

For information
on 20 May 2021



STDC Paper 22/2021

Sha Tin District Council

Report on the meeting of the
Traffic and Transport Committee held on 23 April 2021

- (1) The Committee endorsed the minutes of the meeting on 17 September 2020.
- (2) The Committee discussed the following:
 - (i) the responses of government departments and organisations to matters arising from the previous meeting, and passed the following provisional motion:

“Provisional Motion

To review the rearrangement of bus stops at Diamond Hill Station Public Transport Interchange

Background

The Kowloon Motor Bus Company (1933) Limited (KMB) put in place the rearrangement of bus stops at Diamond Hill Station Public Transport Interchange on 16 April 2021. Despite the fact that many bus routes there travel via Sha Tin or terminate at the public transport interchanges in Sha Tin, the Sha Tin District Council (STDC) and Councillors concerned were not consulted beforehand. Some members of the Committee who carried out an on-site inspection during the peak hours in the evening of the first day of the rearrangement found that the new arrangement of bus stops caused several problems, which included but were not limited to:

1. before the rearrangement, Route Nos. 85M and 286M shared the same bus stop. After the rearrangement, Route Nos. 84M and 85M, which serve very different areas, now share the same bus stop, and thus causing chaos;
2. passengers of Route Nos. 84M, 85M and 286M are blocked by railings when they alight and accidents are prone to occur;

3. the bus stop of Route Nos.82P/82X is relocated from the exterior to the bus stop which was originally used by Route No.11, and therefore passengers had to queue up on the road that day, or the queue had to be split into two halves under the instruction of the KMB staff;
4. the single lane road at which Route Nos. 82P and 82X stop is occupied by another route and the frequencies of all three routes is affected. The frequencies of the said routes may also be affected by the stopping of Route Nos. 84M, 85M and 286M and therefore become unstable;
5. no fan is installed at the new stop of Route Nos. 84M, 85M and 286M, which may cause discomfort to those passengers waiting for buses under hot weather;
6. the lane that was originally used by Route Nos. 82P and 82X is now used by Route Nos. 96R and 272S. However, Route No. 96R only runs from morning to evening on holidays and Route No. 272S only runs at the peak hours in the morning and evening, Monday to Saturday. The bus stop does not serve its purpose for the rest of the time.

The rearrangement of the bus stops at Diamond Hill Station Public Transport Interchange has not taken the waiting situation of different bus routes into account, causing chaos to the operation of the interchange. Besides, Miss KWAN Chui-lan, Rachel, Deputy Operations Director of the KMB, who had worked at the Transport Department (TD) and even held the position of Assistant to the Commissioner for Transport, is supposed to be very familiar with public transport issues. Yet, the rearrangement is not up to the professional standard. When members of the Committee carried out inspection, the staff of the KMB even tried to stop them from video recording.

Motion

The Traffic and Transport Committee of the STDC expresses deep regret that the KMB rearranged the bus stops at Diamond Hill Station Public Transport Interchange without prior consultation with the STDC and the TD, causing chaos to the queuing of passengers and safety problems. The Committee demands that the KMB consult the TD, the STDC and the Wong Tai Sin District Council on the plan (see attached figure) proposed by members of the Committee during the on-site inspection on 21 April and implement the plan as soon as possible.”;

- (ii) under the “Special Scheme” of the “Universal Accessibility” Programme, “Footbridge across Hin Keng Street connecting Hin Keng Shopping Centre” (Walkway no. HK01), “Footbridge across the existing road connecting Fook Hoi House, Lek Yuen Estate” (Walkway no. LY01) and “Footbridge across the existing road connecting Kwong Yuen Shopping Centre and Kwong Lam Court” (Walkway no. KY01) were selected as the projects for implementation under the “Special Scheme” of the “Universal Accessibility” Programme;
- (iii) traffic improvement measures in Tai Wai Roundabout;
- (iv) the replies of the Hong Kong Housing Society, Transport Department (TD), Hong Kong Police Force (HKPF) and Independent Commission Against Corruption to the question on “Illegal Parking at Jat Min Chuen Street”;
- (v) the replies of the Planning Department, Highways Department (HyD), Food and Environmental Hygiene Department, TD and HKPF to the question on the “Works of Provision of Columbarium and Garden of Remembrance at On Hing Lane, Shek Mun”;
- (vi) the replies of the TD and HKPF to the question on “Traffic Accidents, Speeding and Illegal Motor Racing in the Vicinity of Tai Po Road - Ma Liu Shui and Tolo Highway”;
- (vii) the reply of the HKPF to the question on “Occupation of On-street Parking Spaces in Tai Wai District”;
- (viii) the progress report of the TD;
- (ix) the report on the progress of works of the HyD;
- (x) prosecution figures on traffic offences in Sha Tin, Tai Wai and Ma On Shan;
- (xi) the report on the operation and works progress of the Mass Transit Railway Corporation;
- (xii) the report on the flight paths, aircraft noise and incidents in Sha Tin; and

(xiii) the on-site trial of electric mobility devices at Hong Kong Science Park.

- (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

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