing the service of Route No. 86C, and if the bus companies took measures to make up for the reduction of the service of Route No. 86C, whether there would be no

need to re-route Route No. 286C to run via Tai Chung Kiu Road;

- (b) he pointed out that if Route No. 286C was diverted to Tai Chung Kiu Road, it would overlap with the resources of Route No. 86C and slow down the traffic;
- (c) he pointed out that the problems of Route Nos. 286C and 86C originated from the bus companies and believed that the frequency of the two routes should be adjusted instead of re-routing Route No. 286C; and
- (d) he pointed out that Route No. 286C was originally intended to be a convenient route from Ma On Shan to Sham Shui Po. If the needs of residents in different areas had to be taken into account, he suggested that the route should be routed via Ning Tai Road also.

53. The views of the Chairman were summarised below:

- (a) he said that the TD and the bus companies had not put forward solutions to the problems of Route Nos. 286C and 86C; and
- (b) he approved the provisional motion on the basis that it did not contradict the contents of other provisional motions.

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

- (a) he believed that it was normal for all areas to have demand for bus services. He also understood the difficulties around Tai Chung Kiu Road. However, he believed that the STDC should unite to seek solutions; and
- (b) he suggested that the bus companies should hire more bus captains and increase the number of buses on Route Nos. 286C and 86C after the epidemic, so as to divert passengers and solve the problem.

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

- (a) he pointed out that the original frequency of Route No. 86C was already low, so it was unreasonable to further reduce it;
- (b) Mr Chris MAK mentioned that the journey time of Route No. 286C to Sham Shui Po was longer than that of Route No. 86C at present. Therefore, he did not think that the key to affecting the journey time of Route No. 286C was adding a stop on Tai Chung Kiu Road; and
- (c) he believed that it would be reasonable to seek compensation from Route No. 286C before the TD and KMB proposed a solution.

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

- (a) he pointed out that the original frequency of Route No. 86C was already low, so the bus companies should do a good job in diverting the

passengers of Route Nos. 286C and 86C to avoid overlapping resources;
and

- (b) he believed that bus routes in Ma On Shan had to be planned to route via other areas, such as City One and Tai Wai. In this regard, he believed that diversion had to be properly carried out to benefit residents in Ma On Shan.

57. Mr CHAN Pui-ming pointed out that neither Route No. 286C nor Route No. 86C were routed via Ning Tai Road. In view of the gradual completion of new housing estates in the area, the bus companies should give holistic consideration to the Bus Route Programme.

58. The Chairman invited representatives of the TD and the bus companies to respond to Members' comments.

59. Ms HUI Ka-yi had noted members' opinions on Route Nos. 286C and 86C. The Department would work with the bus companies to study resource allocation and frequency adjustment to meet passenger demand. She would report to Members when there were further plans.

60. The responses of Mr Dennis LEE were summarised below:

- (a) he understood that different areas had different demands;
- (b) he had noted members' opinions on Route Nos. 286C and 86C. KMB would review other routes to Sham Shui Po altogether; and
- (c) he said that Route Nos. 286C and 86C shared the same fleet and could make appropriate deployment when formulating the frequency of the two routes.

61. The Chairman asked Mr LAI Tsz-yan for his views on members' suggestions.

62. Mr LAI Tsz-yan said that it was up to members to vote.

63. The Chairman asked members whether they endorsed the provisional motion in paragraph 50.

64. The Chairman announced that the provisional motion in paragraph 50 was endorsed by 9 affirmative votes, 3 dissenting votes and 10 abstention votes.

65. The Chairman asked members whether they agreed to address the provisional motion put forward by Mr TING Tsz-yuen.

66. Members agreed to discuss the provisional motion moved by Mr TING Tsz-yuen.

67. Mr TING Tsz-yuen moved the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council urges the

Transport Department to increase the number of double-decked buses shared by Route Nos. 286C and 86C from 15 to 20, so as to solve the issues of diverging the 2 routes and inadequate services.”

Mr Wilson LI seconded the motion.

68. The Chairman asked members whether they endorsed the provisional motion in paragraph 67.

69. Members unanimously endorsed the provisional motion in paragraph 67.

70. The Chairman asked members whether they agreed to address the provisional motion put forward by Mr YAU Man-chun.

71. Members agreed to discuss the provisional motion moved by Mr YAU Man-chun.

72. Mr YAU Man-chun moved the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests The Kowloon Motor Bus Company (1933) Limited and the Transport Department to:

1. add a stop at Jat Min Chuen for Route No. 288;
2. add a stop at Pok Tai House at Shui Chuen Au Street on the return trip of Route No. 288;
3. add a stop at Che Kung Miu Road for Route No. 288C;
4. increase the service frequency of Route No. 86C to every 15 minutes;
5. address and resolve the deviation from service schedule of the return trips of Route No. 287X from Mong Kok.”

Mr LAI Tsz-yan, Mr LO Tak-ming, Mr Billy CHAN and Mr CHIU Chu-pong seconded the motion.

73. The Chairman asked members whether they endorsed the provisional motion in paragraph 72.

74. Members unanimously endorsed the provisional motion in paragraph 72.

75. The Chairman decided to hold a special meeting two months later and put forward the following issues for follow-up action:

- (a) he requested the bus companies to review the routeing of Route Nos. 286C and 86C in Sha Tin District, to provide the passenger volume of Route Nos. 286C and 86C during peak and off-peak hours after the provision of whole-day service of Route No. 286C, and to estimate the journey time of Route No. 286C upon re-routeing via Tai Chung Kiu Road or Ning Tai Road, and to submit such information to the Secretariat through the TD before the special meeting;

- (b) he requested LWB to study the feasibility of opening more Airbus routes in Sha Tin District, and to provide interchange data of Airbus routes, including the interchange situation of A41 at Sha Tin Town Centre;
- (c) the arrangement for the establishment of a terminus for the return trips of the 9-series routes in Wan Chai or Causeway Bay; and
- (d) he requested the Department to report on the progress of implementation of the Bus Route Programme.

Information Item

Progress Report of the Transport Department (Paper No. TT 15/2020)

76. Mr CHAN Pui-ming pointed out that the problem of illegal parking was serious at Hang Kin Street near Ma On Shan Methodist Primary School, where some vehicles were even parked on the pavement. As a result, the TD had erected iron pillars at that place earlier. As the primary school would resume classes on 8 June, he asked the Department about the transport arrangements.

77. Mr Ricardo LIAO said that he and several DC Members had earlier received an inquiry from the operator of GMB Route Nos. 806A and 806B about the road markings in Wong Nai Tau Minibus Terminus and they reported that there were illegally parked vehicles hindering the boarding and alighting of minibuses. In this regard, he asked about the progress of the works.

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

- (a) at the meeting of the TTC on 29 August last year, he pointed out that the cover of the minibus stand of GMB Route No. 403A on Tam Kon Po Street was damaged. At that time, Ms Natalie TSANG, Senior Transport Officer/Shatin of the TD, said that the minibus operator had been contacted to repair the same and the operator was then looking for a contractor for the repair, but the cover had not been repaired so far; and
- (b) he asked whether the Department would learn from experience and consider the maintenance when minibus operators applied for the construction of stand covers.

79. The views of the Chairman were summarised below:

- (a) he asked about who the applicant was for the construction of the cover of the minibus stand on Tam Kon Po Street; and
- (b) he asked about the progress of relevant arrangements for the temporary stand at Tai Wai Station.

80. Mr CHIU Chu-pong said that some residents reported that GMB Route No. 809K had once been routed via Sha Kok Street for a short time. He asked the TD about the

consolidation or arrangement of the route.

81. Mr Jeff LO, Engineer (Sha Tin)³ of the TD gave a consolidated response as follows:

- (a) for the addition of school private light bus parking spaces on Hang Kin Street, the Department would contact the Police before the commencement of school to deal with the illegal parking problem at the location, so that the parking spaces could be used without any problem when schools started; and
- (b) the consultation on the construction of a new minibus terminus at Wong Nai Tau had been completed. The Department was working on relevant suggestions and improvement measures. The construction would be carried out after further consultation with relevant stakeholders.

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

- (a) on the issue of cover of the minibus stand at Tam Kon Po Street, she said that due to the time required by the minibus operator to find suitable materials, maintenance work could not be carried out for the time being. She would relay Mr WAI Hing-cheung's opinions to the relevant staff of the Department and invite them to discuss with the operator to speed up the progress;
- (b) she did not have in hand the information on the applicants for the above cover, but added that although the above cover might not necessarily be built directly by the minibus operator, as the letter of approval for the above cover of the minibus stand was sent to the operator, the operator had to bear the relevant maintenance responsibilities regardless of whether the applicant company ceased business or not;
- (c) the Department inspected the relocation arrangement of the temporary stop at Tai Wai Station in early May. After discussions with the bus companies, the existing routes that were running via the Tai Wai Station Public Transport Interchange would continue to stop at the Interchange. However, due to the closure of some parking bays in the Interchange, the relevant stops had to be relocated effective from 1 June. In view of the fact that a terminus would be set up at the Interchange of the new Route No. B8 to the Heung Yuen Wai Boundary Control Point, the Department had asked the developer of the property above Tai Wai Station to study the establishment of a temporary terminus for Route No. B8 in the Interchange without affecting other bus routes; and
- (d) the Department had discussed with the operator the details of routing GMB Route No. 809K via Sha Kok Street and Sha Tin Wai Station to facilitate residents' travel to and from Fui Yiu Ha Village, etc. However, the operator was not allowed to decide by itself to run via Sha Kok Street without application and approval. She said that the Department would follow up with the operator to review and implement the plan as soon as

possible.

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

- (a) in order to facilitate the operation of GMB routes, the Department proposed to add a GMB terminus at Wong Nai Tau Bus Terminus. At the same time, the existing taxi pick-up/drop-off point would be moved backward to the rear of the above-mentioned GMB stands, while its length would remain unchanged. The Department was sorting out the opinions collected through consultation and would coordinate with relevant departments to implement the designation of GMB stands as soon as possible; and
- (b) regarding the operational arrangement of GMBs parking stands, the Department would work closely with the Police to ensure smooth operation of GMBs.

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

85. Members agreed to discuss the provisional motion raised by Mr Ricardo LIAO.

86. Mr Ricardo LIAO moved the following provisional motion:

“Background

In order to meet the population growth and the transport needs in the Sha Tin District, a number of minibus routes were introduced in the past year to connect different areas and to facilitate the commuting of residents.

However, while minibus routes are introduced, relevant ancillary facilities and policies are lagging far behind the demand. For instance, since the introduction of Route No. 806A in early 2020, a green minibus (GMB) terminus has yet to be set up at the Wong Nai Tau Terminus. Therefore, the area for getting on and off GMBs at the terminus is often blocked by illegally parked vehicles, causing great inconvenience and danger to passengers. The GMB service operators have even expressed that they have been harassed for stopping in Wan Tau Tong. Some of their GMBs have even been damaged, jeopardising Sha Tin residents' safety and their right to use the service.

Also, the Transport Department (TD) lacks sufficient planning for midway stop facilities of GMB routes. For example, the bus stop near Banyan House at Kwong Sin Street is used by 4 GMB routes whereas there are no directions for queuing. As a result, it is often chaotic when passengers get on or off buses.

Motion

The Traffic and Transport Committee of the Sha Tin District Council urges the TD to expeditiously review the ancillary facilities of GMB routes in the Sha Tin District, to make plans for the provision of a GMB terminus and to strengthen ancillary facilities of midway GMB stops, such as adding queuing directions, so

as to facilitate the commuting of residents.”

Mr YEUNG Sze-kin, Mr LO Yuet-chau, Mr CHAN Wan-tung and Mr CHAN Pui-ming seconded the motion.

87. The Chairman asked members whether they endorsed the provisional motion in paragraph 86.

88. Members unanimously endorsed the provisional motion in paragraph 86.

Information Papers

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 18/2020)

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

- (a) he pointed out that the problem of illegal parking in Sha Tin Town Centre had been worsening since last year, and two new black spots had come up, namely, a section of Sha Tin Centre Street from the Phase 1 of New Town Plaza to Royal Park Hotel, and a section of Sha Tin Centre Street between Phase 3 of New Town Plaza and Hilton Plaza. He thought the problem lied in the insufficient law enforcement by the Police;
- (b) he said that he had witnessed that a police car was parked at Sha Tin Centre Street near Shatin Plaza at 2:55 pm on 23 May and 9:50 am on 26 May, but the Police had not prosecuted any illegally parked vehicles there. In this regard, he asked the Police to give an explanation; and
- (c) he pointed out that the figures of illegal parking prosecutions on Man Lai Road was on the high side. Apart from the fact that parents needed not pick up and drop off students during the period of school suspension from February to March, and that Man Lai Court should have sufficient parking spaces for the use of residents, he believed that the figures reflected that there were illegally parked vehicles from other districts. In this connection, he asked if the Police had any relevant information and hoped that the Police would pay attention to this issue.

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

- (a) he hoped that the figures of prosecution on Siu Lek Yuen Road near Wong Nai Tau and Hong Lam Court would be included in the paper;
- (b) he pointed out that the problem of illegal parking on Siu Lek Yuen Road near Hong Lam Court was serious, and vehicles often had to drive in an opposite direction of the traffic to avoid illegally parked vehicles. He asked the Police to strengthen law enforcement;
- (c) he pointed out that illegally parked vehicles outside the Kwong Yuen Bus Terminus blocked the barrier-free access, and motorcycles were also

illegally parked on the pavement, affecting the access of pedestrians and wheelchair users. He hoped that the Police would step up prosecution; and

- (d) on the implementation of e-Ticketing, he asked about the effectiveness of the measure and whether it would help the prosecution work. He also hoped that the Police would demonstrate the operation of the e-Ticketing System to members.

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

- (a) he said that the operator of GMB Route Nos. 806A and 806B had sought help from him, saying that their minibuses had been damaged at Wan Tau Tong Bus Terminus. In this regard, he hoped that the Police could account for the case at the next meeting; and
- (b) he pointed out that the problem of illegal parking in Chui Yan Street was serious and hoped that the figures of illegal parking prosecutions concerning the location could be included in the paper.

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

- (a) he pointed out that vehicles illegally parked on Hang Tai Road near Kam Tai Shopping Centre affected the parking of school buses. As a result, students had to walk on the carriageway to get on the school bus, which was dangerous. He hoped that the Police would follow up the situation; and
- (b) he reported that there was the problem of speeding on Sai Sha Road at night on weekends causing noise nuisance to residents and he asked the Police to strengthen law enforcement.

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

- (a) he pointed out that the problem of illegal parking in Kong Pui Street near Shatin Park Phase 1 had become more and more serious recently. In addition, road works were being carried out at the location, which had exacerbated the congestion problem. In this regard, he hoped that the Police would face it squarely;
- (b) he reflected that the illegal parking at the double white lines near the roadside parking spaces at Yi Shing Square was serious, and hoped that the Police would face it squarely; and
- (c) he pointed out that in the last term of the STDC, the paper initially only summarised the figure of prosecutions on traffic offences in Sha Tin, Tai Wai and Ma On Shan. At the request of Members, different locations were constantly added. He believed that if the paper listed too many places, it would lose its original meaning, so he proposed to revise the method of expression of the paper.

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

- (a) he reflected that there was illegal parking under the flyover of Trunk Road T7 near Sha On Street, and so did the carriageway leading to the hiking trail near Lake Silver. He pointed out that illegal parking posed danger to hikers, and that illegal gambling and illegal bookmaking activities were suspected under the flyover. He believed that the Police could also deal with illegal gambling at the same time when dealing with illegal parking;
- (b) there were often a large number of illegally parked vehicles at the roundabout of Lee On Bus Terminus and Wu Kai Sha Station Public Transport Interchange before and after school hours and late at night, which hindered access of buses and cause vehicles to back up to Kam Ying Road. In this regard, he hoped that the Police would strengthen law enforcement; and
- (c) due to the proximity to the market, goods vehicles would often park at the roundabout of Lee On Bus Terminus and Wu Kai Sha Station Public Transport Interchange. In addition, there were other illegally parked vehicles, resulting in frequent congestion at the roundabout of Lee On Bus Terminus and Wu Kai Sha Station Public Transport Interchange. In this regard, he hoped that the Police would send more officers to strengthen traffic management before and after school hours. He also hoped that the bus companies would report traffic problems immediately so that the Police could act as soon as possible.

95. Mr LUI Kai-wing pointed out that the problem of illegal parking in Kau To Shan had been improved after the Police strengthened law enforcement. He suggested that the Police should patrol regularly. In the long run, he suggested that the TD should provide more open parking spaces for residents' use to solve the problem of illegal parking.

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

- (a) he said that the problem of illegal parking at Wu Kai Sha Station Public Transport Interchange was more serious than in the past. He hoped that the Police would strengthen law enforcement. He also pointed out that a new market was opened in the district on 16 May. In addition to the loading and unloading of goods from the original supermarket, vehicles illegally parked occupied the road surface, causing danger to pedestrians;
- (b) he said that there was the problem of illegal parking under the flyover of Trunk Road T7 towards the hiking trail. There was originally a gate to prohibit vehicles from entering but its lock was subsequently removed as well as the gate. Although the relevant department set up a gate again, it was removed again. In this regard, he hoped that the Police would step up their patrols;

- (c) he pointed out that there were noise problems caused by speeding at Ma On Shan Bypass, especially during the Lunar New Year, Easter, Christmas and racing activities in Macao every year. In this regard, he asked the Police to step up the crackdown and install speed detectors to solve the problem; and
- (d) on the issue of illegal gambling and illegal bookmaking mentioned by Mr Chris MAK, he pointed out that it was unacceptable if such activities were illegal or manipulated by societies and requested the Police to give an account.

97. The Chairman hoped that the Police would arrange a field demonstration of the e-Ticketing System and hold a meeting in the STDC conference room to discuss how the paper should be revised.

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

- (a) the Police were very concerned about traffic safety and would continue to crack down on traffic violations;
- (b) the Police had noted the different illegal parking black spots mentioned by members and would crack down on such violations and prosecute violators to enhance deterrence. They hoped that suggestions for improvement would be put forward through multi-departmental cooperation;
- (c) with regard to the problem of illegal parking in Ma On Shan Country Park, which affected the access of hikers and residents of Ma On Shan village, he pointed out that the Police had stepped up prosecution on weekends and public holidays to enhance deterrence and would continue to take prosecution operations at different periods of time in the future;
- (d) he said the Police would discuss related matters with the Chairman and the Vice-Chairman regarding the locations in “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan”;
- (e) the Police would be pleased to explain the “e-Ticketing System” to members and would arrange for it through the Police Community Relations Office depending on the epidemic situation; and
- (f) with regard to the problem of illegal parking in Man Lai Road, where there was less traffic, he said that the Police would step up their patrols and pay attention to the situation on the site.

99. Mr Jeff LO noted Mr LUI Kai-wing’s proposal of adding roadside parking spaces in Kau To Shan and would relay the proposal to the relevant officers of the Department.

Report on the Operation and Progress of Works of the Mass Transit Railway Corporation
(Paper No. TT 19/2020)

100. The Chairman welcome the representatives of MTR Corporation Limited (MTRCL) to the meeting.

101. Representatives of MTRCL briefly introduced the contents of the paper.

102. Mr Billy CHAN asked whether the mobile application “Next Train”, which provides real-time arrival information, would be extended to TML Phase 1, Tsuen Wan Line, Island Line and Kwun Tong Line to facilitate residents’ travel.

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

- (a) regarding the replacement of 12-car train with 9-car train, he asked whether the speed limit arrangement would be maintained in the section between Mong Kok and Hung Hom of the East Rail Line;
- (b) he asked about the test performance of the new signalling system;
- (c) he asked about the arrangement of the MTR Intercity Through Train after the full commissioning of the TML;
- (d) he asked about the latest development of the settlement at Tai Wai Station; and
- (e) he understood that the drop in passenger volume caused the MTR to adjust its train frequency. However, he pointed out that the passenger volume at present had recovered to the level close to the level before the epidemic. He also believed that in order to fight against the epidemic, the MTR should increase its train frequency so that passengers could have enough social distance in the carriage.

104. Mr YAU Man-chun said that the residents were looking very much forward to the establishment of MTR Fare Saver in Shui Chuen O. He asked when MTRCL would implement it.

105. Mr CHENG Chung-hang said that the train frequency of TML Phase 1 was 7 minutes and 10 minutes respectively during the peak and non-peak periods under the epidemic. He pointed out that there were more and more passengers taking the line and asked when the MTR would resume its original train frequency.

106. Mr Johnny CHUNG said that MTRCL was operating using a mixed fleet mode. After the full commissioning of the SCL, the passenger volume of the 9-car train could be complemented by updating the signalling system. Regarding the carrying capacity of the mixed fleet, he asked whether the old signalling system would be used or the new system would be used during the operation.

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

- (a) since the Anti-Extradition Law Amendment Bill Movement many facilities of MTR stations, including many gates, had been damaged. He asked when MTRCL would complete the repair of all the damaged gates;
- (b) he reflected that the residents of Lee On Estate, Kam Lung Court and Saddle Ridge Garden were looking forward to the establishment of MTR Fare Savers in the district. He also suggested that MTR Fare Savers should be set up near the convenience store on the second floor of the shopping centre under the GAW Capital Partners in the district. He thought that both the location and distance were appropriate and believed that the shopping mall would have no objection; and
- (c) the train frequency of the TML had been reduced under the epidemic. However, he believed that the MTR should gradually resume its original service as the epidemic had now eased.

108. Mr WONG Ho-fung pointed out that due to the unsatisfactory minibus service, even though it would take more than 20 minutes to walk from Mei Tin Estate to Tai Wai Station, many residents would still choose to walk to Tai Wai Station to take the MTR. Therefore, he requested to install an additional MTR Fare Saver at Mei Tin Estate.

109. Mr Wilson LI believed that the train frequency of the TML of every 10 minutes during off-peak hours was too low, and that the MTR should increase the train frequency as soon as possible.

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

- (a) he said that Kwong Yuen and Kwong Hong had strived for the establishment of MTR Fare Savers in the area for a long time, and pointed out that many residents would walk to the City One Station to take the MTR; and
- (b) he suggested that MTRCL should discuss with operators of minibus routes connecting MTR stations to increase interchange concessions.

111. The views of the Chairman were summarised below:

- (a) he requested additional MTR Fare Savers in Chevalier Garden and Yan On Estate; and
- (b) as for the replacement of the SCL with 9-car train, he requested for the arrangement for members to visit and try out the new train.

112. Mr Sean LEUNG, Assistant Public Relations Manager (External Affairs) of the MTRCL gave a consolidated response as follows:

- (a) the mobile application “Next Train” included at present the Airport Express, Tseung Kwan O Line, Tung Chung Line and West Rail Line. He had noted members’ proposal of adding TML Phase 1 and would reflect

the same to the relevant personnel;

- (b) factors such as distance from the station and power installation had to be considered when setting up MTR Fare Savers. He would follow up with relevant members after the meeting;
- (c) he pointed out that the repair work of station equipment was ongoing, but yet to be completed as affected by the epidemic and the delivery of spare parts, and some facilities were temporarily suspended for safety reasons. On the whole, the East Rail Line and TML Phase 1 were operating normally, and MTRCL would pay close attention to the progress of repair of the facilities;
- (d) affected by the epidemic, the train frequency of TML Phase 1 during non-peak hours had been changed. However, as the epidemic eased, MTRCL would closely monitor the passenger demand and make corresponding adjustments to the train frequency; and
- (e) under the epidemic, MTRCL had strengthened the cleaning of station facilities and trains. Mr CHAN Pui-ming's opinions would be reflected to the management of the company.

113. Mr YONG Chak-cheong, Public Relations Manager (Projects and Property) of the MTRCL gave a consolidated response as follows:

- (a) when the 9-car train was put into operation, the new signalling system would be put into operation simultaneously, and MTRCL will also upgrade the signalling system of the East Rail Line. During the period of mixed use of 12-car and 9-car trains, the new signalling system would be adopted, and MTRCL would gradually promote them from installation to testing. MTRCL would first conduct static tests during non-driving hours. When the relevant standards were met, it would conduct dynamic tests in different sections. Only when the relevant standards were met would it conduct full line tests and simulate operations during peak hours. He pointed out that the tests at each stage would only be carried out gradually if they met the various codes of MTRCL and the standards and requirements of the Government. There would inevitably be a running-in period at the beginning of the commissioning of the new signalling system and new trains. MTRCL would closely monitor the situation in order to minimise the impact on the public; and
- (b) MTRCL would arrange for members to visit the new 9-car train to be put into operation.

Date of Next Meeting

114. The next meeting was scheduled to be held at 2:30 pm on 23 June 2020 (Tuesday) at the STDC conference room.

115. The meeting was adjourned at 2:55 pm.

September 2020