

Sha Tin District Council
Minutes of the 4th Meeting
of the Traffic and Transport Committee in 2018

Date : 28 June 2018 (Thursday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:33 pm	7:27 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:33 pm	7:27 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:33 pm	6:16 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:33 pm	5:07 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:33 pm	4:39 pm
Mr CHAN Kwok-keung, James	„	2:33 pm	2:58 pm
Ms CHAN Man-kuen	„	2:33 pm	7:27 pm
Mr CHAN Nok-hang	„	2:37 pm	4:38 pm
Mr CHENG Tsuk-man	„	4:07 pm	6:07 pm
Mr CHING Cheung-ying, MH	„	2:37 pm	7:27 pm
Mr CHIU Chu-pong, Sunny	„	2:33 pm	6:57 pm
Mr CHIU Man-leong	„	2:33 pm	7:25 pm
Mr HUI Yui-yu, Rick	„	2:33 pm	5:11 pm
Mr LAI Tsz-yan	„	2:33 pm	7:27 pm
Ms LAM Chung-yan	„	2:45 pm	6:01 pm
Mr LEE Chi-wing, Alvin, MH	„	4:55 pm	7:01 pm
Mr LEUNG Ka-fai, Victor	„	2:41 pm	3:25 pm
Mr LI Sai-hung	„	2:37 pm	7:27 pm
Mr LI Wing-shing, Wilson	„	2:33 pm	7:27 pm
Mr MAK Yun-pui	„	5:02 pm	7:19 pm
Mr MOK Kam-kwai, BBS	„	2:37 pm	3:54 pm
Ms PONG Scarlett Oi-lan, BBS, JP	„	2:33 pm	4:59 pm
Mr PUN Kwok-shan, MH, JP	„	2:37 pm	7:22 pm
Mr SIU Hin-hong	„	2:33 pm	3:00 pm
Mr TING Tsz-yuen	„	2:46 pm	4:30 pm
Mr TONG Hok-leung	„	2:33 pm	5:55 pm
Ms TSANG So-lai	„	2:57 pm	6:27 pm
Ms TUNG Kin-lei	„	2:33 pm	7:27 pm
Mr WAI Hing-cheung	„	2:33 pm	6:38 pm
Mr WONG Fu-sang, Tiger	„	2:33 pm	7:27 pm
Mr WONG Hok-lai	„	2:37 pm	7:25 pm
Mr WONG Ka-wing, MH	„	2:33 pm	6:17 pm
Ms WONG Ping-fan, Iris	„	2:33 pm	7:27 pm
Mr YAU Man-chun	„	2:33 pm	3:53 pm
Mr YIP Wing	„	2:33 pm	7:27 pm
Mr YIU Ka-chun, MH	„	2:33 pm	7:27 pm

Present

Mr LEUNG Ho-yin, Roy (Secretary)

In Attendance

Mr WONG Tin-pui, Simon

Mr YUEN Chun-kit, Derek

Mr HO Ming-yin, Jim

Mr YAU Kung-yuen, Corwin

Mr YIP Koon-keung, Ken

Mr SUM Wang-shing, Sam

Mr HU Yueming, Alan

Mr CHIU Sung-ko

Mr LEE Sze-yan, Sam

Mr LIU Chi-kwong

Mr YUEN Sze-chun

Mr CHOW Siu-ye

Mr HO Yiu-cheung

Mr LAM Chi-chung

Mr LI Shuet-hang

Mr LO Tit-kau, Terry

Ms CHUNG Pui-yi

In Attendance by Invitation

Mr CHAN Shui-yu, Alex

Mr YU Ka-kit, Jason

Mr TAM Sin-hang

Mr WOO Kam-tsuen

Mr YEUNG Chun-ho

Mr WONG Chiu-sheung

Ms CHEUNG Chor-yin

Ms WOO Wan-yin

Mr CHAN Chun-yuen

Mr HO Siu-nam

Mr LEUNG Pak-seng

Absent

Mr NG Kam-hung

Mr WONG Yue-hon

Ms YUE Shin-man

Title

Executive Officer (District Council) 4 / Sha Tin District Office

Title

Assistant District Officer (Sha Tin)

Senior Executive Officer (District Council) /
Sha Tin District Office

Senior Transport Officer / Sha Tin / Transport Department

Senior Transport Officer / Ma On Shan / Transport Department

Senior Engineer / Sha Tin / Transport Department

Engineer / Sha Tin 3 / Transport Department

Engineer / Sha Tin 2 / Transport Department

Engineer / Sha Tin 1 / Transport Department

Engineer / Ma On Shan / Transport Department

Regional Highway Engineer / New Territories Region /
Sha Tin (2) / Highways DepartmentAdministrative Assistant / Lands
(District Lands Office, Sha Tin)Housing Manager (Tai Po, North & Shatin 4) /
Housing DepartmentActing District Operations Officer (Shatin District) /
Hong Kong Police ForceOfficer-in-Charge, District Traffic Team /
Sha Tin Police District / Hong Kong Police ForceSenior Officer (Planning & Development) /
The Kowloon Motor Bus Co. (1933) Ltd.

Assistant Manager (Operations) /

The Kowloon Motor Bus Co. (1933) Ltd.

Senior Public Affairs Officer /

New World First Bus Services Limited and Citybus Limited

Title

Engineer / Tsuen Wan & Shatin / Transport Department

Acting Senior Estate Surveyor / North West / Sha Tin District
Lands Office

Representative of Toptex Limited

Representative of Toptex Limited

Representative of Toptex Limited

Representative of Toptex Limited

Representative of Toptex Limited

Representative of Llewelyn-Davis Hong Kong Ltd.

Representative of Fugro (Hong Kong) Ltd.

Representative of AECOM Asia Group Holdings Limited

Representative of AECOM Asia Group Holdings Limited

Title

DC Member (Application for leave of absence received)

" (")

" (")

Applications for Leave of Absence

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

Mr NG Kam-hung	Official commitment
Mr WONG Yue-hon	”
Ms YUE Shin-man	”

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

Confirmation of the Minutes of the Meeting Held on 8 May 2018

(TTC Minutes 3/2018)

3. Members unanimously confirmed the above minutes of the meeting.

Confirmation of the Minutes of the Special Meeting Held on 21 May 2018

(TTC Minutes 4/2018)

4. Members unanimously confirmed the above minutes of the meeting.

Matters Arising

Responses of Government Departments and Organisations to Matters Arising from the Meeting on 8 May 2018

(Paper No. TT 43/2018)

5. Mr Sam SUM, Engineer / Sha Tin 3 of the Transport Department (TD) provided additional information on the progress of road improvement works at the minibus stand outside the Prince of Wales Hospital (PWH) in Sha Tin, as mentioned at the previous meeting. He said that at the TD, the Highways Department (HyD) and the Leisure and Cultural Services Department (LCSD) held an inter-departmental meeting on 5 June this year to discuss measures to expedite related works, especially about handling of existing trees at the minibus stand. The original estimate of 33 months for the construction period was based on the requirement that the trees near the minibus stand be properly protected during the works. The HyD was currently preparing a proposal on handling of the trees. The TD also understood that the works were imperative for passenger safety. Therefore, it would work with the HyD to deal with the trees in the near future and would carry out related works as soon as possible, so as to minimise the construction period.

6. Members noted the above paper.

Responses of Government Departments and Organisations to Matters Arising from the Special Meeting on 21 May 2018

(Paper No. TT 44/2018)

7. The views of Mr Michael YUNG were summarised below:

- (a) the paper would be submitted to the Independent Review Committee

on Hong Kong's Franchised Bus Service for reference. He suggested that the Secretariat carefully collate related information, mark the meeting date in the related attachment and delete unnecessary content;

- (b) he suggested that government departments or relevant organisations provide both updated and original replies to previous meeting papers for the sake of public inspection; and
- (c) he was willing to offer advice to the Secretariat on the collation of information for the relevant paper.

8. The Chairman informed the meeting that some people observing the meeting were taking photos, videos and sound recordings at the venue.

9. Members noted the above paper.

Discussion Items

Road Improvement Works at Heung Fan Liu Street (Portion) and Government Land at South of Heung Fan Liu New Village, Tai Wai, Sha Tin
(Paper No. TT 55/2018)

10. The Chairman welcomed the District Lands Office / Sha Tin (DLO/ST), the owner of the plot concerned and the representative of its consultant company to the meeting.

11. Mr Jason YU, Acting Senior Estate Surveyor / North West of the DLO/ST briefly introduced the contents of the paper.

12. The views of Mr TONG Hok-leung were summarised below:

- (a) he hoped that the Government would explain in detail the impact of the works on the residents;
- (b) Mei Tin Estate would have a larger population in view of the upcoming completion of large buildings. And the pedestrian and vehicular flows were expected to grow substantially as well. He was worried that the traffic at the location would be more congested and the roads would be more overwhelmed;
- (c) he hoped that the Government would review the traffic facilities at Heung Fan Liu Street during the works, and would install pedestrian crossing facilities such as traffic lights and pedestrian refuges;
- (d) he opined that the Government should make an overall plan for Heung Fan Liu Street in order to make improvements and resolve existing problems at the site; and
- (e) the proposal did not include the planning of a cycle track.

13. The views of Mr WONG Hok-lai were summarised below:

- (a) the proposed refuse collection point would be too close to the residential area and its hygiene conditions were worrying;
- (b) he hoped that the residents of Pak Tin Areas 4 and 5 would not be affected during the works, and he enquired about the width of the proposed footpath;
- (c) as the road works would last two years, he wondered whether the Government had related data, construction details and a traffic impact assessment (TIA) to ensure that the residents' access and the safety of road users would not be affected during the works;
- (d) he asked whether the works would involve the removal of squatter structures and he would like to learn about the relevant compensation;
- (e) he wondered whether construction vehicles would be travelling at night during the construction works and thereby disturb the residents;
- (f) as there were no street lights at Heung Fan Liu Street at present, he asked whether the works would involve the installation of a lighting system for the road; and
- (g) at present, there was serious illegal parking at the site at night, which affected the residents' access. He asked whether another parking location would be available during the works and whether related assessment would be conducted.

14. The views of Mr MOK Kam-kwai were summarised below:

- (a) representatives of Tai Wai Village were not consulted on related works; and
- (b) Heung Fan Liu Street was not a standard road section. He was dissatisfied that the problem remained outstanding and that only minor patching and mending were made when there was a development project. He suggested that the proposal be withdrawn and that no further discussion should be conducted until after a comprehensive consultation.

15. The views of Ms TUNG Kin-lei were summarised below:

- (a) some residents were worried that the access of construction vehicles would cause a burden on the flyover and the road traffic;
- (b) she hoped that the works would enable comprehensive improvements of Heung Fan Liu Street by retrofitting pedestrian crossing facilities such as traffic lights and pedestrian refuges;

- (c) she hoped that more parking spaces could be provided for the residents;
- (d) the existing hygiene problems at Heung Fan Liu Street remained outstanding. And the proposed refuse collection point would be too close to the residential area and affect the residents. She hoped that the DLO/ST would review the proposal; and
- (e) apart from local consultation, she hoped that the DLO/ST would also take comprehensive measures to address existing livelihood and traffic problems.

16. Mr CHING Cheung-ying opined that the DLO/ST and the consultant company did not have sufficient communication with the residents. They also failed to address the residents' questions and concerns, such as the proposed refuse collection point being too close to the residential area, alternative parking spaces, housing clearance, etc. He said that the DLO/ST failed to explain the arrangements to the affected residents or listen to their views.

17. The views of Mr Michael YUNG were summarised below:

- (a) he asked whether the owner and the consultant company had consulted relevant resident representatives beforehand;
- (b) he asked whether the owner and the consultant company had consulted different stakeholders beforehand on the locations of the proposed refuse collection point and the mailboxes. And he wondered whether the proposal described in the paper was final and would be revised in line with related comments;
- (c) he asked whether there was a plan for temporary traffic arrangements, which might be involved in the works;
- (d) the increase in pedestrian and vehicular flows following the development of nearby areas would aggravate the burden on Heung Fan Liu Street. He wondered whether any TIA had been conducted;
- (e) he hoped that the owner and the consultant company could provide more information on the development works;
- (f) he asked whether the owner would explain the relevant works to local residents and DC Members as soon as possible; and
- (g) he opined that DLO/ST, the developer and the consultant company underestimated the reaction of local residents to the road works. The proposal did not include relevant assessment data or the information of the new bus route. He suggested that the DLO/ST conduct a comprehensive consultation before gazettal in order to reduce opposition.

18. The Chairman asked members to note that Mr TING Tsz-yuen and Ms Scarlett PONG had returned to the conference room.

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

- (a) he said that the road works would not be carried out if not for the developer's needs. He wondered whether the consultant company was engaged by the Government or the developer and whether the works would be carried out for the developer or the residents;
- (b) the road works would last two years, and the subsequent housing development project would bring nuisances to the residents for an even longer period;
- (c) he opined that no discussion should be conducted unless there was more information; and
- (d) he hoped that the Government could specify the existing traffic problems at Heung Fan Liu Street.

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

- (a) he opined that the consultation on the works was inadequate;
- (b) the proposed refuse collection point would be too close to the residential area. He wondered whether the DLO/ST had assessed its impact on the residents;
- (c) he asked whether the DLO/ST had arranged alternative parking areas for the residents;
- (d) the road near the new mailboxes for Pak Tin Areas 4 and 5 was narrow, which would be inconvenient for sending and receiving mails. He wondered whether the DLO/ST had conducted related safety assessment;
- (e) the road lighting was inadequate at present. He hoped that a lighting system could be installed as well; and
- (f) the DLO/ST and the consultant company were not well prepared and had not conducted a comprehensive consultation beforehand. If the works were only intended to serve future development projects, leading to deteriorated quality of life and more safety problems, then it would be advisable not to carry them out. He suggested that the DLO/ST and the consultant company withdraw the paper and that they first consult the residents and respect the residents' views.

21. Mr PUN Kwok-shan opined that the works did not include the planning of a cycle track.

22. Mr Thomas PANG opined that the DLO/ST and the consultant company had made only hasty preparations, and that the works would be unable to address the existing road problems. He suggested that the item be withdrawn from the agenda for the time being and be processed only after an overall plan for road widening works and sufficient local consultation.

23. Mr Jason YU gave a consolidated response as follows:

- (a) the works did not involve land resumption or the relocation of squatter structures;
- (b) the old refuse collection point and mailboxes would not be removed until the new ones were put into service, so as to minimise the impact on the residents;
- (c) he said the relevant development projects had already been approved by the Town Planning Board (TPB) in June 2015 and details could be found in the related TPB paper; and
- (d) he said that local DC Members had been consulted on the works before the meeting, and that they could still express their views even after gazettal in future. The DLO/ST and the applicant would firstly consult members, government departments and the residents, before improving the proposal and submitting it again to the Sha Tin District Council (STDC).

24. Mr YEUNG Chun-ho, representative of Toptex Limited gave a consolidated response as follows:

- (a) the future development project would include four residential buildings of not more than 26 storeys, providing approximately 1 300 units and 150 parking spaces;
- (b) the road works would not commence until application had been filed with and approval had been obtained from relevant government departments for temporary traffic management measures. The two-year works would be conducted in stages and would not involve road closure. The existing road would also remain unobstructed for the residents' access, and the works would comply with relevant legislation;
- (c) the works would include the introduction of a bus route and a bus stop for Heung Fan Liu Street, which would not only support the development project but also improve the residents' life;
- (d) during the works, the constructor would provide its contact numbers at the construction site, so that members of the public could contact it on relevant issues;

- (e) the company would provide adequate lighting on the road, especially at the location of the mailboxes, in line with the guidelines of relevant government departments; and
- (f) the new mailboxes would be within only five metres from the old ones. The road works would include the construction of carriageway and a footpath. The mailboxes would be installed on the footpath, which was supposed to make it safer to send and receive mails.

25. Mr TAM Sin-hang, representative of Toptex Limited gave a consolidated response as follows:

- (a) procedurally, the related works would need to be gazetted. There would be a statutory platform for members of the public to express their views. And the proposal would be revised if necessary;
- (b) the company had consulted local DC Members on the locations of the refuse collection point and the mailboxes. After the meeting, the company would meet with the residents via local DC Members to explain the relevant arrangements and would follow up on the comments made by members; and
- (c) he said that the proposal would be revised based on members' views and that the STDC would be consulted again later.

26. Mr WOO Kam-tsuen, representative of Toptex Limited said that a TIA had been conducted when the TPB reviewed the proposed works in 2015. Relevant results showed that Heung Fan Liu Street and the main roads nearby all had sufficient remaining capacities at an acceptable level, and that the road design also met applicable standards.

27. The Chairman suggested setting up a focus group led by the DLO/ST and members could join as they wished. He also suggested that the matter was reported to the TTC again upon a consensus.

28. Mr Jason YU basically agreed to the establishment of a focus group led by the DLO/ST. But he said that the applicant should have no power to carry out any works beyond the scope of the application.

29. The views of Mr HO Hau-cheung were summarised below:

- (a) he did not object to the relevant processing mechanism, but he wanted to confirm that the focus group would not be a working group under the TTC; and
- (b) he opined that the focus group would require the participation of other government departments, such as the TD and the Police, apart from the DLO/ST. He suggested that the DLO/ST advise other relevant departments to join the focus group.

30. The views of Mr Michael YUNG were summarised below:

- (a) to be set up based on the consensus at the TTC, the focus group was intended to solicit the opinions of members and local residents, and to resolve some local issues in collaboration with other government departments. He opined that the focus group would be a better way to address the matter. It would be a waste of time if the proposal was revised and consultation was re-conducted when there was opposition after gazettal;
- (b) he hoped that the applicant would clearly indicate its intention to join the focus group or not; and
- (c) the Standing Order of the present STDC stipulated a ceiling on the number of standing and non-standing working groups. If the said focus group was set up under the STDC, then it would be subject to the STDC's staffing arrangement. However, the consultation on the works was the responsibility of the applicant and relevant departments. Therefore, he opined that the focus group should be led by relevant government departments in order to relieve the burden of the STDC. And the related meeting details and arrangements could be discussed later.

31. The views of Mr WONG Hok-lai were summarised below:

- (a) he asked whether the focus group would have meeting minutes and recordings as the STDC did, and whether a general contact group would be led by the relevant government departments or by the Sha Tin District Office (STDO)/STDC; and
- (b) he requested that the consultant company fully consult local residents before submitting the works proposal to the STDC or the focus group.

32. Mr LI Sai-hung asked whether the DLO/ST would gazette the works only after the focus group reached a consensus.

33. The views of the Chairman were summarised below:

- (a) the focus group would be led by the DLO/ST, but other relevant departments were also duty-bound. He hoped that relevant departments such as the TD could cooperate with the Police;
- (b) he opined that the DLO/ST could provide the TTC with minutes of relevant meetings for members' information;
- (c) generally speaking, contact groups would be led by different departments as appropriate;
- (d) he suggested that the exact reason for setting up the focus group was to fully discuss related issues and to reach a consensus; and

- (e) he suggested that the DLO/ST communicate with the Secretariat after the meeting to discuss the manner of inviting members to join the focus group.

34. Mr Jason YU said that the applicant agreed to join the focus group and could discuss the relevant details and arrangements after the meeting.

35. The Chairman asked members whether they agreed to handle the provisional motion moved by Mr TONG Hok-leung.

36. Members agreed to discuss the provisional motion moved by Mr TONG Hok-leung.

37. Mr TONG Hok-leung moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council vehemently requests that, during the implementation of Road Improvement Works at Heung Fan Liu Street (Portion) and Government Land at South of Heung Fan Liu New Village, Tai Wai, Sha Tin, it is necessary for the Government to simultaneously consult the affected residents and the rural committee comprehensively, widen the whole Heung Fan Liu Street and improve the ancillary transport facilities, including providing pedestrian signals and safety islands, so as to tie in with the growth of traffic and pedestrian flow in the future.”

Ms TUNG Kin-lei seconded the motion.

38. The Chairman enquired whether members endorsed the provisional motion in paragraph 37.

39. Members unanimously endorsed the provisional motion in paragraph 37.

40. The Chairman asked members whether they agreed to handle the provisional motion moved by Mr WONG Hok-lai.

41. Members agreed to discuss the provisional motion moved by Mr WONG Hok-lai.

42. Mr WONG Hok-lai moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests that, prior to Road Improvement Works at Heung Fan Liu Street (Portion) and Government Land at South of Heung Fan Liu New Village, the affected residents in the district be consulted comprehensively and the consensus of the residents be gathered before discussion at the Sha Tin District Council.”

Mr WAI Hing-cheung seconded the motion.

43. Mr Michael YUNG opined that it would be more comprehensible to change “...prior to Road Improvement Works...” to “... prior to carrying out Road Improvement Works...”.

44. Ms CHAN Man-kuen stated that the provisional motion moved by Mr WONG Hok-lai was similar to the one in paragraph 37 and that the two motions should not be moved separately.

45. The Chairman opined that the two provisional motions were different in contents. The one in paragraph 37 put forward specific measures, such as widening Heung Fan Liu Street and improving transport facilities. The one moved by Mr WONG Hok-lai, on the other hand, proposed a general direction that discussion should be carried out after a consensus was reached in the community.

46. Mr HO Hau-cheung opined that the motion should reflect the fact that the TTC had reached a consensus on setting up a focus group led by the DLO/ST. He suggested that the motion be amended as “...prior to carrying out Road Improvement Works...via the focus group led by the District Lands Office/Shia Tin...”.

47. Mr WONG Hok-lai accepted Members’ suggestions and amended his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests that, prior to carrying out Road Improvement Works at Heung Fan Liu Street (Portion) and Government Land at South of Heung Fan Liu New Village, the affected residents in the district be consulted comprehensively and the consensus of the residents be gathered via the focus group led by the District Lands Office/Shia Tin before discussion at the Sha Tin District Council.”

Mr WAI Hing-cheung seconded the motion.

48. The Chairman enquired whether members endorsed the provisional motion in paragraph 47.

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

50. The Chairman left the chair temporarily due to other commitments and the Vice-Chairman therefore presided over the meeting for the time being.

Questions

Question to be Raised by Ms TUNG Kin-lei on the Frequent Occurrence of Traffic Accidents at the Roundabout in Tai Wai
(Paper No. TT 45/2018)

51. The views of Ms TUNG Kin-lei were summarised below:

- (a) there had been a lot of accidents at the roundabout in Tai Wai during the past year. The figure provided by the Police included only reported accidents, but not the numerous unreported ones. The Police recently displayed a banner at the roundabout, marking the site as a traffic black spot, which indicated that the problem did exist;
- (b) she opined that the high accident rate was mainly due to the haste of motorists and the substantial vehicular flow at the roundabout;

- (c) there was currently a bus-only lane and an ordinary lane on Hung Mui Kuk Road heading for the Lion Rock Tunnel, which caused traffic congestion. And vehicles accessing a property construction site of the MTR Corporation nearby also contributed to the obstruction;
- (d) she opined that the TD should make comprehensive improvements to reduce accidents and to divert traffic, instead of just adding road markings; and
- (e) she had reservations about the TD's plan to narrow the roundabout from three lanes to two and to designate the outer lane as a left-turn only one. She was concerned that the narrowing would only increase the traffic load at the roundabout and make it more prone to accidents. She also suggested reducing the operating hours of the bus-only lane on Hung Mui Kuk Road in order to divert the vehicular flow.

52. The views of Mr PUN Kwok-shan were summarised below:

- (a) he pointed out the high number of relevant accidents and asked the Police which exit of the roundabout was more accident-prone;
- (b) he opined that it would be too late to complete the widening of Mei Tin Road southbound connecting to Che Kung Miu Road in late 2019 or early 2020. He said that the TD should urge the developer to expedite the works;
- (c) he asked whether the TD had made specific traffic arrangements or instructions on the three-lane roundabout in order to reduce its risk; and
- (d) he asked the TD to consider various options, such as installing traffic signals.

53. The views of Mr HO Hau-cheung were summarised below:

- (a) he hoped that the Police or the TD would explain the definition of a traffic black spot, as well as the differences in its application to an ordinary road and to a roundabout, if any;
- (b) he hoped that the Department would explain whether the measures described in the paper would be long-term or temporary;
- (c) he wondered why the two projects mentioned in the paper could not be merged since they were conducted by the TD and the property developer respectively;
- (d) he hoped that the TD would provide a more detailed explanation of the traffic impact of the works and the related arrangements;

- (e) he opined that Tai Wai Station Public Transport Interchange should be redesigned to add an exit at Che Kung Miu Road, in order to divert the vehicular flow and to reduce the load on the road; and
- (f) he asked the TD to consider all feasible options.

54. The views of Mr LI Sai-hung were summarised below:

- (a) he said that he had seen a police car travelling at the roundabout in Tai Wai without flashing the indicator light. He opined that clear and comprehensible road markings should be provided at the site to remind motorists, in order to reduce the chance of accidents;
- (b) he hoped that the TD would explain the latest traffic improvement measures; and
- (c) the driving licence test did not include adequate training on roundabouts. He opined that the TD should provide adequate guidelines for motorists to use roundabout correctly.

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

- (a) there was a heavy vehicular flow at the roundabout during morning and evening peak hours. He opined that related accidents were caused by motorists' impatience and recklessness, their inappropriate use of the roundabout, and their inadequate driving skills;
- (b) he suggested that the TD designate the outermost lane of the roundabout as a dedicated one in order to divert the vehicular flow and to reduce accidents;
- (c) he opined that the new spiral design was not suitable for the roundabout in Tai Wai with heavy traffic;
- (d) he pointed out the varying traffic conditions at different exits of the roundabout in Tai Wai. Among them, traffic was extremely busy at the section of Mei Tin Road heading for Hung Mui Kuk Road in the evening. He suggested setting up two junctions respectively at Mei Tin Road and Che Kung Miu Road for access to the MTR Tai Wai Station, so as to divert the vehicular flow on Mei Tin Road;
- (e) he said that the Police had captured motorists incorrectly heading for Hin Keng via the roundabout on its traffic cameras and had pressed charges, which, however, resulted in little improvement. Instead, the heavy traffic entering the roundabout from Mei Tin Road caused more motorist violations. He suggested that the Police step up enforcement at the section;
- (f) he suggested that traffic signals be installed at some sections in order to reduce accidents; and

- (g) he opined that the bus-only lane on Hung Mui Kuk Road was underused. He suggested that the left-turn only lane be tried out at the junction from Mei Tin Road onto Che Kung Miu Road and the one from Che Kung Miu Road onto Hung Mui Kuk Road, in order to divert the vehicular flow.

56. Mr Tiger WONG opposed the TD's addition of road marking at the exits of the roundabout in Tai Wai, since he opined that it would reduce the time for motorists to leave the roundabout. He did not understand why the TD prohibited learner motorists from travelling via the roundabout. He opined that driving schools should educate motorists on how to properly use roundabouts. Otherwise, probationary motorists would find it difficult to cope with large roundabouts and were prone to accidents.

57. The views of the Vice-Chairman were summarised below:

- (a) he said that even if the "design flow to capacity ratio" (DFC ratio) was lower than 1 at the roundabout, the traffic already seemed to be very busy at the site. He hoped that the TD could explain how the ratio was calculated;
- (b) he said that he could not find in Paper No. TT 52/2018 the reference number of the Works Request Form for the project mentioned in Question (c). He hoped that the TD could provide the related reference number and construction drawing;
- (c) he opined that it was not ideal to just put up a banner of "traffic black spot", since it could easily distract motorists. As there was a statutory marking of "traffic black spot", he wondered whether a Works Request Form was required for putting up the sign. If yes, he asked the TD to discuss the matter with the HyD as soon as possible;
- (d) in his opinion, while it would not take much time to paint road markings, it would be complicated to discuss temporary traffic measures. He asked the TD, the Police and the HyD to discuss traffic problems at the roundabout in Tai Wai as soon as possible;
- (e) he asked the TD to study the feasibility of controlling the roundabout with traffic signals;
- (f) as regards the proposed narrowing of the carriageway at the roundabout from three lanes to two, he asked the TD to provide the assessment of the DFC ratio and of the impact on vehicles waiting to enter the roundabout; and
- (g) in view of the said proposed narrowing, he wondered whether the TD would also reduce the section of Che Kung Miu Road into the roundabout from four lanes to three.

58. Mr Alan HU, Engineer / Sha Tin 2 of the TD gave a consolidated response as follows:

- (a) as per the TD's on-site observation during the morning peak hours, the busiest traffic at the roundabout in Tai Wai occurred at the section of Che Kung Miu Road onto Hung Mui Kuk Road, with about eight or nine vehicles in each traffic queue. And it would take more than a minute to leave the roundabout, about the same time for a junction with traffic signals;
- (b) at present, the section of Che Kung Miu Road onto Hung Mui Kuk Road include one bus-only lane and two other lanes. It was not narrowed to a one-lane carriageway until after the junction with Chung Pak Road;
- (c) as regards the heavy traffic at the section of Mei Tin Road onto Che Kung Miu Road, the developer of the project above the MTR Tai Wai Station proposed designating a left-turn only lane at the section. The developer estimated that related works would be completed by 2020 in line with the above-station property project. The TD would discuss with the developer the feasibility of expediting the progress of the relevant works;
- (d) the TD proposed putting up a "roundabout ahead" traffic sign to alert motorists in advance. The TD would also paint special road markings, such as solid-cum-broken white lines, or extending related road markings to specific exits, so as to facilitate motorists' access to the roundabout. The TD made arrangements in mid-June this year for the HyD to commence the works, which were expected to be completed by April next year. The TD would continue to monitor the traffic situation at the roundabout and formulate long-term improvement measures, such as changing the carriageway at the roundabout from the three lanes to two, designating all outer lanes as left-turn only ones, or else adopting the new spiral design; and
- (e) there were three criteria for identifying a "traffic black spot", which referred to a location with six or more traffic accidents involving pedestrian injuries over the past one year, or else with nine or more traffic accidents involving personal injuries over the past one year, or else with two or more fatal traffic accidents over the past five years.

59. Mr Ken YIP, Senior Engineer / Sha Tin of the TD gave a consolidated response as follows:

- (a) due to the heavy traffic in the roundabout, related works were supposed to be carried out at night. Temporary traffic arrangements would be made and were supposed to have little impact on motorists;
- (b) since the leftmost lane was an unobstructed left-turn only one, changing the carriageway at the roundabout from three lanes to two would not necessarily result in worse traffic conditions;

- (c) the TD would work with the Police and the HyD to expedite the relevant works as much as possible and would review the effectiveness, before taking further actions, such as changing the carriageway at the roundabout from three lanes to two, adopting the spiral design, soon as possible and examine their effectiveness before further processing. For example, the roundabout would be diverted from three lanes to two lanes, using spiral roundabouts, installing traffic signals, etc.;
- (d) regarding the establishment of additional exits at the Tai Wai Station Public Transport Interchange, he promised to carry out an on-site inspection together with staff of relevant TD sections, members of the TTC and representatives of bus companies, in order to explore the feasibility;
- (e) as regards letting learner drivers travel via the roundabout and teaching drivers use it correctly, he would convey members' views to relevant TD sections;
- (f) at present, the operating time of the bus-only lane at Hung Mui Kuk was from 7 am to 10 am and from 4 pm to 7 pm every day. The TD would study the feasibility of reducing the operating time and would report to the TTC in due course;
- (g) he would work with relevant TD sections to review the practice of putting up the "traffic black spot" banner; and
- (h) as regards the developer's designation of a left-turn lane at the section of Mei Tin Road onto Che Kung Miu Road, the TD would discuss with the developer to expedite works progress.

60. Mr HO Yiu-cheung, Acting District Operations Officer (Shatin District) of the Hong Kong Police Force (HKPF) said that the Sha Tin Police District, would work with relevant parties to consolidate the figures of traffic accidents at all the exits of the roundabout in Tai Wai. He also asked members to provide details about the incident of a police care using the roundabout in Tai Wai without flashing the indicator light, such as the accurate date and time and its licence plate number. The Police would ask the related persons about the incident in order to clarify the situation, and would provide police drivers with appropriate instructions or training whenever necessary.

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61. Mr LIU Chi-kwong, Regional Highway Engineer, New Territories Region / Sha Tin (2) of the HyD gave a consolidated response as follows:

- (a) he said that the information in Paper No. TT 52/2018 was updated as of 11 June, while the Works Request Form for the works mentioned in Question (c) was not received until 15 June. Therefore, it was not included in the paper; and

- (b) the HyD, the Police and the TD would actively cooperate with each other to expeditiously handle the temporary traffic arrangements and complete the traffic improvement measures.

Question to be Raised by Mr YIU Ka-chun on the Traffic Safety at Tai Chung Kiu Road

(Paper No. TT 46/2018)

62. The views of Mr YIU Ka-chun were summarised below:

- (a) he said that the figures of traffic accidents provided by the Police was different from those provided by the TD in Paper No. TT 48/2018. He hoped that the Government could provide an explanation. He believed that the Police had misunderstood his question and provided the corresponding traffic accident figures. He hoped that the Police could provide after the meeting the traffic accident figures for Tai Chung Kiu Road, the junction of Tai Chung Kiu Road and Fo Tan Road, the junction of Tai Chung Kiu Road and Sha Tin Wai Road, as well as the junction of Tai Chung Kiu Road and Lion Rock Tunnel Road;
- (b) he said that during the past ten years, the highest number of serious traffic accidents Tai Chung Kiu Road and Fo Tan Road. And the highest number of traffic accidents had happened on Tai Chung Kiu Road and Lion Rock Tunnel Road, where, however, no red light cameras were installed;
- (c) the number of traffic accidents at the junctions of Tai Chung Kiu Road and related roads had been on the rise, but traffic improvement measures in the past 10 years had been inadequate. The Government only installed one red light camera at Sha Tin Wai Road in 2011, with the remaining measures involving nothing but road marking changes; and
- (d) he said that most traffic accidents happened in the middle of the night or early in the morning, when there were fewer vehicles on the road, mostly because motorists had inappropriate driving attitudes, misread the traffic signals or jump the red light. Therefore attention should be paid to the education of motorists.

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

- (a) he hoped that the Government would explain the difference in the figures of traffic accidents provided by the Police and by the TD;
- (b) he asked whether the TD would adopt different measures at different hours in order to reduce the occurrence of accidents; and
- (c) he had previously proposed installing traffic lights at the junction of Belair Gardens. However, the staff of the TD had said that it would be infeasible according to the applicable criteria. However, now the TD proposed the relevant measure. He wondered how the applicable

criteria were determined.

64. The views of Mr WONG Ka-wing were summarised below:

- (a) he said that most traffic accidents on Tai Chung Kiu Road occurred in the middle of the night or early morning hours. And most of them involved head-on collisions. He opined that the driving attitudes of motorists were mainly to blame. For example, they jumped red lights or drove too fast. He suggested that the TD install red light cameras at high-risk junction as soon as possible to alert motorists;
- (b) he pointed out that some people were fishing on the bridge along Tai Chung Kiu Road in the evening. He opined that it was one of the causes of traffic accidents. And he hoped that the Police would step up enforcement;
- (c) he opined that enforcement against offending motorists should be stepped up and the configuration of the so-called “tailed traffic lights” (i.e. each set comprising the three-colour traffic signals in addition to a green filter light), in order to minimise motorists’ misreading of traffic signals; and
- (d) he asked how long it would take the TD to study measures to improve road safety. He also asked whether removing the “tailed traffic lights” would have any impact on relevant road sections.

65. The views of the Vice-Chairman were summarised below:

- (a) he hoped that the Police could provide the correct figures of traffic accidents for relevant road sections after the meeting;
- (b) as regards the difference in figures provided by the Police and by the TD, he hoped that the two departments could provide supplementary information on serious and minor traffic accidents after the meeting;
- (c) he suggested that relevant government departments provide a joint reply in future in order to avoid confusion;
- (d) he hoped that the TD would explain whether it was imperative to install pedestrian refuges or lane dividers; and
- (e) he hoped that the TD would explain the impact, if any, on the reserve capacity of relevant road sections if the “tailed traffic lights” were removed.

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66. Mr Alan HU gave a consolidated response as follows:

- (a) he estimated that the figures provided by the TD were different from those by the Police, possibly due to several reasons. Firstly, the figures provided by the TD did not include accidents on cycle tracks. Secondly, the TD and the Police might have different definitions of

junctions;

- (b) regarding the definition of traffic accidents, he promised to consult relevant TD sections and provide information to the TTC;
- (c) the TD would work with the HyD to implement the proposed short-, medium- and long-term measures as soon as possible to enhance the traffic safety on Tai Chung Kiu Road; and
- (d) the TD would decide whether to install red light cameras based on available resources and the applicable criteria (such as the number of traffic accidents caused by red light jumping).

67. Mr Ken YIP gave a consolidated response as follows:

- (a) he proposed a correction to the first point of the medium- and long-term traffic improvement measures in the paper, saying that “removing (the ‘tailed traffic lights’) at individual locations...” should be corrected as “relocating (the ‘tailed traffic lights’) at individual locations...”. At present, some “tailed traffic lights” were not ideally located. The TD would consider relocating them so that motorists would see them clearly;
- (b) it was not imperative to install pedestrian refuges or lane dividers. The feasibility depended on the site circumstances;
- (c) as regards the setting up of red light cameras, the TD had just started a territory-wide study to collect data on traffic accidents caused by red light jumping. It would discuss the matter with the Police later. He would convey to the consultant company members’ attention about the traffic safety on Tai Chung Kiu Road and would discuss expediting the process; and
- (d) after traffic lights were installed at the junction of Sha Kok Street and Belair Gardens, the hours of vehicle access would be restricted and crossing pedestrians would need to follow traffic signals. The TD would consult local residents on the matter.

68. Mr HO Yiu-cheung gave a consolidated response as follows:

- (a) the figures of traffic accidents provided by the Police derived from report records stored in the computer system. According to his preliminary estimates, the figures were higher because all the accidents on the entire road had been searched for in the system based on the question in the first place; and
- (b) the Sha Tin Police District or the New Territories South Regional Police Headquarters would analyse traffic accidents and complaints on a monthly basis, before taking focused actions to combat offences.

69. The Vice-Chairman asked members to note that Mr MAK Yun-pui had returned to the conference room.

70. The Vice-Chairman asked whether members agreed to handle the provisional motion moved by Mr YIU Ka-chun.

71. Members agreed to discuss the provisional motion moved by Mr YIU Ka-chun.

72. Mr YIU Ka-chun moved a provisional motion as follows:

“Traffic accidents take place frequently at the junction of Tai Chung Kiu Road, Fo Tan Road, Sha Tin Wai Road and Lion Rock Tunnel Road in Sha Tin. The Traffic and Transport Committee of the Sha Tin District Council vehemently requests the Transport Department to expeditiously impose the short-term, mid-term and long-term transport improvement measures mentioned in Paper (TT 46/2018) in order to effectively enhance road safety and reduce traffic accidents. The Department is also requested to directly address the problem of drivers’ attitude and speeding in order to safeguard public safety.”

Mr Tiger WONG seconded the motion.

73. The Vice-Chairman asked members whether they agreed to endorse the provisional motion in paragraph 72.

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

Question to be Raised by Ms CHAN Man-kuen on the Bus Lane
(Paper No. TT 47/2018)

75. The views of Ms CHAN Man-kuen were summarised below:

- (a) she enquired the TD about the details of the regular review of the bus-only lane issue;
- (b) she cited as an example the bus-only lane on the slip road to Tate’s Cairn Highway southbound near Siu Lek Yuen Road, saying that there traffic was sparse on the lane from 8 am to 10 am, while the other lanes were congested. And due to the restrictions of bus-only lanes, other vehicles had to take circuitous routes when heading for certain destinations. At present, bus-only lanes were mainly used by franchised and non-franchised buses. She suggested making the operating hours more flexible based on the use rates of such lanes. She asked whether the TD could allow other public transport vehicles such as public light buses (PLBs) and taxis to use the bus-only lanes at certain hours as well, so as to make good use of such lanes, to give convenience to the public and to divert traffic; and
- (c) in line with the increase in the population of Sha Tin, the Department had the responsibility to review the traffic conditions of the roads in the district and to make improvements.

76. The views of Mr YIU Ka-chun were summarised below:

- (a) at present, there were often long queues of approaching buses at the Tate's Cairn Tunnel Bus Interchange. He hoped that the TD would expand the Bus Interchange after the Government had taken over the ownership of the Tunnel;
- (b) at present, the bus-only lane on Hung Mui Kuk Road heading for Lion Rock Tunnel Road was underused, while the other lanes were congested. He suggested shortening the operating time of the bus-only lane or else opening it up for use by other public transport vehicles such as taxis;
- (c) he suggested designating a bus-only lane on Tai Po Road near Sha Tin Rural Committee Road; and
- (d) he hoped that the TD would review the network of roads with bus-only lanes in Sha Tin District.

77. The views of Mr Tiger WONG were summarised below:

- (a) he supported reviewing the operating hours of bus-only lanes, saying that some lanes were not adequately used after 9 am, such as the one on the Tate's Cairn Highway heading for Siu Lek Yuen Road. He opined that resource sharing was very important. And he hoped that the TD would review the operating hours and use rates of bus-only lanes in Sha Tin District and even across the territory; and
- (b) he said that the on the slip road to Tate's Cairn Highway near Siu Lek Yuen Road, the bus-only lane was set on the left, while the middle lane only allowed going straightforward or turning right. And only four vehicles were allowed to pass at each green light. During peak hours, the traffic queues would extend all the way to Ma On Shan Road. He suggested widening the road to add a straight-ahead / right-turn lane connecting to Sha Tin Wai Road in order to divert traffic.

78. Ms Iris WONG said that currently many trucks entered On Lai Street via the slow lane before heading for the commercial and industrial zones in Shek Mun. As a result, they formed a traffic queue at the bus stop at Tai Chung Kiu Road near Heung Yee Kuk Building and obstructed leaving buses. She suggested designating a bus-only lane on the relevant road section to ensure smooth traffic for buses, while other vehicles could take On Sum Street to head for the commercial and industrial zones in Shek Mun.

79. Mr CHING Cheung-ying agreed to the designation of a bus-only lane on the road section from World-Wide Gardens to the Lion Rock Tunnel. However, he opined that the bus-only lane on Che Kung Miu Road turning onto Hung Mui Kuk Road was underused and caused congestion on the other lane. He suggested cancelling the said bus-only lane, so that all vehicles could take either lane to head for Lion Rock Tunnel Road, in order to alleviate the congestion on Che Kung Miu

Road.

80. The views of the Vice-Chairman were summarised below:

- (a) while it was necessary to designate bus-only lanes, he hoped that the TD could explain the criteria for determining the relevant road sections and operating hours;
- (b) as regards the slip road to Tate's Cairn Highway turning onto Siu Lek Yuen Road, he asked whether it would be feasible to allow the other straight-ahead lane, apart from the bus-only lane, to accommodate vehicles turning left onto Siu Lek Yuen Road as well; and
- (c) as far as he understood, the Civil Engineering and Development Department (CEDD) was conducting a strategic study on the road network in Sha Tin. He suggested that the TD work with the CEED to review the proposed widening of the slip road to Tate's Cairn Highway near Siu Lek Yuen Road.

81. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD gave a consolidated response as follows:

- (a) the Government always encouraged the use of public transport. And the passenger capacity of buses was far higher than that of private cars. Therefore, the designation of bus-only lanes ensured smooth traffic for buses during morning and evening peak hours and facilitated commuting. However, the TD would review the lengths and operating hours of individual bus-only lanes after collecting members' views; and
- (b) there were two types of bus-only lanes in terms of the vehicles concerned, that is, those exclusively for franchised buses, and the general ones for both franchised and non-franchised buses. At present, the ones in Sha Tin were of the second type. The TD would consider the proposed opening-up of general bus-only lanes for use by green minibuses, based on the operational needs. Taxis, on the other hand, provided more personalised services. And their passenger capacity was also significantly different from that of buses. Therefore, there was currently no plan for opening up bus-only lanes for use by taxis.

82. Mr Ken YIP said that members generally had no objection to the designation of bus-only lanes. The TD would need to study related factors, including the traffic volume and the passenger capacity, when reviewing the operating hours. The TD would also need time to study the adjustment of specific bus-only lanes.

83. Mr Sam SUM gave a consolidated response as follows:

- (a) regarding the bus-only lane on the slip road to Tate's Cairn Highway turning left onto Siu Lek Yuen Road, the TD had received similar comments via the Government's 1823 hotline. And it had conducted site inspection of the said bus-only lane in April or May. Generally

speaking, the TD would consider various factors, including the impact on the vehicular flow and other road users. The TD would conduct further studies, including collecting data, before adjusting related road sections with such lanes as necessary; and

- (b) as regards the proposed widening of the junction of the slip road to Tate's Cairn Highway and Siu Lek Yuen Road, he said that it would be advisable to review the facilities of the entire junction, instead of widening only the section heading for Sha Tin Wai Road. The TD would consider the related proposal anyway.

84. Mr Terry LO, Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) said that the designation of bus-only lanes during morning and evening peak hours could effectively ensure the journey time and the stable frequencies of buses. Passengers' mode of travel had also changed over time, in addition to changes in routes, frequencies and motorists' driving pattern. Therefore, the KMB would like to see the designation of more bus-only lanes, as well as the review of the locations and operating hours of some lanes. The KMB kept an open mind on the issue and would have further discussion with the TD after listening to members' views.

85. Ms CHUNG Pui-yi, Senior Public Affairs Officer of New World First Bus Services Limited and Citybus Limited (NWFB & CTB) said that the passenger capacity of buses was much higher than that of other road-based transport means, and bus-only lanes could effectively ensure stable bus trips. In particular, they could minimise the impact of road congestion on bus services during peak hours. Roads had become more congested in recent years due to the increasing number of private cars in the territory. In recent years, the number of private cars in Hong Kong had been increasing and the road conditions were more congested. NWFB & CTB, as a franchised company, hoped that the Government could designate more bus-only lanes to stabilise bus trips for the convenience of members of the public. However, NWFB & CTB would cooperate with the TD regarding the designation and operating hours of bus-only lanes, and would submit relevant data as necessary.

Question to be Raised by Mr YUNG Ming-chau, Michael on the Traffic Lights in the Sha Tin District

(Paper No. TT 48/2018)

86. The views of the Vice-Chairman were summarised below:

- (a) he said that the Police had to provide the most accurate figures of traffic accidents. He hoped that the Police could provide relevant figures for the road sections involved in his question, and would additionally provide the figure of traffic accidents caused by "motorists misreading traffic signals";
- (b) he pointed out that traffic light came in two designs. The first one included a set of three-colour traffic lights in red, amber and green, attached with a green filter arrow light, while the second type included two parallel sets of three-colour lights. As one of their differences, the second type required a pedestrian refuge with lane dividers, but the

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first one did not. He asked the TD whether plastic bollards would be erected as lane dividers if a pedestrian refuge was impossible in the road design, so that the design featuring two parallel sets of lights could be adopted; and

- (c) he asked the TD whether the so-called “tailed traffic lights” were installed to help divert traffic because of especially frequent turning at some road sections. He also enquired about the possible consequences of removing such lights. He hoped that the TD could provide data about the reserve capacities of relevant road sections in order to review the existing road conditions.

87. The views of Mr YIU Ka-chun were summarised below:

- (a) he opined that while “tailed traffic lights” helped divert heavy traffic, they could also pose risks. He suggested reducing or even cancelling such lights as appropriate if it would have little impact on the traffic volumes of relevant road sections;
- (b) he said that while some road sections were indeed busy during daytime, they had only sparse traffic in the evening, when the use of “tailed traffic lights” could be suspended, so that motorists would not cause accidents because of misreading traffic signals or speeding; and
- (c) if it was impossible to remove such “tailed traffic lights”, he suggested setting up road markings at relevant road sections to remind motorists of the signal.

88. Mr Alex CHAN, Engineer / Tsuen Wan & Shatin of the TD gave a consolidated response as follows:

- (a) the TD would decide whether to use the design featuring the green filter arrow light or that featuring two parallel sets of three-colour signals. Technically, the latter type should not be regarded as the “tailed” design;
- (b) regarding the proposed erection of plastic bollards as lane dividers together with the parallel design of traffic lights, he pointed out that such a configuration could be easily damaged and driving safety would be accordingly compromised;
- (c) he said that “tailed traffic lights” helped ease traffic congestion. For example, if “tailed traffic lights” at Tai Chung Kiu Road were removed, then the reserved capacities at most cross roads would be below par, and congestion could be expected. The TD was making improvements to reduce the chance of accidents caused by motorists misreading signals; and
- (d) he said that it was technically impossible to suspend the operation of a

certain set of signals, such as “tailed traffic lights”, during a certain period of time.

89. Mr Ken YIP promised to study improvement measures such as setting up road markings to remind motorists to pay attention to traffic signals.

90. Mr HO Yiu-cheung promised to provide relevant figures of traffic accidents after the meeting, including the number of accidents caused by “motorists misreading traffic signals” to the best of his ability.

Question to be Raised by Mr CHIU Chu-pong, Sunny on the Traffic Safety at Yat Tai Street and Shui Chuen Au Street
(Paper No. TT 49/2018)

91. The views of Mr Sunny CHIU were summarised below:

- (a) the TD said that it was impossible to provide a pedestrian signal or zebra crossing at Yat Tai Street, because of several reasons, including the low vehicular flow at the location. According to the data, there were about a high volume of 3 300 pedestrians per hour at passengers at Yat Tai Street during morning peak hours. He wondered whether the pedestrian flow was a consideration. And he enquired about the considerations for providing pedestrian signals and zebra crossings at other pedestrian crossings;
- (b) he said that most residents in the area were elderly citizens who were slow in movement. He opined that vehicles were going via Yat Tai Street at too high a speed for the elderly. He hoped that the TD could carry out the study on installing a speed table at Yat Tai Street as soon as possible, and would keep local residents updated on the related process;
- (c) while the TD said that it was not necessary to provide more traffic facilities at Yat Tai Street for the time being, it considered installing a speed table at the same time. He wondered whether it was self-contradictory;
- (d) at present, large vehicles such as construction vehicles and buses travelling via Shui Chuen Au Street caused danger and noise problems. He asked whether any acoustic fabric was used at the location. He also suggested that the TD change related bus routes and restrict the large vehicles travelling via Shui Chuen Au Street;
- (e) he asked the TD to complete the pavement railing works at Shui Chuen Au Street as soon as possible, so as to reduce the chance of accidents; and
- (f) he said that there were many vehicles illegally parking at Shui Chuen Au Street in early morning hours, obstructing buses travelling. He hoped that the Police would step up enforcement.

92. Mr LI Sai-hung said that he had requested the TD to install a pedestrian signal at Chui Tin Street. But the TD had rejected his request also on the ground of low vehicular flow. He wondered how the TD determined the vehicular and pedestrian flows.

93. The views of Mr WONG Hok-lai were summarised below:

- (a) he hoped that the TD would give briefings on the specifications of the proposed speed table to be installed at Yat Tai Street; and
- (b) he said that the TD often refused to install pedestrian signals on the ground of insufficient pedestrian or vehicular flows. However, the TD had earlier considered installing a pedestrian signal at Mei Chung Court promptly after a fatal traffic accident at the location. He opined that such facilities should be installed before rather than after an accident.

94. The views of the Vice-Chairman were summarised below:

- (a) he hoped that the TD could explain the criteria of pedestrian and vehicular flows for installing pedestrian signals;
- (b) he hoped that the TD could explain the application of the speed table. He cited Nelson Street in Mong Kok as an example and asked whether the speed table there was installed due to the large crowds in the pedestrian precincts;
- (c) there had been a fatal traffic accident near Sha Tin Wai Playground. And the Government would make temporary traffic arrangements due to the district minor works at the location. In view of the said accident, he wondered whether the TD would review other traffic hazards to brought about by the temporary traffic arrangements; and
- (d) the Housing Department (HD) had estimated that the vehicular flows at To Shek Street and Shui Chuen Au Street were 61% to 62% and 38% to 39%, respectively. He asked whether the TD had the latest estimates and whether it would revise the relevant road design in line with the latest pedestrian and vehicular flows.

95. Mr Alan HU gave a consolidated response as follows:

- (a) the decision to install a zebra crossing or a pedestrian signal was made based on the pedestrian and vehicular flows at the crossing concerned. Relatively speaking, the TD attached more importance to the vehicular flow than to the pedestrian flow. At present, the hourly traffic volume at Yat Tai Street was lower than the required standard for installing a zebra crossing or a pedestrian signal. The TD had also conducted site inspection and believed that pedestrians and motorists would have a clear view and a normal sight distance at the location. Therefore, the TD opined that the existing pedestrian crossing facilities were suitable;

- (b) the TD opined that the traffic signs and ground markings at the pedestrian crossing at Yat Tai Street were adequate. However, from the perspective of traffic management, it was also feasible to install a speed table at the site as a measure to control the speed of vehicles, at the request of local residents. However, the TD should also consider the impact of the speed table on the vehicular flow and motorists' safety, among others. The TD would work with the HyD to study the feasibility of related works and temporary traffic arrangements, before consulting related stakeholders, including pedestrians and motorists. While the TD opined that the current supporting facilities were adequate, it was also possible to install a speed table at the request of local residents. So there was no conflict between the two options;
- (c) at present, most vehicles travelling northbound on Shui Chuen Au Street were able to pass through the junction with Sha Kok Street in one green phase, instead of waiting for a long time. Therefore, the TD opined that there was no sufficient rationale at this stage to restrict large vehicles travelling via Shui Chuen Au Street;
- (d) the pavement railing installation works at Shui Chuen Au Street were underway and were expected to be completed by late June or early July; and
- (e) the TD would follow up on the temporary traffic arrangements outside Sha Tin Wai Playground after the meeting. As for the traffic accident in this March, the TD was in the process of discussing improvement measures with relevant departments and for related implementation as soon as possible.

96. Mr Ken YIP gave a consolidated response as follows:

- (a) a report showed that the ratio of the vehicular flow at To Shek Street to that at Shui Chuen Au Street was 6:4. But the TD's field statistics showed the opposite ratio of 4:6. The TD was introducing measures such as setting up road signs to guide motorists to use To Shek Street more often than Shui Chuen Au Street;
- (b) the speed table was a kind of traffic calming measure. Other measures included road humps, roundabouts, road markings, road narrowing, etc. As far as Yat Tai Street was concerned, he opined that there was not much traffic and it was easy for pedestrians to cross the road. However, if local residents opined that it was necessary to install a speed table and did not mind a lower vehicular speed, then the TD would be willing to do the same; and
- (c) Chui Tin Street was similar to Yat Tai Street, where there was not much traffic and it was easy for pedestrians to cross the road. Therefore the TD opined that the existing facilities were already adequate.

97. The views of the Vice-Chairman were summarised below:

- (a) he asked the TD to respond to Mr LI Sai-hung's and Mr WONG Hok-lai's questions after the meeting if no immediate response was possible; and
- (b) he said that government departments normally consulted STDC Members and local organisations via the STDO. He asked how the TD would consult motorists on the proposed installation of a speed table at Yat Tai Street, and whether it would consult other road users such as bus and minibuses operators as well.

98. Mr Alan HU said that the TD would consult franchised bus and minibuses operators on the proposed installation of a speed table at Yat Tai Street. He opined that local residents already included general motorists. Therefore they would also be consulted via the STDO.

99. The views of Mr Sunny CHIU were summarised below:

- (a) he opined that bus and minibuses operators would generally oppose the installation of a speed table, since it would affect their operation. He wondered how the TD would choose between the needs of residents and the interests of bus companies; and
- (b) he hoped that the HyD could reply to the question on whether acoustic fabric was used at Shui Chuen Au Street.

100. Mr LIU Chi-kwong said that acoustic fabric would not be used for general ground such as that of Shui Chuen Au Street.

101. Mr Sunny CHIU suggested that the TTC of the STDC request the TD to install a speed table at Yat Tai Street as soon as possible, in order to resolve vehicle-pedestrian conflicts.

Information Items

Progress Report of the Transport Department (Paper No. TT 50/2018)

102. The views of Mr LI Sai-hung were summarised below:

- (a) the TD had added road markings at the lay-by outside Grandeur Garden in Tai Wai to remind motorists that vehicles waiting would be prosecuted. However, due to inadequate police enforcement, billboard vehicles or private cars were often parked there for extended periods of time; and
- (b) at present, vehicles travelling from Tin Sam Street onto Che Kung Miu Road could only turn left for Tai Wai or go straight for Lung Hang. To head for Hin Keng, motorists would have to go straight and make a detour at Tin Sum Fire Station. He suggested that the TD

allow motorists to turn right at the road section, so that they could go directly to Hin Keng.

103. The views of Mr YIU Ka-chun were summarised below:

- (a) he hoped that the return service of Route No. 982X could be implemented earlier in the third quarter this year;
- (b) in view of the development of the Hong Kong Science Park, he proposed operating two more morning trips for Route No. 82C for the convenience of commuters. He also asked when the related return service would be implemented; and
- (c) he said that residents of Yu Chui Court complained about the difficulty of taking GMB Route No. 808. He suggested that the TD step up monitoring of its services.

104. The views of Ms CHAN Man-kuen were summarised below:

- (a) she said that GMB Route No. 808 had a serious problem of lost trips. And she hoped that the TD would strengthen the monitoring work; and
- (b) she requested the implementation of the whole-day bus service from Kwong Yuen Estate to Ma On Shan as soon as possible.

105. The views of Mr CHIU Man-leong were summarised below:

- (a) he requested increasing the frequency of Route No. 981P. He hoped that the route could eventually operate a whole-day cross-harbour service via Western Harbour Crossing and would travel via the vicinity of Ning Tai Road; and
- (b) he said that a bus of Route No. 682A, which was supposed to head for the Eastern District on Hong Kong Island via the Tate's Cairn Tunnel, travelled via the Lion Rock Tunnel instead. He opined that bus companies should strengthen the training for drivers to avoid such mistakes.

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

- (a) he requested increasing the frequencies of Route Nos. 89D and X89D;
- (b) he said that Route Nos. 85X, 85M and 99 had a serious problem of lost trips. He requested that the TD and the bus companies address squarely the problem and provide services as per the established timetables;
- (c) he hoped that the service of Route No. NA40 could continue;
- (d) he requested increasing the frequencies of Route Nos. 981P and 980X;

- (e) he had just received a report on the failure of the lighting system at the Wu Kai Sha Public Transport Interchange and hoped that the TD could follow up on the matter;
- (f) he said that residents of Lee On Estate and Saddle Ridge Garden complained about the difficulty of taking GMB Route No. 808 and therefore requested more trips;
- (g) he opposed the hefty fare increases of the GMB Route No. 807 series; and
- (h) he opposed the cancellation of GMB Route No. 807X.

107. The views of Mr MAK Yun-pui were summarised below:

- (a) he said that residents had a great demand for the service of Route No. 980X and requested the implementation of a whole-day service;
- (b) he said that Route Nos. 85X and 85M had a serious problem of lost trips. Among others, the departure time of Route No. 85X from the Ma On Shan Town Centre Terminus was often different from the time displayed on the KMB's mobile App, which he said was inaccurate. He opined that the lost trips of Route No. 85M were caused by the fact that the travel time set by the bus company was unrealistic. Many bus drivers complained about the hardship of working in rotating shifts. The problem would be aggravated if one or two drivers were absent from work on a certain day. He hoped that the TD and KMB would strengthen the monitoring work;
- (c) he suggested that the terminus of Route No. 85X be located in Wu Kai Sha to provide a whole-day service, so as to introduce competition upon the commissioning of the Shatin to Central Link in future;
- (d) he said that the frequency of Route No. 89D was inadequate to meet the demand, and even the introduction of special trips would be just a band-aid measure. He requested adjusting the service and increasing the frequency of the route;
- (e) he suggested that Route No. 89S travel via Prince of Wales Hospital (PWH) to make good use of resources;
- (f) he said that residents of Lee On Estate and Saddle Ridge Garden complained about the difficulty of taking GMB Route No. 808. He suggested operating special trips bound for Sunshine City for the convenience of patients visiting PWH. Alternatively, he suggested operating special trips directly from Saddle Ridge Garden or Kam Lung Court to divert passenger flows; and
- (g) he said that the service quality of GMB Route No. 803 was poor, with

serious problems of understaffing and lost trips. He requested the TD to strengthen the monitoring work.

108. The views of Mr Tiger WONG were summarised below:

- (a) he said residents of Kwong Yuen Estate complained about the difficulty of taking GMB Route No. 808 and about the particularly long waiting time. He said that the minibus operator currently arranged a short-working service for the residents travelling from Kwong Yuen Estate to the MTR Ma On Shan Station. But it neglected the residents in Ma On Shan. He opined that the TD should advise the minibus operator to pay attention to the queuing situation at stops and flexibly arrange trips in order to divert passenger flows; and
- (b) he requested that Route No. 89S provide a whole-day service.

109. The views of the Vice-Chairman were summarised below:

- (a) he hoped that the TD could explain the progress of the implementation of the return services of Route Nos. 980X, 981P, 982X and 985, or else the progress of extending the current return services to Wan Chai as the starting point; and
- (b) the STDC had expressed its views on the notification period for the provision of low-floor PLBs by GMB Route No. 808. He hoped that the TD could provide a response.

110. Mr Corwin YAU gave a consolidated response as follows:

- (a) in response to members' aspirations regarding routes of the KMB and NWFB & CTB, the TD would follow up on the matter with the bus companies;
- (b) he noted the views of different parties regarding the service of GMB Route No. 808 and would take actions accordingly; and
- (c) he said that low-floor PLBs had been operating smoothly since they were put into service in May this year. Wheelchair users could make appointments for the service in accordance with the related passenger notice. As low-floor PLBs were a newly introduced model, the licensing procedures were more complicated than those for ordinary minibuses. The minibus operator had hoped that the low-floor PLBs could be put into service as soon as possible. Therefore, the TD had sent the press release and the passenger notice to members by e-mail upon completion of the approval process. He promised to review the relevant notification mechanism.

111. Mr LI Shuet-hang, Senior Officer (Planning & Development) of the KMB gave

a consolidated response as follows:

- (a) the KMB would negotiate consult with the TD and its associated companies based on its resources and the training progress of bus drivers, so as to implement relevant initiatives in line with the proposed dates in this year's Bus Route Development Programme;
- (b) as for the return services of Route Nos. 982X and 985, the KMB and NWFB & CTB would determine the details and implement the initiative as soon as possible;
- (c) the KMB was consulting with the TD for service adjustments regarding changes to routes beyond the Bus Route Development Programme (such as Route No. 89S) and would consult members as appropriate;
- (d) the KMB would consider the proposals about the existing services of Route Nos. 980X, 981P, 89D, X89D and 82C depending on resources and needs; and
- (e) as for the unstable services of Route Nos. 85M, 85X and 99, he would check the operating records after the meeting and would provide an explanation later.

(Post-meeting note: The KMB replies that, according to the operating records, lost trips of the said routes are mostly caused by the temporary absence of bus drivers. In addition to optimising remunerations, the KMB has stepped up the recruitment of bus drivers with multiple measures, such as organising depot open & recruitment days, strengthening publicity, and outsourcing recruitment tasks, etc. Hopefully there will be sufficient backup staff to cope with unexpected situations.)

112. Mr Terry LO gave a consolidated response as follows:

- (a) he said that Route No. 85M was a circular route with a total travel time of 90 minutes, or 45 minutes for each trip on average. And the travel time could vary significantly between peak and off-peak hours. The KMB would review the matter and would allow sufficient travel time for bus drivers depending on the actual circumstances;
- (b) as for the mobile of bus stop announcement, he would solicit more information and then forward the matter to the KMB's IT Department for follow-up; and
- (c) as for the proposal of locating the terminus of Route No. 85X at Wu Kai Sha, he noted members' views for future reference.

113. Ms CHUNG Pui-yi gave a consolidated response as follows:

- (a) NWFB & CTB would consult with the TD and the KMB and would implement the return services of Route Nos. 982X and 985 as soon as possible where the company's resources permitted;
- (b) NWFB & CTB would closely monitor the passenger volumes of Route Nos. 980X and 981P and would operate more trips where resources permitted; and
- (c) As for a driver of Route No. 682A taking the wrong way, she said that all newly recruited drivers received assessment and training. And the company had consistent requirements for bus drivers. She promised to follow up on the incident with members after the meeting.

Reports of Working Groups
(Paper No. TT 51/2018)

114. Members noted the above paper.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 52/2018)

115. The views of Mr LI Sai-hung were summarised below:

- (a) he asked whether the proposed bus bay in Item NE/01878/17 would be located near World-Wide Gardens. If yes, he wondered whether the return service of Route No. 86A would cover World-Wide Gardens upon completion of the works; and
- (b) he said that he had received persistent complaints from residents of Golden Lion Garden Stage 2 about the traffic noise from Hung Mui Kuk Road. He asked whether noise barriers would be installed at the relevant sections.

116. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD said that the works at Hung Mui Kuk Road near Chung Pak Road would involve the widening of the bus stop according to relevant information. Regarding Mr LI Sai-hung's proposal on adding a stop for the return service of Route No. 86A, the TD would consult with the bus company depending on the progress of the works.

117. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 53/2018)

118. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan

(Paper No. TT 54/2018)

119. Ms Iris WONG said that serious illegal parking problems existed on a number of streets in the Shek Mun area. She requested that the Police provide the prosecution figure on traffic offences in that area as well.

120. Mr Tiger WONG said that a vehicle was repeatedly illegally parked in his constituency over a long time. While the Police tried its best to issue fixed penalty tickets, the vehicle was still often parked illegally at the same location for one or two days. He wondered whether the Police had tougher measures to deal with the matter.

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

- (a) he said that illegal parking was becoming more and more serious along Yuen Chau Kok Road. He hoped that the prosecution figure on traffic offences at Yuen Chau Kok Road could be provided in the paper as well; and
- (b) he enquired about the content of the warning mentioned in the paper.

122. Mr YIP Wing said that one or two private cars were often illegally at the Chung On Estate bus stop, blocking the access of buses. He requested that the Police provide the prosecution figures on traffic offences at the entrance to Chung On Estate and the said bus stop.

123. Ms CHAN Man-kuen understood that each member would like to see the prosecution figures on traffic offences in their constituency. However, she opined that there should be criteria for addition of related figures; otherwise it would be difficult for the Police to cater to all such requests.

124. Ms TUNG Kin-lei said that the paper had derived from the fact that illegal parking problems in Sha Tin Town Centre and some areas of Tai Wai severely affected traffic. At present, the Police also submitted prosecution figures on traffic offences to Sha Tin Area Committees. She suggested that the Police follow such a practice and submit related figures by area for locations with particularly serious problems of illegal parking.

125. The views of the Vice-Chairman were summarised below:

- (a) the list of locations in the paper had originally included several major illegal parking black spots and had been gradually expanded at members' request. If some criteria for adding or deleting locations had applied, it would require great care to consider whether it was necessary to review such criteria at present. He hoped that the Police could explain the existing criteria to individual members after the meeting; and
- (b) he suggested that the Police follow Ms TUNG Kin-lei's advice and discuss related arrangements with individual members with different

opinions.

126. Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team, Sha Tin Police District of the HKPF gave a consolidated response as follows:

- (a) the Police would provide the prosecution figure on traffic offences in Shek Mun area as well;
- (b) regarding the vehicle with repeated offences, the Police would ask Mr Tiger WONG for more information in order to carry out targeted enforcement;
- (c) the Police had stepped up enforcement against offences at Yi Shing Square. As regards the request for adding the prosecution figure on traffic offences along Yuen Chau Kok Road, the Police would contact Mr LAI Tsz-yan for further discussion;
- (d) apart from law enforcement, the Police would also issue warnings to offending drivers and ask them to drive their illegally parked vehicles away. The warning figures were also provided;
- (e) regarding the addition and deletion of locations, the Police would review the original criteria and consider Ms TUNG Kin-lei's views as well, so as to ensure consistent criteria for the list; and
- (f) the Police would deal with illegal parking problems in a positive and ambitious manner.

127. Members noted the above paper.

Date of Next Meeting

128. The next meeting was scheduled to be held at 2:30 pm on 30 August 2018 (Thursday).

129. The meeting was adjourned at 7:27 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

August 2018