



Sha Tin District Council

Report on the meeting of the
Traffic and Transport Committee held on 17 September 2020

- (1) The Committee endorsed the updated Membership Lists of Working Groups under the Committee.
- (2) The Committee discussed the following:
 - (i) the responses of government departments and organisations to matters arising from the previous meeting, with the following provisional motions passed:
 - “ 1. The Committee expresses deep regret at the Transport Department’s failure to consult residents on the cancellation of the minibus services operating between Fo Tan and Ma On Shan during non-peak hours and weekends.
 2. The Committee demands that the Transport Department expeditiously review the public transport arrangements of the district with respect to the population growth in Fo Tan and demands that the contractor, Himwell Limited, provide full-day services of the new Route No. 811B expeditiously.” (unanimously passed);
 - (ii) “The Change in Patronage of Franchised Bus in Sha Tin District upon the Commissioning of Tuen Ma Line Phase 1 and the Proposed Adjustment on Frequency”, with the following 3 provisional motions passed:
 - (a) “The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency proposed

by the Transport Department (TD) compared the patronages of several bus services that operated between Sha Tin and other districts before and after the commissioning of the Tuen Ma Line in October 2019 and June 2020 respectively. It pointed out that both the peak hour patronage and the daily average patronage significantly dropped, and therefore suggested that the services of the relevant KMB routes be reduced, among which the peak hour service frequency of Route No. 82X was reduced from every 12-17 minutes at present to every 12-20 minutes.

Due to the pneumonia epidemic, all classes have been suspended since March 2020 and many members of the public have been working from home and commuting less. This situation is still ongoing. Given the circumstances, it is normal that the patronage of all bus routes has dropped. The TD's comparison between the patronage data during and before the epidemic cannot fully represent the actual traffic demands of residents.

Besides, since the Siu Lek Yuen area is located on a hill far away from major MTR stations, the Tuen Ma Line has no impact on the commuting habits of Siu Lek Yuen residents. On the contrary, Siu Lek Yuen residents rely on Route No. 82X to commute to and from Kowloon East or interchange to other bus routes that operate via Tate's Cairn Tunnel. The waiting queues at stations during morning and afternoon peak hours represent residents' keen demand for the service of the route. Without comprehensive public transport routes connecting the Siu Lek Yuen area to major MTR stations or interchange stations, the service reduction of Route No. 82X will simply cause inconvenience to residents and hinder their journeys in and out of the district.

Also, the intake of residents for the newly-built Greenhill Villa in the Siu Lek Yuen area is in train and the number of residents relying on the services of Route No. 82X will only increase. When the intake is complete, the increased patronage can make up for, or even exceed, the original patronage of Route No. 82X. The TD did not take the above factors into consideration in the current proposal, completely neglecting the needs of the community and lacking long-term planning.

Therefore, the Traffic and Transport Committee of the Sha Tin District Council strongly demands that the TD shelf the proposal for The Change in Patronage of Franchised Bus in Sha Tin District and the Proposed Adjustment on Frequency, recalculate the patronage after the epidemic, re-evaluate the relevant suggestion to reduce bus route services in the paper and conduct community consultation to collect opinions from residents before proposing adjustments to service frequencies.

At the same time, the Committee urges the TD to expeditiously improve the public transport routes connecting the Siu Lek Yuen area to major MTR stations and Tuen Ma Line stations, so as to facilitate the commuting of residents.” (unanimously passed);

- (b) “The Traffic and Transport Committee of the Sha Tin District Council demands that the Transport Department retract the proposal to reduce bus service frequencies, and requests that the Government abandon its policy of using the railway as the backbone of the public transport system, fulfil its responsibilities, strengthen monitoring and improve bus and minibus services, and address the district’s requests.” (unanimously passed);

- (c) “The Traffic and Transport Committee of the Sha Tin District Council opines that the speech of Mr WONG Yuk-ki, Mark, Senior Transport Officer/Railway/Projects at the meeting on 17 September was not substantiated by enough data and that his wording and attitude at the meeting were provocative. The Committee strongly condemns his attitude.” (unanimously passed);
- (iii) Revised Proposal regarding KMB Route No. 88X, with the following 2 provisional motions proposed:
 - (a) “Since the intake of residents of Block 4 and 5 of Chun Yeung Estate has commenced and that of Block 1 to 3 will gradually commence from next January, the Committee moves a motion to demand that the Transport Department and the Kowloon Motor Bus Co. (1933) Limited:
 - 1. immediately relocate the terminus of Route No. 88X to Chun Yeung Estate for the convenience of residents;
 - 2. expeditiously consult relevant stakeholders on the relocation of the terminus of Route No. 88X to Yau Tong as a dual direction terminus to implement a proposal that benefits both residents of the Sha Tin District and the Kwun Tong District.” (unanimously passed);
 - (b) “The Traffic and Transport Committee (TTC) of the Sha Tin District Council (STDC) expresses deep regret that the former Senior Transport Officer, Ms HUI Ka-yi (transliteration), failed to seriously follow up on the above proposal or to properly handle district opinions. Therefore, the Committee demands that Ms KWAN Kwok-yan, Vivian, Chief Transport Officer, expeditiously follow up on the above item, and urges the Kowloon Motor Bus Co. (1933) Limited to deploy staff

members of a higher rank to be in charge of route planning and development and to improve the public transport services of the Sha Tin District together with the TTC of the STDC.”
(unanimously passed);

- (iv) the motion on Increasing Parking Spaces in Sha Tin District, with the following motion passed:

“ Regarding increasing parking spaces in the district, the Traffic and Transport Committee of the Sha Tin District Council makes the following suggestions and requests:

1. the Transport Department (TD) should expeditiously resume the proposal and research on converting the landscaped area by the Chik Chuen Street gas station to metered parking spaces, and conduct consultation as soon as possible;
2. the TD should study the option of changing perpendicular on-street metered parking spaces in the district to angled ones so as to make it more feasible to increase parking spaces;
3. the TD and the Lands Department (LandsD) should study the feasibility of converting different landscaped areas to on-street metered parking spaces;
4. the LandsD should search for sites in the district for building underground car parks;
5. all relevant government departments should increase the supply of parking spaces for large vehicles on newly planned plots of land in the district, so as to ease the demand for parking spaces among driving professions.” (unanimously passed);

- (v) the replies of the Transport Department (TD) and the Kowloon Motor Bus Co. (1933) Limited (KMB) to the question on the Bus and Minibus Services at Shui Chuen O Estate, with the following provisional motion passed:

“ The Traffic and Transport Committee of the Sha Tin District Council urges the Transport Department and the Kowloon Motor Bus Co. (1933) Limited (KMB):

1. to extend KMB Route No. 89S and its special services to operate from the bus terminus in Shui Chuen O to Kwong Yuen Estate and the Ma On Shan area, so as to improve the ancillary transport facilities in Shui Chuen O Estate and to properly utilise public and social resources;

2. to strengthen KMB Route No. 89S and its special morning services to stabilise patronage and serve the public.” (unanimously passed);

- (vi) the replies of the TD and the Kowloon Motor Bus Co. (1933) Limited (KMB) to the question on the Bus-Bus Interchange Fares of Bus Routes from Sha Tin District to Kwun Tong District at Tate’s Cairn Tunnel Bus Interchange, with the following provisional motion passed:

“ In order to make the interchange fare costing Siu Lek Yuen residents for a return trip between Kwun Tong Swimming Pool and Lam Tin comparable with that of Route No. 89D before route changes, the Traffic and Transport Committee of the Sha Tin District Council requests that the Transport Department consider lowering the interchange fares of both Route Nos. 82X and 83X for a trip from the Tate’s Cairn Tunnel Bus Interchange to Kwun Tong MTR Station and Lam Tin MTR Station, so as to work together to better tailor the bus routes in Siu Lek Yuen and the Sha Tin District to the demands and

expectations of members of the public.” (unanimously passed);

- (vii) the replies of the TD, the Hong Kong Police Force and the KMB to the question on Traffic Issues in Fo Tan, with the following provisional motion passed:

“ The Traffic and Transport Committee of the Sha Tin District Council proposes the following 3 requests:

1. it requests that the police continue to step up enforcement action and tow away vehicles illegally parked for an extended period of time;

2. it requests that Bus Route Nos. 81K, 280X and 80M and minibuses bound for Sui Wo Court operate via Fo Tan Road, and that a bus stop be added outside Shatin Galleria at Fo Tan Road to reduce traffic congestion caused by bus services;

3. it requests that the routing in the Fo Tan area be re-planned, and that road improvement works to reduce traffic congestion at Shan Mei Street, Wong Chuk Yeung Street and Au Pui Wan Street be studied.”
(unanimously passed);

- (viii) Progress Report of the Transport Department;
- (ix) Report on the Progress of Works of the Highways Department;
- (x) Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan;
- (xi) Report on the Operation and Works Progress of the Mass Transit Railway Corporation; and

- (xii) Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin.
- (3) The Committee noted the Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin.

Sha Tin District Council Secretariat
STDC 13/55/45

September 2020