

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2025

Date : 14 January 2025 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Office Conference Room 441
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr MOK Kam-kwai, BBS (Chairman)	2:30 pm	4:31 pm
Mr TANG Siu-fung, Calvin (Vice Chairman)	2:30 pm	4:31 pm
Mr KU Wai-ping	2:30 pm	4:31 pm
Mr CHU Wun-chiu	2:30 pm	4:31 pm
Miss LEE Ching-yee, Janet	2:30 pm	4:31 pm
Mr NG Kai-tai	2:30 pm	4:31 pm
Ms LAM Chung-yan, Nancy, MH	2:30 pm	4:31 pm
Dr LAM Kong-kwan	2:30 pm	4:31 pm
Mr YIU Ka-chun, MH	2:30 pm	4:31 pm
Mr HA Kim-kwan	2:30 pm	4:31 pm
Ms GUO Xuanton	2:30 pm	4:31 pm
Mr CHEUNG Pak-yuen	2:30 pm	4:31 pm
Mr LEUNG Chun-pong, Maverick	2:30 pm	4:31 pm
Mr LEUNG Ka-wai	2:30 pm	4:31 pm
Ms CHAN Man-kuen, MH	2:30 pm	4:31 pm
Ms CHAN Sin-ming	2:30 pm	4:31 pm
Mr CHAN Tan-tan	2:30 pm	4:31 pm
Miss CHAN Hiu-ying	2:30 pm	4:31 pm
Miss MOK Hei-man	2:30 pm	4:31 pm
Mr WONG Yue-hon	2:30 pm	4:31 pm
Mr YEUNG Ying-hon, Ronald	2:30 pm	4:31 pm
Miss TUNG Kin-lei	2:30 pm	4:31 pm
Mr TSOI Ming-yang	2:30 pm	4:31 pm
Mr CHENG Ka-ho, MH, JP	2:30 pm	4:31 pm
Mr PUN Kwok-shan, BBS, MH, JP	2:30 pm	4:31 pm
Mr CHOI Wai-shing	2:30 pm	4:31 pm
Mr LAU Tak-wing	2:30 pm	4:31 pm
Ms LAW Yi-lam	2:30 pm	4:31 pm
Miss LAW Yuen-pui	2:30 pm	4:31 pm
Ms LO Tai-suen, Ada	2:30 pm	4:31 pm
Ms PONG Scarlett Oi-lan, BBS, JP	2:30 pm	4:31 pm
Ms KUNG Mei-chi	2:30 pm	4:31 pm
Mr PAT Kam-lung	2:30 pm	4:31 pm
Ms LUK Yik-tung	2:30 pm	4:31 pm
Ms CHUNG Chui-wing, Shirley (Secretary)	Executive Officer (District Council)4, Sha Tin District Office	

In Attendance

Mr CHENG Yik-man, Mark

Mr LEE Man-fai, Dave

Ms WONG So-man, Katrina

Mr HO King-wui

Mr LEUNG Ka-tung

Mr TAM Lai-ming

Ms WONG Lui, Christine

Mr WONG Pui-kai

Mr WAI Wah-kei

Mr LO Hok-wing, Joe

Mr Clarence CHAN

Mr Thomas CHAN

Mr Alex LEE

Ms Rennis LIP

Mr Leon LAI

In Attendance by Invitation

Mr LEUNG Ka-yin, Tommy

Ms KWOK Man-yi

Ms Jennifer HO

Absent

Dr WONG King

Mr DENG Kairong, BBS, MH, JP

Title

Assistant District Officer (Sha Tin)1

Senior Executive Officer (District Council),

Sha Tin District Office

Executive Officer I (District Council)3,

Sha Tin District Office

Engineer/Ma On Shan,

Transport Department

Engineer/Shatin 1,

Transport Department

Senior Transport Officer/Ma On Shan,

Transport Department

Senior Transport Officer/Shatin,

Transport Department

Officer-in-charge, District Traffic Team (Shatin District),

Hong Kong Police Force

District Engineer/Shatin (1),

Highways Department

Administrative Assistant/Lands (District Lands Office, Sha Tin)

Operations Manager (Kowloon and New Territories),

Citybus Limited

Assistant Corporate Communications Officer,

Citybus Limited

Manager (Operations),

The Kowloon Motor Bus Company (1933) Limited and

Long Win Bus Company Limited

Assistant Manager (Public Affairs),

The Kowloon Motor Bus Company (1933) Limited and

Long Win Bus Company Limited

Officer (Operations Support),

The Kowloon Motor Bus Company (1933) Limited and

Long Win Bus Company Limited

Title

Engineer/Ma On Shan,

Drainage Services Department

Senior Corporation Communications Manager - Capital Works,

MTR Corporation Limited

External Affairs Manager,

MTR Corporation Limited

TitleDistrict Council (Application for leave of absence received)
Member

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The Chairman welcomed members and representatives of government departments and organisations to the meeting of the Traffic and Transport Committee (TTC).

Applications for Leave of Absence

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

Dr WONG King

Attendance at a meeting of the Guangdong
Provincial Committee of the Chinese People's
Political Consultative Conference

Mr DENG Kairong, BBS, MH, JP

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3. The TTC unanimously consented to the applications for leave of absence submitted by the above members.

Confirmation of Minutes

Minutes of the Meeting Held on 7 November 2024

(TT Minutes 6/2024)

4. Members unanimously endorsed the above minutes.

Questions

Question Raised by Mr CHAN Tan-tan on the Progress of the Pedestrian Link between Sui Wo Court and the Footpath under Fo Tan Road in Sha Tin
(Paper No. TT 1/2025)

5. The Chairman asked members whether they had any further enquiries.

6. Members' views were as follows:

- (a) members said that it had been over 16 years since the project “Pedestrian Link between Sui Wo Court and the Footpath under Fo Tan Road in Sha Tin” (Link Project) was proposed, and the design had still not been confirmed since the Highways Department (HyD) proposed the preliminary design to the Sha Tin District Council (STDC) in February 2023. Compared to the progress of another pedestrian walkway project in an uphill area in Sha Tin District, namely the “Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road”, the Link Project was still at the preliminary design stage;
- (b) members hoped that the HyD could face up to the pressing demand of residents in Fo Tan for the Link Project. With the resident intake of Chun Yeung Estate and The Arles, the relocation of Po Leung Kuk Siu Hon Sum Primary School and the future development of another public housing project, there had been and would be a continuous growth in the population of Fo Tan, leading to a rising demand for transport in the area. Not only could the Link Project provide convenient access for residents, but it could also alleviate the pressure on traffic in Fo Tan area;
- (c) members noted that the HyD was negotiating with the Geotechnical Engineering Office on the plan for the advance slope strengthening works. Whilst they hoped that the study results could be released within the current term of the STDC, it would be most ideal if

the study report could be submitted to the STDC for circulation within this year so that the Link Project could promptly progress to the next stage. Subsequently, negotiation could be held with various property owners and stakeholders including the Housing Department (HD), Actmore Estate Limited and MTR Corporation Limited (MTRCL) in order to reach a consensus on the actual path and publish gazette notices in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370), which would be followed by the submission of the Link Project to the Legislative Council for funding application; and

- (d) members understood the Government's necessity for prudent financial management, but residents of Fo Tan area and even the entire Sha Tin District had a pressing demand for the Link Project, which was a livelihood-related issue. They hoped that the HyD could address the needs of the public and take forward the Link Project collaboratively with STDC members.

7. Members' suggestions and enquiries were as follows:

- (a) members enquired about the content of the enhanced proposal mentioned in the HyD's written reply, asking whether it was related to the design of the "Roman plaza" and whether the Department would consult relevant stakeholders in this regard;
- (b) regarding the progress of land resumption, members wished to know whether relevant organisations and property owners had raised opposing views against the proposal or offered land resumption conditions; and
- (c) members said that residents using a cane had expressed their inability to use the stairs to access the football pitch for exercise. Members asked whether the road section from the bus stop to the football pitch could be constructed first to address the needs of some residents before other land resumption procedures and subsequent works.

8. A representative of the HyD gave a consolidated response as follows:

- (a) the HyD project team could not attend the meeting today due to urgent matters so he was unable to respond to certain project details at the moment. He would forward members' views to the colleagues involved so that they could explain the relevant situation to members directly;
- (b) in connection with land resumption, the HyD project team was currently contacting the HD, Actmore Estate Limited and the District Lands Office, Sha Tin to study the situation of land resumption, and site visits would be conducted. Relevant colleagues would inform members in due course of the updates, if any; and
- (c) as regards the proposed phased construction, only after the completion of all established procedures required for public works projects could the entire Link Project be submitted to the Finance Committee of the Legislative Council for funding application. Consequently, phased construction could not be implemented at the current stage. In addition, it was necessary to complete preliminary design, gazettal procedures, detailed design and land resumption (if applicable) before determining whether the Link Project could be launched in phases.

[Post-meeting note: A further reply regarding the enhanced proposal provided by the HyD after the meeting was set out in the supplementary information of Paper No. TT 1/2025.]

9. The Chairman announced the end of discussion of the agenda item.

Question Raised by Miss MOK Hei-man on the Monitoring by the Transport Department on Public Transport Services in Sha Tin District
(Paper No. TT 2/2025)

10. The Chairman asked members whether they had any further enquiries.

11. Members' views and suggestions were as follows:

- (a) members understood that bus captains might be absent due to contingencies, but opined that stand-by bus captains should be prepared the night or the week before. It was hoped that the Transport Department (TD) could forward this suggestion to bus companies;
- (b) members hoped that the TD could review bus routes with higher patronage such as KMB Route No. 82X and increase their frequencies to mitigate the situation of full buses;
- (c) members said that in the past few years, reduction in frequencies was very common in bus routes in Sha Tin District, such as KMB Route Nos. 81K, 280X and 286X. Furthermore, according to members' observation in September last year, there were lost trips in Citybus Route No. 798 and KMB Route Nos. 88X, 81, 285 and 285A, indicating the tremendous room for improvement of the TD with regard to monitoring bus services;
- (d) members expressed that bus companies only arranged staff to help passengers boarding and alighting at certain busier bus termini (such as Chun Yeung Estate Bus Terminus), whereas no staff were arranged to provide assistance at less busy bus termini or en-route stops;
- (e) members expressed that there were inadequacies in facility management at some bus stops, for example, faulty display screens that remained unrepaired and serious discrepancy in arrival times on mobile applications, which affected the travel of passengers;
- (f) members suggested that bus companies allocate more manpower to maintain order at bus stops in different time slots on an irregular basis and consider importing workers to alleviate manpower shortages;
- (g) members said that every morning in Chung On Estate, dozens of people were waiting for KMB Route No. 87K to travel to MTR University Station and there were even more than 100 people in the queue during peak hours. The situation was considered unacceptable; and
- (h) members said they had repeatedly expressed their hope that the special departures of KMB Route No. 87K during the morning peak hours could travel via Chung On Estate. The current arrangement of not travelling via Chung On Estate could not meet the demand of passengers of the original route, inconveniencing students attending schools

in Chung On Estate and residents living in the vicinity of Kam Ying Court, Saddle Ridge Garden and Lee On Estate. Members pointed out that students travelling by Route No. 87K to Chung On Estate for school had to get off at the bus stop across from Tsang Pik Shan (Sung Lan) Secondary School and walk for five to six minutes to reach Chung On Shopping Centre. This arrangement was unsatisfactory.

12. Members' enquiries were as follows:

- (a) members considered that the lost trips of Citybus Route No. 798 were not single incidents and one-off inspections were insufficient in addressing actual operational problems. Members enquired whether there were specific monitoring measures;
- (b) members said that they had also received complaints from the public about the lost trips of Citybus No. 798 and wished to know whether the cause was related to CityBus Limited focusing manpower and resources on Route No. B8. During the recent weekends, there were a vast number of passengers waiting for buses of Route Nos. B7 and B8 at Liantang Boundary Control Point. Given that the next bus of these routes would depart right after the previous bus became fully loaded, members suspected that this situation would result in manpower shortages in other bus routes;
- (c) members said residents had reported many times that there were lost trips of Route No. 982X departing from Yu Chui Court Bus Terminus. Even though the scheduled departures were shown in the real-time arrival information system, no buses departed on the spot. Similar situation occurred in Route No. 182 as well, showing the inadequacies in Citybus Limited's arrangements for operating cross-harbour bus routes. Therefore, members were concerned about the TD's monitoring of bus companies;
- (d) members pointed out that between 2021 and 2024, as many as 202 trips of buses in Sha Tin District were reduced while only 58 trips were added with most of them being the one or two additional trips during peak hours. Members enquired where the resources of reduced bus trips had been reallocated;
- (e) members wished to know whether the TD would actively monitor, conduct regular sample checks on and study the operational situation of each bus route;
- (f) members indicated that on the mobile application, the arrival times of Citybus Route Nos. 798 and B8 shown by the system were constantly changing. Thus, they wished to know whether the TD had noted the relevant problem and whether improvements would be made;
- (g) members said that although they had reported to the TD many times over the years that the damaged minibus stop sign outside Skylark House, Sha Kok Estate had yet to be replaced, the TD only replied that it would remind the minibus operator to follow up on the issue with no progress made in those years. Members enquired whether the TD could step up inspection or take deterrent measures;
- (h) as regards the missing stop sign for New Territories Green Minibus (GMB) Route No. 403, members pointed out that this might arouse confusion and disputes among waiting passengers. Members enquired whether the TD would pay more attention to whether minibus stop signs had been properly erected, especially after the passage of typhoons.

Moreover, members suggested that the TD should enhance follow-up actions and communication with minibus operators, requiring them to inspect the queuing location of each en-route stop to ensure that passengers could clearly identify the place for boarding and alighting; and

- (i) the minibus stop sign outside Skylark House disappeared after the passage of Typhoon Mangkhut in 2018. Members asked when a new stop sign would be erected and enquired about the average response time of minibus operators upon receiving the TD's request for follow-up actions.

13. A representative of the TD gave a consolidated response as follows:

- (a) the TD understood the concerns of the public over lost bus trips, which were caused by various factors including those under the control of bus companies, such as shortages of bus captains and buses or sudden equipment failures. There were also several factors that were difficult to control, such as inclement weather, traffic congestions or contingencies. Targeting these problems, the TD regularly assessed the operational information and data submitted by bus companies and arranged site visits, meanwhile analysing complaints and suggestions from the public about lost bus trips, so as to monitor the standards of bus services;
- (b) in connection with the lost trips of Citybus Route No. 798, upon receiving the member's question, the TD immediately contacted Citybus Limited to understand the situation. According to the investigation results of Citybus Limited, recent lost trips of the bus route concerned were resulted from the unexpected absence of bus captains from work. The TD had already reprimanded the bus company, mandating it to provide services in accordance with the time specified on the schedule of service. In case of contingencies, stand-by bus captains and flexible operations should be arranged to ensure stable services;
- (c) when the TD conducted a site visit at Tseung Kwan O Tunnel Bus-bus Interchange in early December 2024, the frequency of Route No. 798 during the morning and afternoon peak hours met the requirements of the schedule of service with no lost trips. The TD would continue to closely monitor the services of bus companies and take corresponding follow-up actions;
- (d) the minibus operator had already erected a new stop sign for GMB Route No. 403 at Skylark House, Sha Kok Estate. The TD would arrange regular site visits to check whether minibus stop signs were properly placed on the roadside. Especially after the passage of typhoons, the TD would remind minibus operators to check whether their stop signs or terminus facilities were in good conditions. If stop signs were found to have been blown down or damaged, operators should erect or repair them in time;
- (e) members mentioned that there were around 100 people in the queue of KMB Route No. 87K in Chung On Estate during the morning peak hours. In this regard, the TD said that it had to further find out the actual waiting time of these 100 people. Provided that a double decker could carry more than 100 passengers, if they were able to get on a bus within around 10 minutes during peak hours, the situation was still acceptable. In any event, the TD noted members' views and would deploy staff to learn about the actual situation on site; and

- (f) members mentioned that Route No. 87K did not travel via Chung On Estate during the hours before school. Regarding this, at present the TD had arranged for Route No. 87P to travel to Chung On Estate via Kam Ying Court on school days so as to meet students' demand. However, the TD would conduct a review with the bus company to see whether there was room for service adjustments according to passengers' demand.

14. Members' further views were as follows:

- (a) in respect of stop signs, improvements had yet to be seen despite regular inspections of the TD. Although a number of District Council members had reported the situation to the TD, the problem had not been resolved over the years, which was unacceptable;
- (b) members hoped that the TD could fulfil its regulatory duty more seriously, including regulating minibus drivers, minibus operators, The Kowloon Motor Bus Company (1933) Limited (KMB Company) and Citybus Limited; and
- (c) members added that KMB Route No. 87P mentioned by the TD had only three special departures in the morning with the last bus departing at 7:40 am. Whilst classes began at 8:30 am at some kindergartens, Route No. 87K did not have any departures travelling via Chung On Estate before 9:00 am. The arrangements above inconvenienced both kindergarten students and elderly people going out for tea or grocery shopping. It was hoped that the TD could consider how to address these inadequacies.

15. Members' further enquiries were as follows:

- (a) members invited the TD once again to provide the date when the new stop sign of GMB Route No. 403 was erected at Skylark House, Sha Kok Estate. The TD could reply after the meeting if it had no relevant information at hand;
- (b) members invited the TD once again to respond to the inaccurate arrival times on bus mobile applications; and
- (c) members invited Citybus Limited to provide a response.

16. A representative of the TD gave a consolidated response as follows:

- (a) the TD noted members' views on the minibus stop sign in question and would continue to monitor the conditions of relevant stop facilities and minibus stop sign. If members or the public found that minibus stop signs were damaged, they were welcomed to contact the TD, which would take follow-up actions with minibus operators;
- (b) regarding the specific installation date of the new minibus stop sign mentioned by members, the TD would provide relevant supplementary information after the meeting;

[Post-meeting note: The installation date of the new minibus stop sign and relevant information provided by the TD after the meeting were set out in the supplementary information of Paper No. TT 2/2025.]

- (c) in connection with the inaccurate arrival times on mobile applications of bus companies, their computer systems generally pre-set the scheduled departing times, and the arrival times would be updated on the applications according to real-time traffic conditions after buses departed from the terminus. As for occasional inaccuracies in arrival times of individual routes, the TD would forward relevant problems to bus companies, requiring them to review and improve the accuracy of their applications. The TD would also suggest all bus companies further maintain and optimise their systems to ensure that passengers could obtain accurate arrival information;
- (d) as regards bus routes not travelling via Chung On Estate between 7:40 am and 9:00 am (KMB Route Nos. 87K and 87P), the TD would deploy staff for a site visit to learn about the actual patronage and demand, followed by negotiation on the arrangements for service adjustments with the bus company;
- (e) regarding lost bus trips, there were various factors affecting bus services, such as absence of bus captains from work, equipment faults in vehicles and road traffic conditions. The TD had a regular mechanism to monitor lost trip rates of bus companies, under which if the lost trip rate was higher than the standard level under controllable circumstances, the TD would adopt a series of measures including the issuance of reminder or advisory letters and, in case of serious non-compliance, warning letters to bus companies. Letters issued due to lost trips would be taken into consideration during the processing of franchises; and
- (f) the TD maintained close daily contact with the ground/operations staff of bus companies. If the TD noted that there would be problems in manpower, allocation of buses or other aspects, it would immediately urge bus companies to make improvements and reallocate resources so as to minimise the impact on passengers.

17. A representative of Citybus Limited gave a consolidated response as follows:

- (a) he understood the importance of Route No. 798 travelling to Tseung Kwan O for residents in Sha Tin District. With regard to the two dates when there were lost trips as mentioned by members, upon internal investigation, Citybus Limited confirmed that on the morning of 21 November 2024, there were adjustments in the departing times of two departures, which was caused by the unexpected absence of bus captains from work. Furthermore, another departure that day was delayed for a few minutes due to the traffic conditions in Tseung Kwan O. Similarly, on the morning of 27 November 2024, the departing times had to be adjusted because of the unexpected absence of bus captains from work. Citybus Limited would continue to closely monitor the frequency, the service performance of bus captains and the queuing situation of Route No. 798 in order to make appropriate arrangements and avoid similar situations in the future as far as possible;
- (b) as Citybus Limited valued residents in Sha Tin District, it had never reallocated the resources reserved for routine bus routes in Sha Tin District to the operation of bus routes travelling to boundary control points. In view of the popularity of Route No. B8 among residents in Sha Tin and Tai Po Districts, Citybus Limited had been providing the route with extra bus service resources and most of the additional trips were scheduled for off-peak hours, which did not involve the reallocation of existing resources to the operation of routes travelling to boundary control points; and

- (c) when a bus had departed from the terminus, the application would update the arrival times according to real-time traffic conditions. If members found that the arrival time of an individual route was inaccurate, they were welcomed to report the date and time of the incident to Citybus Limited, which would further review whether the application had to be optimised.

18. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr MOK Kam-kwai on the Safety Hazards Arising from the Platform Gaps at University Station
(Paper No. TT 3/2025)

19. Members enquired about the following matters:

- (a) members wished to know the specific standards of platform gaps and asked whether there had been accidents of passengers falling into the platform gaps since the installation of automatic platform gates at University Station;
- (b) members said that currently some parts of the platforms at University Station were paved with yellow non-slip tactile plastic strips while some were paved with yellow warning lines. They enquired about the reason why these two measures were taken simultaneously and the considerations involved;
- (c) members pointed out that the study on mechanical gap fillers in 2010 was conducted based on the old signalling system in operation at that time, and enquired whether the compatibility of mechanical gap fillers with the upgraded signalling system of the East Rail Line in 2020 had become better;
- (d) members indicated that the platforms at University and Lo Wu Stations, which were built on ground level with no buildings above, had simpler structure than those at Mong Kok East Station, and therefore considered that those two stations had the conditions for platform “straightening” works. Members wished to know whether the MTRCL would consider conducting “straightening” works and enquired about the technical feasibility;
- (e) members enquired whether the MTRCL could particularly remind special groups such as the elderly, people with amblyopia, wheelchair users and walking aid users to avoid using train cars with exceptionally wide platform gaps at University and Lo Wu Stations;
- (f) members enquired whether the MTRCL could utilise artificial intelligence technologies to enable trains to decelerate upon entering these three stations with relatively wide platform gaps and properly delay and extend the opening time of train doors. Members understood that the MTRCL had been taking various measures to remind passengers, but reminders alone might not be sufficient during peak hours when passengers were in a hurry;
- (g) members said that signalling system failures occurred more often at University Station and enquired whether they were caused by the lack of compatibility of screen doors with the signalling system;

- (h) members said that in recent months there had been two incidents in Sha Tin involving platforms and hoped that the MTRCL could explain to members the causes and the precautions taken. One of the incidents happened last week (6 January 2025) when a passenger unfortunately fell onto the railway track at University Station while the other occurred on 25 December 2024 when doors on both sides of a train opened simultaneously at Sha Tin Station. Considering that both incidents had aroused public concerns, members wished to know the specific measures the MTRCL would take in the future to prevent similar incidents; and
- (i) members enquired about the installation schedule of screen doors at University Station.

20. Members' views were as follows:

- (a) members said that there was still a rather wide gap between the widened yellow plastic strip and the platform, therefore considering this measure not very effective;
- (b) members said that illumination under the two platforms at University Station was different. While florescent tubes were installed for illumination under the Lo Wu bound platform, none were installed under the Admiralty bound platform;
- (c) members said that the MTRCL had made tremendous effort in providing safety reminders to passengers, but there had not been a long-term plan that tackled the problem arising from platform gaps at its root;
- (d) members said that despite the upgraded signalling system of the East Rail Line, the reduced number of train cars and the adjusted stopping positions at some stations, the problem associated with the platform gaps at Lo Wu, University and Mong Kok East Stations had yet to be resolved practically; and
- (e) since the reduction in the number of train cars of East Rail Line, there had been more passengers waiting on the platforms during peak hours. Members also suggested that the MTRCL should take note of the coordination between screen doors and the signalling system at University Station and strictly review the quality of screen door installation.

21. A representative of the MTRCL gave a consolidated response as follows:

- (a) on the issue of platform gaps, trains were affected by factors such as geographical conditions, wind speed and travelling speed when entering and leaving platforms, resulting in possible slight swaying of the train body. Therefore, in the design and construction of platforms, a safe distance between the platform and the train had to be maintained to avoid collision between the train and the platform;
- (b) the East Rail Line was the oldest railway line in Hong Kong. Due to geographical reasons, three stations were constructed with curved platforms, namely Lo Wu Station, Mong Kok East Station and University Station. These platforms had wider gaps at some stopping positions. In view of the situation at University Station, the MTRCL had been taking a number of measures to remind passengers to be mindful of the gaps when boarding and alighting;

- (c) since the commissioning of the cross-harbour section of the East Rail Line, the MTRCL had adopted train models with wider train compartment to reduce the gaps between the platforms and train doors. In addition, as trains had been shortened from the original 12 cars to 9 cars, the MTRCL had re-arranged stopping positions of trains and adjusted stopping points to straighter parts of the platforms as far as possible in order to further reduce platform gaps;
- (d) the MTRCL had also implemented a number of safety measures at platform edges, including the installation of yellow plastic strips to narrow the gaps between the platforms and the train compartments. Blue lights were also installed underneath the platforms to remind passengers of the distance from the platform edge. Since mid-2023, the MTRCL had been installing automatic platform gates in phases. This project did not change the curvature of the platforms or the platform gaps, but it was an additional facility that could further enhance passenger safety;
- (e) all platform facilities and installations had been complying with safety requirements before and after the use of automatic platform gates. A total of 46 individual positions at the two platforms of University Station had been determined to have wider gap spacing. In late 2024, when the MTRCL invited STDC members to visit University Station, additional safety measures were introduced, such as metal panels with LED light along platform edges, eye-catching “Please mind the gap” yellow stickers on the inside or outside of platform gates, as well as yellow and black striped warning marks on the ground at the platform gates. Yellow tape for extending platform edges and broadcasting were also provided at individual door locations to further remind passengers;
- (f) regarding other measures to further narrow platform gaps, the MTRCL had conducted relevant tests years ago, including the use of automatic mechanical gap fillers, but the reliability and usability were not satisfactory at that time. Last year (2024), the MTRCL continued to conduct relevant tests at Lo Wu Station. That said, as the East Rail Line had a daily patronage of over 800 000 passengers, the MTRCL needed to ensure that the new measures had been tested repeatedly and were compatible with the existing system. Various data had to be collected and new measures had to pass the tests before being submitted to the relevant department for approval and acceptance. The MTRCL was open to any measures that could improve passenger experience;
- (g) regarding members’ suggestion of “straightening” the platforms, the MTRCL said that it would need to take into account the overall routing of the East Rail Line as well as the existing construction of platforms, which was a long-term planning and difficult to realise in the short term. As regards the application of new technology to improve platform gaps and alert passengers in the future, the MTRCL would bring members’ suggestions back to the team for consideration;
- (h) on the compatibility of the platform gates at University Station with the signalling system, the MTRCL reiterated that all facilities had been tested repeatedly before they were put into operation;
- (i) regarding the earlier accident of a passenger falling onto the rail track, the MTRCL believed that with the commissioning of automatic platform gates, passengers could be effectively separated from the rail track; and

- (j) the incident at Sha Tin Station on 25 December 2024 was related to the first train departing from Platform 1 of Sha Tin Station for Lo Wu or Lok Ma Chau in the early morning on that day. The train captain carried out pre-service inspections and tests in accordance with established procedures, including opening and closing the doors on two sides of the train separately to ensure that the train was operating normally. Upon completion of the procedures, the train captain prepared to depart the train as scheduled and opened the doors of the train facing the platform to allow passengers to board the train, but did not notice that the doors of the other side had not been closed after the inspection. According to the established safety design, the train could not be moved, that was, the train remained still. The train captain closed the doors of the other side as soon as realising it, and the platform staff also notified the train captain immediately. As a precautionary measure, the MTRCL arranged for about 100 passengers on the train to transfer to the next train to continue the journey, and carried out safety checks on the train in question in accordance with established procedures. No passengers were injured in the incident. The MTRCL issued a statement to the media and the public on the same day, expressing concern about the incident and apologising to the affected passengers. The MTRCL's preliminary investigation showed that the train was operating normally and the incident involved human factors. The train captain involved had been temporarily removed from driving duties and was assisting in the investigation. The MTRCL had reminded all staff to avoid recurrence of similar incidents, and it had notified the relevant government department in accordance with the mechanism.

22. Members' supplementary enquiries and views were as follows:

- (a) members further asked how large the gap between the platform and the train could be considered safe, and enquired whether the gap could be narrowed if the train was slowed down when entering a station based on the three conditions mentioned by the MTRCL: speed, wind and platform location;
- (b) it was unreasonable for the MTRCL to reply that the issue could not be dealt with because University Station was an old station;
- (c) it might become more dangerous after the installation of platform gates. When the gap still existed but the screen doors obstructed passengers' view to see the size of the gap, the risk would be increased instead;
- (d) if the gap problem could not be resolved, the MTRCL should find a way to narrow the gap or adopt other remedial measures, and should not consider not worth fixing because of the age of the station; and
- (e) the MTRCL had not explained the feasibility of "straightening" the platforms from a technical point of view.

23. A representative of the MTRCL gave a consolidated response as follows:

- (a) on the issue of platform gaps, the size of gaps varied in different stations due to a number of factors and there was no uniform or fixed standard size;

- (b) the MTRCL emphasised that passengers should take care of their own safety when boarding and alighting. The MTRCL had been adopting various measures to remind passengers to pay attention to platform gaps, including platform broadcasting, light panels on platforms, daily publicity and education, and reminder broadcasting in trains, in the hope that passengers could pay attention to their safety when boarding and alighting; and
- (c) the design of some platforms of the East Rail Line was constrained by historical and geographical conditions. If large-scale structural changes, such as “straightening” of platforms, were to be carried out, the MTRCL had to give full consideration to the actual situation of the stations, including passenger safety, train stability and the impact of the works on the daily operating hours, and had to take into account the location of the stations and the railway routing, etc. in a holistic manner.

24. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr LAU Tak-wing on the Public Transport between Fo Tan and Ma On Shan
(Paper No. TT 4/2025)

25. The Chairman asked members whether they had any further enquiries.

26. Members’ views and suggestions were as follows:

- (a) members thanked the TD for providing relevant statistics, which would help members to better understand the problem;
- (b) frequency would often be reduced if there was insufficient patronage. It was suggested that the TD should consider extending the route of New Territories GMB Route No. 811B, even to cover Wu Kai Sha, so that more residents could ride on it, thereby improving its operation;
- (c) it was hoped that the TD would take the initiative to contact or invite the questioner to join the site visit in the future, and the TD was invited to conduct a site visit to inspect the queuing condition of Route No. 811B after the meeting;
- (d) it was hoped that the TD and KMB would similarly consider increasing the number of special trips before school hours for students in Fo Tan area;
- (e) according to an on-site observation, there were left-behind passengers at around 7:00 am to 7:25 am on 19 December 2024. Students who boarded the minibus at 7:30 am would already be late when they arrived at Ma On Shan. Members suggested that the TD and concerned members should conduct another site visit after the Chinese New Year to see if there was room for route adjustment to improve the situation;
- (f) KMB’s suggestion for passengers to take Route No. 285 and transfer to Route No. 40X or 85K could not solve the problem. Members pointed out that since the relocation of Po Leung Kuk Siu Hon Sum Primary School to the vicinity of the MTR Fo Tan Station, there had been an obvious increase in the overall transport demand from residents and students in the vicinity of Chun Yeung Estate and Choi Wo Court, and that the existing capacity of Route No. 285 was insufficient to cater for the passengers in the area, let

alone absorbing the demand of students who travelled to the Ma On Shan direction. Members hoped that KMB could come up with a feasible proposal within this year to provide a new route for Fo Tan residents to travel directly to Ma On Shan, especially during the morning peak hours;

- (g) it was suggested that consideration could be given to installing video cameras at minibuses stops to collect data such as the number of people in the queue so as to allow more flexibility in the deployment of special trips, and opined that such arrangement did not constitute an infringement of privacy;
- (h) members did not understand why it was not possible in Hong Kong to install video cameras inside buses or to track public transport operations in real time through the network; and
- (i) members considered that for lost trips of buses and minibuses, the TD should follow the practice against the MTRCL, i.e. imposing a fine for delays, which would be more effective than issuing warning letters or advisory letters.

27. Members' enquiries were as follows:

- (a) how the TD would follow up on different types of complaints;
- (b) on the issue of overcharging, members had also been overcharged by drivers of GMB Route No. 811 series. For example, when entering the route with section fare, the driver did not adjust the Octopus machine or take the initiative to remind passengers. Some elderly persons might not know or pay attention to this and end up paying more than the correct fare. If an elderly person used the \$2 concessionary fare or a member of the public received subsidies under the Public Transport Fare Subsidy Scheme, this would in effect increase the expenditure of public funds. Members asked whether the TD had conducted any surprise checks to combat overcharging. If yes, how often were such checks conducted;
- (c) members invited the TD to respond to the situation that GMB Route No. 811B often travelled directly to Ma On Shan via Tai Chung Kiu Road when the minibus was full, without passing through the stops in the vicinity of Lok King Street, Royal Ascot, Jubilee Garden and The Palazzo in the Fo Tan mid-levels;
- (d) it was asked whether the TD would review the frequency of GMB Route No. 811B before and after school hours in the light of the relocation of Po Leung Kuk Siu Hon Sum Primary School;
- (e) it was asked when KMB would expect to conduct the feasibility study on additional bus routes between Fo Tan and Ma On Shan;
- (f) at present, in the Mainland or Macau, members of the public could track the current locations of buses and obtain the estimated bus arrival times at the bus stops through the Gaode Maps or public transport mobile applications. In other words, as long as the vehicles were installed with positioning systems, the TD could have a clear picture of the operating conditions of the bus or minibus companies, including when the vehicles

departed, specific vehicle information, driving routes and whether there was speeding. Members enquired why the TD did not apply the above technology in Hong Kong; and

- (g) members cited a fatal traffic accident in Yuen Long in 2009 involving a minibus. The investigation found that the minibus involved started operating before the scheduled departing time, and the insurance company denied compensation. Members enquired with the TD as to who would be responsible for the loss caused by a minibus driver as a result of a traffic accident due to violation of the licensing conditions.

28. A representative of the TD gave a consolidated response as follows:

- (a) the TD would conduct a site visit with two members after the meeting;

[Post-meeting note: In relation to paragraphs 26(c) and 28(a), the TD conducted a site visit with the members on Cheung Lek Mei Street, Fo Tan on 12 February 2025 from 7:00 am to 7:45 am.]

- (b) upon receipt of complaints relating to service quality, non-compliance with designated routes, driving attitude and staff performance, etc., the TD would immediately communicate with the operators to notify them of the receipt of complaints and request the operators to investigate whether the drivers had engaged in the behaviours;
- (c) apart from that, the TD would arrange on-site investigations. For complaints about specific locations and frequency, TD staff would be deployed to observe the frequency at the scene. For complaints about non-compliance with established routes, the TD would send staff to conduct random on-board inspections by taking a minibus from the terminus to the terminal stop to observe whether the driver had deviated from the route. At the same time, staff would monitor the driving attitude and service performance of drivers;
- (d) regarding overcharging, the TD would send staff to conduct on-board inspections to check whether there was overcharging. The representative of the TD said that there was no information at hand about the days when on-board inspections were conducted for GMB Route No. 811B;
- (e) regarding the use of positioning technology to track the locations of minibuses, the “HKeMobility” application currently provided estimated arrival times of minibuses and buses. The TD noted members’ suggestion that technology could be applied to monitor speeding or route deviation, and would reflect this to the relevant section of the TD for study;
- (f) specific details of the Yuen Long minibus incident were not available at the moment so an immediate response could not be provided; and
- (g) in view of the relocation of Po Leung Kuk Siu Hon Sum Primary School in the current school year, the TD had coordinated with the relevant minibus operator to enhance the service of GMB Route No. 811, so as to provide better transportation services for students to and from school. Starting from 2 January 2025, GMB Route No. 811 had enhanced its service starting from 2:45 pm to cope with passenger demand, and special trips departing from MTR Fo Tan Station to Sui Wo Court had been arranged at 3:15 pm and 3:30 pm to divert the flow of students after school. The TD would also continue

to arrange site inspections to understand the transportation needs of students and parents after school, and would further adjust the frequency or enhance the service with the operator in the light of the actual situation. The TD had also requested the minibus operator to closely monitor the demand before school hours and enhance their services in response to the actual circumstances.

29. Members' further views and suggestions were as follows:

- (a) students who were still unable to board the minibus at 7:30 am had already switched to other modes of transport, and hence the number of people waiting for the minibus appeared to have decreased;
- (b) a member had witnessed TD staff boarding the minibus and then indicated to the driver that they were TD staff conducting on-board inspection. Such act made it difficult for the inspection to reflect the actual daily behaviour of the driver;
- (c) on the issue of overcharging, a member said that at 2:03 pm on 12 January 2025, he/she witnessed a woman and an elderly person being overcharged when GMB Route No. 811A was passing through MTR Fo Tan Station;
- (d) the TD and KMB were pressed to answer when they would conduct the feasibility study on adding special trips for Fo Tan students;
- (e) it was asked whether minibuses and buses were in breach of the licensing conditions if they did not follow the established routes, and whether traffic accidents occurring on roads other than the established routes would result in passengers not being covered by insurance; and
- (f) it was considered that through the BeiDou Navigation Satellite System or Global Positioning System (GPS), the TD could make use of real-time data and big data analysis to keep track of the operating conditions, so there was no need to wait until complaints were received to conduct investigations. Members looked forward to the TD's concrete reply as to whether the TD would consider implementing the proposal.

30. A representative of the TD gave a consolidated response as follows:

- (a) regarding on-board inspections, the TD requested that on-board inspections be conducted anonymously. The TD would further understand the details with members after the meeting and emphasised that such situation was unacceptable;
- (b) failure of a minibus to follow a specified route in non-emergency situations or not due to the Police's instruction was a breach of the licensing conditions. As to whether the insurance company would agree to compensate for a traffic accident, it involved the insurance terms between the operator and the insurance company, and the TD was not in a position to respond further;
- (c) regarding the use of BeiDou Navigation Satellite System or GPS technology, the TD would examine the issue with relevant colleagues in the Department and provide a reply to members after reviewing the issue; and

- (d) the TD would check with members on the suspected overcharging of GMB Route No. 811A on 12 January 2025 after the meeting and conduct investigation with the operator later.

[Post-meeting note: Regarding paragraph 30(a), the TD said that the staff responsible for arranging site inspections had been instructed that site inspections should be conducted anonymously.]

[Post-meeting note: Regarding paragraph 30(c), the TD said that it had referred members' technical problems relating to the use of navigation positioning technology to relevant colleagues in the Department for consideration.]

[Post-meeting note: Regarding paragraph 30(d) on the suspected overcharging by GMB Route No. 811A, the TD understood from members that the incident took place along the road section between Fo Tan Station and Sui Wo Court. The fare for GMB Route No. 811A (Greenwood Terrace bound) from Fo Tan Station to the en-route stop at Sui Wo Court was \$5.7, while the fare from Fo Tan Station to the terminal stop at Greenwood Terrace was \$7.1. Therefore, the fare shown on the Octopus machine when passengers boarded GMB Route No. 811A at Fo Tan Station was \$7.1. Passengers whose destinations were Sui Wo Court should either press the section fare button on the Octopus machine or ask the driver to change to section fare before tapping the Octopus cards in order to enjoy the section fare. The minibuses operators had posted notices inside the minibuses to remind passengers of the arrangement and had reminded their drivers to assist passengers in changing to section fares if so indicated by the passengers.]

31. A representative of KMB said that the company was open to the suggestion of introducing special morning peak-hour trips from Chun Yeung Estate to Ma On Shan and was studying the proposal, and would maintain communication with the TD.

32. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr TANG Siu-fung, Calvin on the Enhancement of Beautification Works for Streetscape and Pedestrian Facilities in Sha Tin District
(Paper No. TT 5/2025)

33. The Chairman asked members whether they had any further enquiries.

34. Members' views and suggestions were as follows:

- (a) wall paintings or beautification designs were incorporated in the construction of lifts or pedestrian walkways under the Universal Accessibility Programme in other districts, whereas the residents of Sha Tin District responded positively to beautification works in the district. It was hoped that the relevant government departments could continue to implement the same;
- (b) members commended the Thematic Manhole Cover Design Competition earlier organised by the Drainage Services Department (DSD) for its effectiveness in promoting community participation, enhancing the public's support and sense of belonging to their districts, and helping to improve the cityscape; and
- (c) members expressed concern about the beautification projects completed in the past, in particular the wall paintings, some of which were funded by the Sha Tin District Office

(STDO) but had been dilapidated or damaged over time, such as those at the MTR Sha Tin Station and underneath the bridge on Hang Shun Street. Wall paintings without proper protective measures might affect the overall cityscape.

35. Members' enquiries were as follows:

- (a) it was asked whether the HyD and the DSD would include elements on beautification facilities in future construction projects and the Universal Accessibility Programme underway;
- (b) it was asked whether the scope of the beautification works would be extended to cover some major roads in the district, such as the entrance of the Lion Rock Tunnel or Ma On Shan Road; and
- (c) members said that the management of the completed project was taken over by the HyD and therefore enquired whether the Department had any plan to carry out renovation work. Members suggested taking advantage of special occasions, such as Sha Tin Festival, to consider comprehensive renovation and restoration of the existing wall paintings in Sha Tin District.

36. A representative of the HyD gave a consolidated response as follows:

- (a) regarding whether the design of projects under construction could be modified, the HyD pointed out that the works team would need to consider the contract terms, construction progress and design options of the project before determining whether changes could be made at the later stage of the project;
- (b) for completed projects, the HyD would mainly take into account factors such as topography, pedestrian flow, structural condition and ageing of facilities, pedestrian safety, and impact on the surrounding environment during construction when selecting sites for implementing beautification works;
- (c) regarding the proposed beautification of expressway entrances, a number of factors, including driving safety, engineering feasibility and traffic impact, needed to be taken into account before deciding whether it was suitable to carry out beautification works. The HyD noted members' views and would take reference to them in future planning of the project; and
- (d) the wall paintings at MTR Sha Tin Station and underneath the bridge on Hang Shun Street were not maintained or repaired by the HyD, and therefore the Department could not respond directly to the situations.

37. A representative of the DSD gave a consolidated response as follows:

- (a) the DSD noted members' suggestion on considering incorporating beautification elements in future works; and
- (b) the DSD was identifying the locations for installing the winning entry of the Thematic Manhole Cover Design Competition for Sha Tin District. The next steps included

procurement, production and testing work with a view to providing photo-taking spots for the public and tourists.

38. Members further asked the HyD which department should be approached for damaged wall paintings.

39. The Secretariat said that it would look into the situation after the meeting and respond to members' enquiries.

[Post-meeting note: Any organisation or person (including government departments) wishing to create wall paintings on the HyD's structures (e.g. the walkway underneath the bridge on Hang Shun Street) would need to obtain prior consent from the HyD. The HyD was following up with the relevant applicant department on wall paintings.]

40. The Chairman announced the end of discussion of the agenda item.

Information Papers

The Operation of the Bus Stops near Kam Chun Court along Ma On Shan Road (Paper No. TT 6/2025)

41. A representative of the TD briefly introduced the paper.

42. Members' views and suggestions were as follows:

- (a) members expressed concern about the service situation at Kam Chun Court bus stop and pointed out that in a site visit during the morning peak hours on the first school day last year (2024), lost trips of some buses, including Citybus Route No. 682 and KMB Route Nos. 86K, 87D, 89D and 85X, were found;
- (b) it was hoped that additional en-route stops to the airport could be provided at Kam Chun Court bus stop in the future;
- (c) it was hoped that the bus stop at Chevalier Garden, which was near to Blocks A and B of Kam Chun Court, could be provided with additional bus routes to University Station. Although there was currently KMB Route No. 287 at the Kam Chun Court bus stop which could go to University Station, its frequency was rather sparse;
- (d) it was hoped that the HyD would follow up and improve the road between Kam Chun Court and Tai Shui Hang Village as well as the inadequate lighting at night in the vicinity of Kam Chun Court bus stop to ensure the safety of residents;
- (e) Kam Chun Court bus stop (Ma On Shan bound, near Sausalito) was not provided with refuse collection bins and refuse was often accumulated there, affecting environmental hygiene. Members had made enquiries with the Food and Environmental Hygiene Department (FEHD), and received a reply that the location had not been put under its management for the time being and members were advised to approach the HyD or TD for information on the management of the road section. Members took this opportunity to express their hope that the relevant departments could pay attention to the hygiene condition of the location;

- (f) members thanked the TD, STDO and bus company for their coordination work since the commissioning of Kam Chun Court bus stop, which made its commissioning possible on 16 June 2024. After the commissioning, a question on the bus stop arrangement was discussed at the TTC meeting on 11 July the same year. At that time, the TD replied that in order to minimise confusion, priority would be given to whole-day bus routes, and the arrangement would be reviewed again when the travel pattern of passengers had stabilised. The information paper provided by the TD today reflected that the TD had taken concrete actions and conducted two reviews in October and December 2024, confirming that there was room for enhancing some bus or minibus services at the bus stop. Members said that such positive response to the District Council was rare in the past and had achieved good results;
- (g) there were still about ten bus or minibus routes which did not operate through Kam Chun Court bus stop, most of which were express routes, and some of these routes were in relatively high demand, including KMB Route No. 274P and GMB routes to Tai Po, bus routes to LOHAS Park in Tseung Kwan O, express routes to Hong Kong Island, and KMB Route No. 299X to Sai Kung. It was hoped that the TD could advise the direction and specific timetable for the future provision of additional en-route stops at Kam Chun Court bus stop;
- (h) residents of Sha Tin North had reflected that many bus routes operated through Kam Chun Court, thus increasing passengers' travelling time and adding five to ten minutes to the journey on average. However, the number of passengers boarding at Kam Chun Court at present was not high and the routing might not suit the need of majority of the passengers; and
- (i) it was suggested that the TD should balance the views of different stakeholders when conducting the consultation. In making route changes, comprehensive consideration should be given to the planning of bus routes in Ma On Shan and Sha Tin, such as whether there were resources for frequency enhancement after addition of stops, instead of simply making all routes operating through Kam Chun Court.

43. Members' enquiries were as follows:

- (a) the footpath next to Kam Chun Court bus stop was separated by a cycle track, resulting in residents of Blocks C and D of Kam Chun Court having to cross the cycle track twice to reach the bus stop, which was inconvenient. Some residents walked directly on the cycle track for the sake of convenience, which posed a safety hazard. In June 2024, members wrote to the TD suggesting swapping the locations of the cycle track and the footpath. At that time, the TD replied in writing that there was no need to carry out the relevant improvement works for the time being. However, members had recently received feedback from the residents again about the inconvenience of the design and would like to know whether the TD would reconsider the proposal; and
- (b) it was asked why KMB Route No. 299X could not operate through Kam Chun Court bus stop. A member said that last year, he/she had made enquiries with the TD, and was informed that only one direction of the round-trip routes could be arranged to stop at the bus stop and therefore Route No. 299X could not pass through that bus stop. However, after reviewing the routing of Route No. 299X, the member was of the view that the bus

should be able to stop at the bus stops in both directions and hoped that the TD would reconsider the proposal of Route No. 299X operating through Kam Chun Court bus stop.

44. A representative of the TD gave a consolidated response as follows:

- (a) at present, the vicinity of the northbound bus stop at Kam Chun Court was still under the management of the HD. The TD would relay the views to the HD after the meeting and asked the HD to step up cleaning work in the area;

[Post-meeting note: Regarding paragraphs 42(e) and 44(a), a meeting was held on 25 January 2025 among the STDO, HD and FEHD to discuss the cleaning work in the vicinity of the northbound bus stop at Kam Chun Court. The HD planned to hand over the management of the site in early March 2025 to the relevant department. In the meantime, the HD would deploy staff to step up cleaning of the site and the FEHD would also step up enforcement actions.]

- (b) regarding the addition of en-route stops for franchised buses at Kam Chun Court, as mentioned in the paper, the current direction of the arrangement was to provide additional en-route stops at Kam Chun Court in a progressive manner, provided that no diversion of the relevant franchised bus routes was required. Unlike the situation in the middle of last year when the bus stop commissioned, there were now already a certain number of routes having en-route stops at Kam Chun Court. The aforementioned arrangement of providing additional stops gradually was to avoid the setting up of additional stops for many routes at Kam Chun Court at the same time, which might have adverse impact on the traffic conditions in the vicinity. As mentioned in the paper, none of the existing public transport services with en-route stops at Kam Chun Court required route changes, and hence the impact of the en-route stops at Kam Chun Court on journey time should not be significant;
- (c) as regards the routing of KMB Route No. 299X (Sha Tin bound), it was indeed not possible to stop at Kam Chun Court bus stop without diversion. Due to the road design, the bus could not enter the lay-by at Kam Chun Court bus stop after leaving Ma On Shan Bypass because of the road markings and the central divider. If it made a stop, it had to divert through Sai Sha Road, Ma On Shan Road or Hang Hong Street, etc., which would substantially increase the journey time. Therefore, the TD was not considering the provision of an additional stop for KMB Route No. 299X at Kam Chun Court at this stage. If only the Sai Kung bound route was arranged to stop at Kam Chun Court but not the Sha Tin bound route, passengers taking the Sai Kung bound route at Kam Chun Court would not be able to return to Kam Chun Court by the same bus, causing confusion and inconvenience to passengers;
- (d) for other routes, the TD noted the proposed routes mentioned by members and would keep them under review in the light of the actual situation and inform the TTC when further arrangements were made;
- (e) on the suggestion of swapping the cycle track with footpath, the TD had conducted on-site traffic inspection, which showed that the pedestrian crossing and cycle track were in normal operation. The TD considered that a pedestrian crossing was already provided at the location to help pedestrians cross the cycle track and the design was still appropriate; and

- (f) with the possible further increase in bus routes and pedestrian flow in the future, the TD would continue to monitor the situation and assess the pedestrian flow and utilisation of the cycle track at the site in a timely manner.

45. A representative of the HyD said that the views on the lighting issue would be conveyed to colleagues of the Lighting Division after the meeting to understand the lighting situation at the site before replying to members.

[Post-meeting note: Regarding paragraphs 42(d) and 45, the HyD had responded to the concerns of the members and said that the HyD planned to enhance the lighting effectiveness of the relevant road sections through optimisation measures, including installing additional lights at individual locations and arranging for the replacement of street lamps with LED lights.]

Progress Report of the Transport Department
(Paper No. TT 7/2025)

46. Members' suggestions and enquiries were as follows:

- (a) it was suggested that the Traffic Division of the Hong Kong Police Force should step up enforcement action against speeding on Fu Kin Street near Wai Sam House of Lung Hang Estate in order to tie in with the two new road signs erected by the TD on Fu Kin Street near Wai Sam House and Sin Sam House;
- (b) members expressed support for changing the terminus of KMB Route No. 82K to Yuen Chau Kok, and at the same time suggested that the TD should consider reinstating the stop at Mei Lam Bus Terminus for the Mei Tin bound route. At present, residents of Mei Lam Estate had to alight at Mei Fai Street on their return journey and walk for some time before returning to Mei Lam Estate, causing difficulties to some elderly or residents with mobility difficulty; and
- (c) the safety island on Hin Keng Street opposite to the Tin Sum Ambulance Depot posed a safety hazard. The TD had indicated that it was studying the possibility of reducing the size of the central island of the safety island to minimise the risk of accidents of large buses with a length of 12.8 metres when turning a corner, but the project had not yet been included in the works list, and members would like to check with the HyD and the TD on the progress to minimise the safety hazard.

47. A representative of the TD gave a consolidated response as follows:

- (a) the TD noted members' earlier views on hoping KMB Route No. 82K to operate through Mei Lam Bus Terminus. As adjusting the bus route to Mei Lam Bus Terminus would increase the travel distance and journey time of Route No. 82K, the proposal would affect the existing passengers and service level. The TD would continue to work with the bus company to closely monitor passenger demand and examine the feasibility of service adjustments in a timely manner; and
- (b) the TD would refer members' enquiry on the adjustment of the safety island to relevant colleagues for follow-up and would give a reply to members after the meeting.

[Post-meeting note: Regarding paragraphs 46(c) and 47(b), after the Chinese New Year school holidays and the traffic in the vicinity had returned to normal, the TD would conduct on-site pedestrian flow surveys and observe the utilisation of the safety island during peak hours in mid-February to further review the arrangements of the safety island.]

48. A representative of the Hong Kong Police Force said that the Police noted members' views on stepping up enforcement actions and would look into the on-site situation.

[Post-meeting note: The Police said that it had conducted a site visit to inspect the traffic situation outside Wai Sam House on Fu Kin Street. Officers of the Traffic New Territories South and Shatin Police District would step up patrols and enforcement actions.]

49. Members noted the above paper.

Report on the Progress of Works of the Highways Department
(Paper No. TT 8/2025)

50. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 9/2025)

51. Members noted the above paper.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 10/2025)

52. Members noted the above paper.

Date and Time of Next Meeting

53. The Chairman announced that the next meeting was scheduled to be held at 2:30 pm on 4 March 2025 (Tuesday).

54. The meeting was closed at 4:31 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

February 2025