



Sha Tin District Council

Report on the special meeting of the
Traffic and Transport Committee held on 26 May 2020

- (1) The Committee discussed the following:
- (i) Sha Tin District Bus Route Programme 2020-2021, with the following 5 provisional motions passed:

(a) “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 Traffic and Transport Committee of the Sha Tin District Council 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.” (Unanimously passed);

(b) “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 Sha Tin 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.” (Unanimously passed);

(c) “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.” (Passed with 9 votes in favour, 3 votes against and 10 abstentions);

(d) “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.” (Unanimously passed).

(e) “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; and
5. address and resolve the deviation from service schedule of the return trips of Route No. 287X from Mong Kok.”

- (ii) Progress Report of the Transport Department, with the following provisional motion passed:

“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.” (Unanimously passed).

- (2) The Committee noted the following:
- (i) Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan; and
 - (ii) Report on the Operation and Progress of Works of the MTR Corporation Limited.

Sha Tin District Council Secretariat
STDC 13/55/45

July 2020