

**Sha Tin District Council****Minutes of the 3<sup>rd</sup> Meeting of  
the Traffic and Transport Committee in 2016**

**Date** : 10 May 2016 (Tuesday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr LI Sai-wing (Chairman)	DC Member	2:30 pm	6:14 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:30 pm	6:14 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:41 pm	5:27 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:30 pm	5:12 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:30 pm	4:58 pm
Mr CHAN Kwok-keung, James	"	2:30 pm	4:00 pm
Ms CHAN Man-kuen	"	2:30 pm	6:14 pm
Mr CHAN Nok-hang	"	2:46 pm	5:50 pm
Mr CHENG Tsuk-man	"	2:35 pm	4:39 pm
Mr CHING Cheung-ying, MH	"	2:30 pm	6:14 pm
Mr CHIU Chu-pong, Sunny	"	2:30 pm	4:03 pm
Mr CHIU Man-leong	"	2:30 pm	5:03 pm
Mr HUI Yui-yu, Rick	"	2:30 pm	4:58 pm
Mr LAI Tsz-yan	"	2:30 pm	6:14 pm
Ms LAM Chung-yan	"	2:30 pm	6:14 pm
Mr LEUNG Ka-fai, Victor	"	2:30 pm	4:40 pm
Mr LI Sai-hung	"	2:30 pm	6:14 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	6:14 pm
Mr MAK Yun-pui	"	2:30 pm	5:50 pm
Mr MOK Kam-kwai, BBS	"	2:30 pm	6:14 pm
Mr NG Kam-hung	"	2:30 pm	4:38 pm
Ms PONG Scarlett Oi-lan, JP	"	2:53 pm	6:14 pm
Mr PUN Kwok-shan, MH	"	2:30 pm	3:00 pm
Mr SIU Hin-hong	"	2:30 pm	6:14 pm
Mr TING Tsz-yuen	"	2:30 pm	4:33 pm
Mr TONG Hok-leung	"	2:30 pm	6:14 pm
Ms TSANG So-lai	"	2:35 pm	4:39 pm
Ms TUNG Kin-lei	"	2:30 pm	6:14 pm
Mr WAI Hing-cheung	"	2:30 pm	6:14 pm
Mr WONG Fu-sang, Tiger	"	2:30 pm	6:14 pm
Mr WONG Hok-lai	"	2:30 pm	6:14 pm
Mr WONG Ka-wing	"	2:30 pm	6:14 pm
Ms WONG Ping-fan, Iris	"	2:30 pm	6:14 pm
Mr WONG Yue-hon	"	2:30 pm	6:14 pm
Mr YAU Man-chun	"	2:30 pm	4:58 pm
Mr YIP Wing	"	2:30 pm	5:40 pm
Mr YIU Ka-chun	"	2:30 pm	6:14 pm

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Ms YUE Shin-man	DC Member	2:30 pm	6:14 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council) 4, Sha Tin District Office		

<b><u>In Attendance</u></b>	<b><u>Title</u></b>
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin)
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council), Sha Tin District Office
Ms LIU Ching-man, Lisa	Senior Transport Officer/Shan Tin, Transport Department
Mr YAU Kung-yuen	Senior Transport Officer/Ma On Shan, Transport Department
Mr HO King-chung	Senior Engineer/Shan Tin, Transport Department
Mr TONG Cheung	Engineer/Shan Tin 1, Transport Department
Mr AU Man-yu	Engineer/Shan Tin 2, Transport Department
Mr TSANG Kwong-fook	Engineer/Ma On Shan, Transport Department
Mr KWOK Ka-chun	District Engineer/Shan Tin (1), New Territories Region, Highways Department
Mr NG Kok-hung	Administration Assistant/Lands, District Lands Office, Sha Tin
Mr CHOW Siu-yee	Housing Manager (Shan Tin 4), Housing Department
Mr GUN Man-kwai	Officer-in-charge, District Traffic Team (Shan Tin), Hong Kong Police Force
Mr TAM Chun-hei	District Operations Officer (Shan Tin District)/Hong Kong Police Force
Mr Brian CHEUNG	Manager, Community Affairs, The Kowloon Motor Bus Company (1933) Limited
Ms Amanda HUNG	Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited
Ms Penny CHUNG	Senior Public Affairs Officer, New World First Bus Services Limited/Citybus Limited

<b><u>In Attendance by Invitation</u></b>	<b><u>Title</u></b>
Ms WONG Yuet-wa	Engineer/NTE (Distribution 4), Water Supplies Department
Mr MAK Sai-king	Senior Engineer/NTE 2, Water Supplies Department
Mr YUEN Kin-yip	Civil Engineer (7), Housing Department
Mr PANG Sik-kong	Senior Civil Engineer (4), Housing Department
Mr SHEK Wing-kei	Environmental Protection Officer (Mobile Source) 34, Environmental Protection Department
Mr WU Hon-cheung	Property Services Manager/Shan Tin West, Architectural Services Department
Mr Chris LO	Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited
Mr LEUNG Ling-yin	Assistant Manager (Planning & Development), The Kowloon Motor Bus Company (1933) Limited

<b><u>Absent</u></b>	<b><u>Title</u></b>	
Mr LEE Chi-wing, Alvin	DC Member	(No application for leave of absence received)

#### Action

The Chairman informed all attendees that some members of the public, being present as observers, were taking photos and making videos and audio recordings.

#### **Confirmation of the Minutes of the Meeting Held on 8 March 2016** (Meeting Minutes TTC 2/2016)

- Members confirmed the above minutes unanimously.

**Discussion Items**

**Formation of Working Groups under the Committee**  
(Paper No. TT 19/2016)

3. The Chairman asked members to consider whether they agreed to setting up the following two standing working groups under the Traffic and Transport Committee as proposed in the paper and endorsing their terms of reference:

- (a) Working Group on Public Transport and Road Safety; and
- (b) Working Group on Development of Major Transport Infrastructures and Cycle Network.

4. Members unanimously endorsed the formation of the above two working groups.

5. The Chairman asked members to nominate a candidate to act as the Convener of the Working Group on Public Transport and Road Safety.

<u>Candidate</u>	<u>Nominator</u>	<u>Seconders</u>
Mr WONG Fu-sang, Tiger	Mr LEUNG Ka-fai, Victor	Mr CHIU Man-leong Ms TUNG Kin-lei

6. As no other nomination was made at the meeting, the Chairman announced the immediate close of the nomination. Mr WONG Fu-sang, Tiger was elected ipso facto as the Convener of the Working Group on Public Transport and Road Safety.

7. After the election procedure of the Convener of the Working Group on Public Transport and Road Safety was completed, the election of the Convener of the Working Group on Development of Major Transport Infrastructures and Cycle Network was conducted immediately.

8. The Chairman asked members to nominate a candidate to act as the Convener of the Working Group on Development of Major Transport Infrastructures and Cycle Network.

<u>Candidate</u>	<u>Nominator</u>	<u>Seconders</u>
Ms WONG Ping-fan, Iris	Ms LAM Chung-yan	Mr WONG Fu-sang, Tiger Mr YIU Ka-chun

9. As no other nomination was made at the meeting, the Chairman announced immediate closure of the nomination. Ms WONG Ping-fan, Iris was elected ipso facto as the Convener of the Working Group on Development of Major Transport Infrastructures and Cycle Network.

10. Members unanimously endorsed that the term of office of the above two working groups lasted from 10 May 2016 to 31 December 2019.

**Diversion of Water Mains in the Public Housing Site at Ma On Shan Road, Ma On Shan**  
(Paper No. TT 20/2016)

11. The Chairman welcomed representatives of the Water Supplies Department (WSD) and the Housing Department (HD) to the meeting.

12. Ms WONG Yuet-wa, Engineer/NTE (Distribution 4) of the WSD briefly introduced the contents of the paper.

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

- (a) he asked if relevant water mains would be used for water supply to housing estates other than the Home Ownership Scheme (HOS) project at Ma On Shan Road;
- (b) he asked what materials were used for the internal lining of the water mains. He was worried that the WSD had used asphalt;
- (c) he asked why *lagerstroemia speciosa* was chosen for transplantation;
- (d) he hoped that the WSD could take the opportunity to deal with the long-term problem of stagnant water while carrying out the project;
- (e) he asked whether the noise generated by the project would affect other housing estates; and
- (f) he asked whether the project would affect the implementation of other proposed projects, such as the extension of Mass Transit Railway (MTR) Tai Shui Hang Station to On Tai area and the new housing project located at Ma On Shan Road.

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

- (a) he thought that the Government did a poor planning. He asked how the underground pipeline network could be laid properly. He believed that moving the underground facilities frequently would cause inconvenience to residents;
- (b) he asked in what way the project would affect the cycle tracks; and
- (c) he asked whether *lagerstroemia speciosa* would be re-planted after removal.

15. The views of Mr CHENG Tsuk-man were summarised below:

- (a) he asked whether the water mains would cross Ma On Shan Road and whether the water would be supplied to Ma On Shan housing estates at the southern and northern sections;
- (b) he asked whether a salt water main project would commence shortly after the project was completed;
- (c) he asked why the trenchless excavation method was not adopted; and

- (d) he asked why the project was small in scale but took such a long time.

16. The views of Mr YUNG Ming-chau, Michael were summarised below:

- (a) traffic congestion often took place at the junction of Hang Tak Street and Ma On Shan Road on rainy days as it was slippery there. He asked what traffic impact the resurfacing method of pipe laying would bring, and whether the road capacity could accommodate the traffic flow based on the result of the traffic impact assessment;
- (b) he asked whether the trenchless excavation method could be adopted at two locations spanning Hang Tak Street and Ma On Shan Road so as to avoid road closure;
- (c) he asked how many road sections had to be closed for laying a 700-metre fresh water main;
- (d) he asked whether the WSD would conduct a joint study with the bus companies during the construction period to see if there would be enough space for bus to go through;
- (e) as the project involved two locations spanning Hang Tak Street and Ma On Shan Road, there might be several factors that would easily cause pipe bursting. He asked if reinforcement works would be carried out in case of pipe bursting during construction and how to let buses continue to run at Ma On Shan Road;
- (f) he asked how to keep the 81 trees and where the 30 trees that required transplantation would be moved to; and
- (g) he enquired if the project could commence in the middle of 2016 as scheduled and what impact it would bring in case of delay.

17. The views of the Chairman were summarised below:

- (a) he asked whether the WSD could conduct a drill during rush hours together with the Transport Department (TD) and the Hong Kong Police Force (HKPF) to test the temporary traffic management measures prior to commencement of the works so as to ensure that the project would not cause obstruction to the traffic flow in Ma On Shan; and
- (b) he asked how many remaining works had to be carried out as a result of housing development and how many of them required road closure.

18. Mr MAK Sai-king, Senior Engineer/NTE 2 of the WSD gave a consolidated response as follows:

- (a) the fresh water main involved in the project was the water main connecting Ma On Shan Water Treatment Works with the service reservoirs in the Sha Tin District. It was used to provide water to the

entire Sha Tin and Ma On Shan Districts instead of directly to the new Ma On Shan HOS project;

- (b) materials different from asphalt would be used for the internal lining of the new fresh water main;
- (c) 81 trees were preserved in the neighbourhood of the construction site. The WSD would request the contractor to protect the trees from being affected during construction. Most of the 30 trees to be transplanted were *lagerstroemia speciosa*, among which 20 would be transplanted somewhere nearby and 10 would be transplanted to the locations recommended by the Leisure and Cultural Services Department;
- (d) after the underground pipe works had been done, the road had to be resurfaced so as not to affect the water drainage in the Ma On Shan District;
- (e) the WSD would request the contractor to use low-noise tools, and when necessary, commence the construction only after the permit had been obtained from the Environmental Protection Department (EPD);
- (f) though the water main had a diameter of 1,000 mm, but was still small as compared with the specification used in large-scale construction. Therefore, it would not affect the extension of MTR Tai Shui Hang Station, if any;
- (g) when planning the underground water pipeline network, the WSD would coordinate with other government departments and relevant agencies. As described in the paper, other underground pipeline works included diversion of cables and gas mains. the WSD had coordinated with different departments during planning at the early stage. After completion of the project, no other diversion works would have to be carried out in the area;
- (h) the laying position of the project was at Ma On Shan Road and would not affect the cycle tracks nearby;
- (i) if the entire project was carried out along Ma On Shan Road as per Scheme 4a, huge impact would be brought to the traffic. Construction at two locations at Hang Tak Street and the green belt at the back end spanning Ma On Shan Road would be the option that would cause the minimum traffic impact;
- (j) the project involved only the diversion of the fresh water main and the pipe connection;
- (k) the trenchless excavation method was more suitable for works that involved much section crossing. Therefore, it was not applicable here as the project was carried out mainly along Ma On Shan Road. In addition, the WSD had done a traffic impact assessment and predicted that the traffic impact at relevant road sections were acceptable. Also, considering

the relatively mature engineering technique, the easily controllable progress and the relatively low cost of traditional pipe laying, it was suggested that the resurfacing method of pipe laying be adopted;

- (l) a pit would be excavated every 30 to 40 metres at 10 to 15 road sections involved. For every section, the works would take about one and a half months so as to maintain the traffic flow;
- (m) the WSD would set up the Traffic Management Liaison Group to collect opinions on excavation of every road section, conduct a drill together with the TD and the HKPF to test the temporary traffic management measures, and communicate with the bus companies. The WSD could consider strengthening the traffic mitigation measures if needed during the drill;
- (n) the WSD would monitor the contractor regarding the materials used and the construction quality delivered to ensure compliance with the standards. The WSD would maintain the water main on a regular basis to reduce the possibility of pipe bursting. In case of any pipe bursting, the WSD would address the problem as soon as possible and open a lane for public use. The WSD would follow the project guidelines on construction to ensure that the water main was deep enough to withstand the load of heavy vehicles. If the water main was not deep enough, it would be reinforced with concrete, but the rehabilitation would take longer time in future. As for the bearing force of the water main, the WSD would also handle it according to the terrain; and
- (o) the WSD hoped to gain support from members at the meeting so that it could get the funding to support the commencement of the project in the middle of 2016 and its completion in the middle of 2018, and then the site would be handed over to the HD for housing development. As the construction would be carried out by section and lane to reduce traffic impact and noise, the project would take two years to complete. If everything progressed well, the project was expected to be completed earlier.

19. Members unanimously endorsed the above paper.

### **Motion**

Motion by Mr PANG Cheung-wai, Thomas on the Escalator Link System Connecting Sui Wo Court and MTR Fo Tan Station  
(Paper No. TT 21/2016)

20. Mr PANG Cheung-wai, Thomas said that there were a number of steps to be taken between Sui Wo Court and MTR Fo Tan station. So, they had been fighting for the provision of an escalator for years. It was mentioned in the Policy Address this year that three projects of uphill escalator link systems and lift systems (uphill lift systems) would be carried out in each district. The escalator link system connecting Sui Wo Court and MTR Fo Tan Station was the 18<sup>th</sup> to be constructed. Therefore, he hoped that the project could be carried out as soon as possible. He proposed the following motion:

- “ In this year’s Policy Address, the Chief Executive mentioned that three access projects would be carried out in each district, and the proposal of Sui Wo Court ranked the 18<sup>th</sup> territory-wide in the previous term (one of the two in Sha Tin). Therefore, the study on the proposal and the construction of the escalator projects should commence as soon as possible. The Traffic and Transport Committee requested the relevant departments to submit relevant designs to the Sha Tin District Council within this year for discussion and send staff to Sui Wo Court and Fo Tan to consult the residents.”

The motion was seconded by Ms PONG Scarlett Oi-lan.

21. The Chairman asked members if they endorsed the motion proposed in paragraph 20.

22. Members unanimously endorsed the motion proposed in paragraph 20.

### **Questions Raised**

Question to be Raised by Ms WONG Ping-fan, Iris on Capacitor Buses of KMB Bus Route No. 284  
(Paper No. TT 6/2016)

23. The Chairman welcomed representatives of the EPD to the meeting.

24. The views of Ms WONG Ping-fan, Iris were summarised below:

- (a) she asked how the Kowloon Motor Bus Company (1933) Limited (KMB) would deploy buses and notify the affected passengers in case of charging facility failure or super capacitor bus failure, and asked if the KMB would inform relevant members of any remedial measures taken;
- (b) she asked if one of the super capacitor buses failed during charging, whether the charging of the rest of the super capacitor buses would be affected;
- (c) the KMB said that currently, the occupancy rate of double-decked buses of Route No. 284 reached 81%, while that of the future single-decked super capacitor buses used was estimated to be 67%. She enquired about the respective percentages of the standing spaces and the seats. She asked why the frequency was increased during rush hours only, and hoped that the KMB and the TD could provide a bus schedule before the super capacitor buses were put into service;
- (d) she believed if the new-generation super capacitor buses could deliver satisfactory performance as anticipated by the bus company, it would not be necessary to install the second set of charging facilities. If the KMB was concerned about the performance of the super capacitor buses, the second set of charging facilities should be installed in advance; and
- (e) she asked whether a trial run of Route No. 284 had been arranged for the super capacitor buses, and whether relevant members would be invited to



the trial run.

25. The views of Mr YUNG Ming-chau, Michael were summarised below:

- (a) he asked what criteria the TD would adopt to test the super capacitor buses;
- (b) he asked whether two single-decked buses would be used to replace one double-decked bus; if so, whether the two single-decked buses would be used by turn; whether the frequency would be revised after the use of single-decked buses, and whether it would cause long stay of passengers at bus stops. He also hoped to know from which time frame the data would be drawn for forecast; and
- (c) he asked how long the test would take; and if the test was successful, to which routes it would be introduced; or if it was not successful, how the super capacitor buses would be dealt with and whether there were enough backup buses.

26. Ms WONG Ping-fan, Iris and Mr YUNG Ming-chau, Michael were worried that only one set of charging facilities was not enough. They asked about the time the KMB needed to deploy buses in case of charging facility failure.

27. Mr SHEK Wing-kei, Environmental Protection Officer (Mobile Source) 34 of the EPD gave a consolidated response as follows:

- (a) the electric bus trial scheme would last for two years and after the trial period was over, the franchised bus company would have to continue using those electric buses until the operation was not cost-effective any more. According to the information provided by the KMB, as the application for installation of charging facilities at Sha Tin Town Centre took time, the KMB did not get the road excavation permit until the end of 2015 and relevant works had been completed in April this year. Therefore, it was estimated that the super capacitor buses could be put into service for Route 284 successively in June;
- (b) the KMB would monitor the performance and efficiency of super capacitor buses, and study the necessity and possibility of installing the second set of charging facilities when appropriate. After the super capacitor buses were put into service, the TD would continue to monitor the services of the KMB;
- (c) in case of any super capacitor bus failure, the KMB would deploy the buses accordingly to ensure that the bus frequency would not be affected;
- (d) the super capacitor system and buses introduced by the KMB were significantly improved in respect of the reserve of electricity and endurance as compared with the earlier design. Therefore, one set of charging facilities was enough to cope with the demand of Route No. 284. However, owing to the hot and humid weather in Hong Kong, coupled with huge operational needs of franchised bus, it was necessary to monitor the performance and efficiency of super capacitor buses so as

to evaluate the adequacy of one set of charging facilities; and

- (e) the EPD had set up a task force to monitor the trial run of the franchised electric buses. The task force consisted of representatives from participating franchised bus companies, the EPD and the TD as well as three local academics.

28. Mr Brian CHEUNG, Manager, Community Affairs of the KMB gave a consolidated response as follows:

- (a) the KMB tested its first generation and second generation of the super capacitor buses respectively in 2010 and 2012. The test results showed that super capacitor buses were suitable for use in Hong Kong. The new generation of the super capacitor buses featured an endurance capacity of ten kilometres, which was five kilometres more than the first generation. The second set of charging facilities originally proposed were to be installed at the en route stop, but due to the improvement of the new generation of the super capacitor buses in endurance, one set of charging facilities was enough to cope with the operational need of Route No. 284;
- (b) the KMB would first arrange two additional single-decked super capacitor buses for the existing Route No. 284, and then replace two double-decked buses with four single-decked super capacitor buses during the second phase trial scheme. In case of any super capacitor bus failure, the original two diesel buses would be used as backup to ensure that the service of Route No. 284 would not be affected;
- (c) the charging facilities to be installed at Sha Tin Town Centre could serve two super capacitor buses simultaneously. If one of them failed, it could still charge for the other one. All schemes would be reviewed again after the first phase trial; and
- (d) the installation of the charging station at Sha Tin Town Centre had been completed. The KMB had arranged a charging test for the super capacitor buses at the station at late hours. The KMB would later arrange members to take a trial ride on the super capacitor buses.

29. Ms Amanda HUNG, Senior Operations Officer of the KMB gave a consolidated response as follows:

- (a) in case of any charging failure of super capacitor buses, a special KMB engineering vehicle funded by the EPD would be sent to deal with the problem. In case of normal bus failure, the approach for diesel buses would be taken; and
- (b) the frequency of super capacitor buses would be scheduled based on the occupancy rate as it was now. The KMB had to know if the operation time of super capacitor buses was identical to that of diesel buses during the first phase of the trial scheme before studying the actual frequency with the TD.

30. Mr YAU Kung-yuen, Senior Transport Officer/Ma On Shan of the TD gave a consolidated response as follows:

- (a) the TD would mainly consider whether the carrying capacity of super capacitor buses could meet passengers' demand and maintain a stable bus frequency when approving the service frequency. The TD and the KMB were working on the service details of Route No. 284 and would explain to relevant members when appropriate;
- (b) the ratio of seats and standing spaces varied with different types of double-decked buses. In general, when the occupancy rate of double-decked buses reached 81%, a small number of passengers might have to stand. The 67% occupancy rate was derived based on the mixed calculation of the data of both double-decked and single-decked buses. Therefore, the ratio of seats and standing spaces could hardly be defined;
- (c) the TD would provide the inspection and test criteria for super capacitor buses after the meeting; and
- (d) the KMB would first arrange two additional single-decked super capacitor buses for Route No. 284 so that passengers' waiting time could be shortened. Even if the super capacitor buses were called back to the bus depot for adjustment or repair, the original frequency would not be affected. In addition, he said that only at the second phase of the trial scheme would the KMB replace two double-decked buses with four single-decked super capacitor buses.

Question to be Raised by Mr WONG Yue-hon on Improvement to Footbridges in Sha Tin District

(Paper No. TT 7/2016)

31. With regard to the "highest pedestrian flow per hour (two-way)" of footbridge NF73, Mr WONG Yue-hon asked the Department during which period the data were collected. The "highest pedestrian flow per hour (two-way)" reached 80% of the "designed pedestrian flow capacity per hour". He enquired that under what circumstances an additional lift would be provided or a lift with larger capacity would be built. He hoped that the Department could provide more data before submitting the Universal Accessibility Programme so that members could consider which priority projects should be recommended.

32. Mr TONG Cheung, Engineer/Shan Tin 1 of the TD responded that the "highest pedestrian flow per hour (two-way)" of footbridge NF73 was the data drawn from rush hours on weekdays. The data of pedestrian flow were similar to those submitted in 2013 with regard to the Universal Accessibility Programme. To review the pedestrian flow of footbridges to see if it reached the design pedestrian flow, the data of rush hours on weekdays would be more appropriate.

33. Mr KWOK Ka-chun, District Engineer/Shan Tin (1) of the New Territories Region of the Highways Department (HyD) responded that the HyD and the Civil Engineering and Development Department were committed to adding barrier-free

access facilities to existing public accesses like footbridges, elevated pedestrian walkways and pedestrian subways under maintenance of the HyD, so as to build a community environment of universal accessibility to facilitate public access. However, the purpose of installing a lift under the Universal Accessibility Programme was not just to cope with and divert pedestrian flow. According to the Policy Address, the Government would, starting from the fourth quarter of this year, invite again 18 District Councils to select no more than three of the existing pedestrian accesses for implementation of the second batches of projects under the Universal Accessibility Programme. With regard to Mr WONG's request for more information from the Department for members' reference during the selection, he would refer the opinion to the relevant offices of the HyD for consideration.

Question to be Raised by Mr YAU Man-chun on Transportation Problem in Sha Tin Wai and Shui Chuen O Estate  
(Paper No. TT 8/2016)

34. The views of Mr YAU Man-chun were summarised below:

TD

- (a) he asked the TD whether it could provide a traffic impact assessment report so as to see whether Shui Chuen Au Street could handle the traffic flow of Shui Chuen O Estate. The huge inclination of Shui Chuen Au Street posed danger to green minibuses (GMBs) and buses running on it, and vehicles generated noise as well. Therefore, he suggested that buses make good use of To Shek Street;
- (b) he pointed out that the bus services at Shui Chuen O Estate were unsatisfactory and the frequency of Route No. 288 was insufficient. He suggested that the TD conduct more inspections at the areas outside Sha Tin Town Hall, MTR Sha Tin Wai Station Exit B and Yan Chuen House;
- (c) as for GMBs, GMB Route No. 813 had a low passenger volume while the services of GMB Routes Nos. 812 and 812A were in short supply. He believed that the TD should study the popularity of various routes;
- (d) he asked when the proposal of all night service of minibuses would be submitted;
- (e) he suggested introducing GMB service between Shui Chuen O and MTR Sha Tin Station to supplement the service of Route No. 288, or inviting other bus companies to operate another route;
- (f) the schedule of Bus Routes Nos. 83A and 47X were too late for office hours; and
- (g) he appreciated the prompt response that the New World First Bus Services Limited & Citybus Limited made in the event of traffic congestion at To Shek Street encountered by Route No. 982X.

35. The views of Mr CHAN Billy Shiu-yeung were summarised below:

- (a) he asked about the lost trip rates of Routes Nos. 86A and 86C, and when

the return service of Bus Route No. 287X would be operated;

- (b) GMB Route No. 812 did not run via Hin Keng some time, which made some residents take the wrong ride. So, he hoped that the TD could urge the GMB operators to clearly display the route information; and
- (c) there was only one trip every 20 minutes for GMB Route No. 403 some time in the morning. That was inconsistent with the five minutes as scheduled. So, he hoped that the TD could urge the GMB operator to reduce bus delays;

36. Ms LIU Ching-man, Lisa, Senior Transport Officer/Shu Tin of the TD gave a consolidated response as follows:

- (a) the TD had been conducting a site inspection so as to see if the service of Route No. 288 could meet the demand. The KMB had undertaken to enhance the service of Route No. 288;
- (b) running past MTR Sha Tin Station and the main facilities within the district, GMB Route No. 813 had a occupancy rate lower than that of GMB Route No. 812, but saw a gradual increase in its passenger volume, with an occupancy rate over 50% during rush hours. Owing to successive intake at Shui Chuen O Estate, the TD would continue its site inspection to keep a close eye on the change of passenger volume of Route No. 813 and the riding habit of residents at Shui Chuen O Estate so as to adjust the service when appropriate;
- (c) the TD noted that GMB Route No. 812 had a high occupancy rate during rush hours. The Department was now discussing with the operator about the possibility of allocating more resources;
- (d) the TD would follow up with relevant members the issue of GMB Route No. 403;
- (e) the KMB has proposed to operate the overnight bus service via Shui Chuen O under the BRPP of this year, which was now under consultation. If the proposal was approved, the TD would discuss with the bus company to carry it out; and
- (f) Bus Route No. 288 provided service between Shui Chuen O and Sha Tin Town Centre. Under the principle of effective use of resources, the TD should carefully study the operation of similar GMB routes. The Department noted members' views and would conduct a comprehensive review on the transport services at Shui Chuen O Estate if necessary.

37. Ms Amanda HUNG gave a consolidated response as follows:

- (a) the KMB would submit its application for enhancing the service of Route No. 288 to the TD as soon as possible, and would make temporary deployment during this period to provide additional trips during rush hours in the morning, so as to increase the bus frequency from one trip

every nine minutes to every six to seven minutes. Meanwhile, the KMB would send staff to arrange passengers to board on the bus at Yan Chuen House;

- (b) as temporary traffic management measures were taken at the location near the lift tower at Shui Chuen Au Street, traffic congestion for 10 to 15 minutes was caused by raining on the day, and so the bus services were affected; and
- (c) the KMB would review the frequency of Routes Nos. 83A and 47X and follow up the matter with relevant members.

38. Mr Brian CHEUNG responded that the KMB provided the overall lost trip rate in the reply. Owing to insufficient number of captains in 2011 and 2012, the lost trip problem was relatively severe. In 2015, the lost trip rate was reduced to about 1.3% and the situation was improved significantly. The KMB would follow up with relevant members the lost trip problem of individual routes.

39. The Chairman asked the Department and the bus company to follow up with relevant members the questions raised.

Question to be Raised by Mr LI Sai-hung on the Safety of KMB Buses and Follow-up Action on the Spalled Surface of the Ceiling of Tai Wai Public Transport Interchange  
(Paper No. TT 9/2016)

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

- (a) he enquired about the investigation results of the KMB bus door accident and if there was any improvement measure available. He pointed out that some priority seats were not installed with any seat belts or handles, and would pose danger to the elderly. So, he suggested providing seat belts and handles;
- (b) he asked whether the working group was formed by the TD, franchised bus companies and bus manufacturers before or after the accident, and whether the working group had any specific improvement measure;
- (c) the TD mentioned in the response that two cases of door damage of franchised buses were reported in 2015. He asked if there was any typographic error; and
- (d) the ceiling acoustic plaster of Tai Wai Public Transport Interchange (Tai Wai Interchange) was used mainly for decoration. He asked if the existing plaster would be removed completely to prevent accidents; and if the spalled surface was caused by seepage, whether the responsible person would be requested to take proper anti-seepage measures.

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

- (a) he pointed out that the same plaster was used at MTR Wu Kai Sha Station Public Transport Interchange (Wu Kai Sha Interchange) and

similar case was found when the weather changed. The government departments or contractor only did spray painting at the locations with spalled surface, which could not eradicate the problem at all. So, he asked who should shoulder the responsibility in case of accident. He asked if the Department or transport service operators had any means to minimise the possibility of occurrence of accident; and

- (b) he enquired about the noise insulation effect of the ceiling acoustic plaster, and why it was used mainly for decoration, and if for decoration, whether the existing plaster would be removed.

42. The views of Mr HUI Yui-yu, Rick were summarised below:

- (a) he asked to what extent the public would be harmed if the ceiling acoustic plaster fell off;
- (b) he enquired about the cause of spalled surface at Tai Wai Interchange; and
- (c) he asked why the spalled surface of Tai Wai Interchange had not yet been rehabilitated.

43. Mr LI Wing-shing, Wilson asked whether the concerned parties would follow up with the management company of Lake Silver the water seepage problem.

44. Mr LI Wing-shing, Wilson and Mr YUNG Ming-chau, Michael asked about the site inspection and rehabilitation progress of spalled surface of the ceiling of Tai Wai Interchange early this year, and how long the project would take.

45. Mr WU Hon-cheung, Property Services Manager/Shia Tin West of the Architectural Services Department (ArchSD) gave a consolidated response as follows:

- (a) after the accident, the ArchSD immediately sent staff to inspect the ceiling of Tai Wai Interchange and remove the acoustic plaster that was found loose near the spalled surface. After the contractor of the ArchSD had submitted an application for Construction Noise Permit to the EPD, comprehensive inspection by hammering had been conducted in the evening and a small part of loosen plaster was found and removed immediately. Relevant inspection and removal work had been completed and no immediate danger was found on site for the time being;
- (b) the ArchSD estimated that some of the loose plaster might be related to water seepage of the ceiling or to fair wear and tear. Relevant ceiling acoustic plaster was not part of the structure of Tai Wai Interchange and its main function was acoustic absorption. The ArchSD and the TD would closely monitor the situation and study the feasibility of removing all plaster involved when necessary to prevent the recurrence of similar accidents; and
- (c) with regard to the ceiling acoustic plaster falling off at Wu Kai Sha Interchange two years ago, the ArchSD had instructed the relevant

contractor to remove the loose plaster immediately at that time. Considering that the loose plaster might be caused by water seepage of the ceiling, the ArchSD had sent a letter to request the property management company of the housing development above the Interchange to carry out maintenance works accordingly. In addition, the ArchSD had also inspected the condition of the ceiling acoustic plaster in April this year and found no immediate danger. The ArchSD would follow up with the property management company the water seepage problem.

46. Ms LIU Ching-man, Lisa gave a consolidated response as follows:

- (a) the TD had set up a working group formed by the Department, franchised bus companies and bus manufacturers after the bus door accident to review the safety of bus doors and study the safety enhancement measures. Upon study, the working group had proposed some safety enhancement measures for franchised bus companies and bus manufacturers to follow up. The TD provided the accident figures of 2015 based on the request raised by members in the question; and
- (b) the TD would carefully study with the ArchSD as to whether the acoustic plaster should be removed.

47. Mr Brian CHEUNG gave a consolidated response as follows:

- (a) with regard to the two recent glass damage accidents caused by passengers crashing on the bus doors, the KMB cooperated with the HKPF in investigation, and set up a committee to fully review the accidents and study how to improve passengers' safety in the bus compartment. A report had been submitted to the TD in March;
- (b) everything was found normal after the KMB had checked the doors of buses involved in the accidents. All KMB bus windows and door glass were tempered glass and were in compliance with the supplier and European Union certification standards as well as the standard specifications of the bus industry. In response to above accidents, the KMB would strengthen training of its captains, reminding them to mind the turning speed, and study with bus suppliers the feasibility of installing door rails; and
- (c) exposed seats in the bus compartment had been installed with seat belts.

48. The Chairman suggested the ArchSD contact the responsible person of Tai Wai Interchange to deal with the water seepage problem, and asked the ArchSD to explain the feasibility of plaster removal after the meeting.

Question to be Raised by Mr LI Wing-shing, Wilson on Illegal Motor Racing in Ma On Shan

(Paper No. TT 10/2016)

49. The views of Mr LI Wing-shing, Wilson were summarised below:



- (a) he pointed out that besides weekends and holidays, speeding or illegal motor racing was also found on weekdays starting between 11:00 pm and 5:00 am. He had made several complaints to the Police, so he believed that the complaints that the Police had received might be more than the ones listed in the paper. He hoped that the Police could handle these complaints more actively;
- (b) he believed that the figures provided by the HKPF with regard to Question (b) were unreasonable. Mr WAI Hing-cheung also had the same opinion;
- (c) he understood that the Sha Tin or Ma On Shan District was undermanned in respect of illegal racing at Sai Sha Road, or they might need assistance from the Traffic New Territories South. He asked the Police to provide the frequency of patrol, barrier block setup and law enforcement actions conducted by the Traffic NTS in the neighbourhood of Ma On Shan later;
- (d) the road section from Ma On Shan to Sai Kung via Sai Sha Road attracted speeders or illegal racers. He suggested installing speed enforcement cameras and traffic light detector for deterrent effects; or otherwise, he asked if the Police and the TD had a better solution; and
- (e) he agreed to conduct a site inspection on illegal motor racing.

50. Mr PANG Cheung-wai, Thomas pointed out that speeding or illegal motor racing was found at several locations of Sha Tin, including Tai Po Road Fo Tan section to Tai Wai. He hoped that the Police could enhance law enforcement and propose a solution. Besides posing danger, illegal motor racing would cause noise nuisance as well.

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

- (a) the problem of illegal motor racing at Ma On Shan bypass road had been raised since 2012 till now, but the Police and the TD could do nothing. The Police pointed out that setting up barrier blocks would pose danger to police officers, and suggested sending officers to check if there were any illegally modified vehicles at car parks. He believed that the solution could not solve the problem thoroughly and asked if there was any solution available;
- (b) he suggested installing fixed speed enforcement cameras; and
- (c) he believed that the TD and the Police should have a better understanding of the situation of illegal motor racing than members.

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

- (a) he asked whether those fixed speed enforcement cameras would be installed only after occurrence of accidents;

- (b) he pointed out that speeding or illegal motor racing was found at several locations in Sha Tin, and some people might be more informative than the Police. He suggested conducting a site inspection and proposing a solution to the Police and the TD for their consideration; and
- (c) he did not understand why the Police could not get hold of the situation of illegal motor racing, but requested information from different parties instead.

53. The views of Mr SIU Hin-hong were summarised below:

- (a) illegal motor racing went wild at the road section from Wo Che Estate to Tai Po. He believed that the number of complaints would definitely be high if taking the Sha Tin District into consideration also. He believed that the Police would definitely solve the problem if it was determined to do so. He said there was evidence of illegal motor racing; and
- (b) he did not understand why the fixed speed enforcement cameras were installed only after the occurrence of accidents. He suggested setting up a task force to deal with the relevant issues.

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

- (a) he enquired about the complaint figures and the frequency of speed enforcement operations carried out over the past three years in the Sha Tin District; and
- (b) residents of Sun Tin Wai had complained that illegal motor racing took place at Lion Rock Tunnel Road, and wondered if the Police could effectively eradicate the problem. He believed that the Sha Tin Police District was poorly performed in fighting against illegal motor racing and was unable to come up with an appropriate solution. For example, barrier blocks were set up at inappropriate locations and showed no effect. He suggested the Police review and consider installing fixed speed enforcement cameras.

55. Mr TAM Chun-hei, District Operations Officer (Sha Tin District) of the HKPF gave a consolidated response as follows:

- (a) the Commissioner of Police launched a new policy in 2016 which set out seven “Selected Traffic Enforcement Priorities (STEP) 2016”, including illegal motor racing. Law enforcement in Sha Tin and Ma On Shan Districts was conducted by the District Traffic Team while fighting against illegal motor racing was the duty of the Traffic NTS. He might contact the Sha Tin District and Traffic NTS to arrange a site inspection;
- (b) he welcomed members to notify the Police of illegal motor racing locations in writing so that they could follow up the matter. If CCTV records and witnesses were available, members were welcomed to contact the Police. They were now carrying out 24-hour online patrol but

could follow up only with statements of complainants available;

- (c) the Police could not send the illegally modified vehicles to the vehicle examination centre unless there was a reasonable doubt. If the modification was verified as illegal, the Police would initiate prosecution; and
- (d) he would enquire of the Traffic NTS about the figures of illegal motor racing in the entire Sha Tin District and report to members later. He might reflect members' views at the Traffic NTS meeting.

HKPF

56. Mr TSANG Kwong-fook, Engineer/Ma On Shan of the TD responded that besides installing fixed speed enforcement cameras, laser guns could also be used by the Police to detect the speed. Fixed speed enforcement cameras were installed mainly at locations where speeding was relatively severe, and one of the indexes was the figure of traffic accidents that involved speeding. He would convey members' views for the Department's consideration.

57. The Chairman hoped that before the next meeting, the TD could respond to members' views with regard to the feasibility of installing fixed speed enforcement cameras at Ma On Shan Bypass. He also hoped that the Police could arrange a site inspection.

TD  
HKPF

### **Information Item**

#### **Progress Report of the Transport Department** (Paper No. TT 22/2016)

58. Ms WONG Ping-fan, Iris pointed out that vehicle-pedestrian conflicts and illegal parking were found at the junction of On Lai Street and On Ping Street as well as at On Sum Street in Shek Mun business area. She hoped that the TD and the Police could take traffic management measures.

59. The views of Mr YUNG Ming-chau, Michael were summarised below:

- (a) as for Route No. 82B, he asked whether the passenger volume in the morning and at night had changed after the fare was increased from \$3.1 to \$4.1 and the terminus was moved from Mei Tin Road near MTR Tai Wai Station to MTR Tai Wai Station Interchange. He suggested the KMB review the fare after the meeting; and
- (b) he enquired about the test result of temporary traffic management measures taken at the road section at the junction of Yuen Wo Road and Fo Tan Road during drainage works, and when it was expected to be open to the public. He suggested that the Department notify members of the arrangement for opening of lanes.

60. Ms PONG Scarlett Oi-lan asked when a lane to Tai Po could be open at the road section at the junction of Yuen Wo Road and Fo Tan Road. She suggested adding road signs at Lok King Street to inform drivers of the diversion arrangement.

61. The Chairman asked the TD to notify members of the arrangement for open lanes.

62. Mr TONG Cheung said in response that the Drainage Services Department (DSD) had completed the test of temporary traffic management measures on 10 May. It was estimated that the road section from Fo Tan Road turning left to Yuen Wo Road could be reopened early next week. He would convey members' views to the DSD, and asked the Department to notify members when these lanes would be reopened. He also asked the DSD to set up temporary traffic signs when appropriate to remind motorists. As for the proposal of taking traffic management measures in Shek Mun business area, the Department would also follow up the matter with relevant members.

TD

63. Ms Amanda HUNG responded that after the terminus of Route No. 82B was moved from Mei Tin Road near MTR Tai Wai Station to MTR Tai Wai Station Interchange, the passenger volume had slightly increased. The effect differed from the anticipated one.

(Post-meeting note: The DSD had notified relevant members by email on 13 May 2016 of the road closure arrangement at Yuen Wo Road, Sha Tin.)

### **Information Papers**

#### 2016-2017 Approved Estimates of Expenditure Heads under the Committee (Paper No. TT 23/2016)

64. The Committee noted the above information paper.

#### Report on the Progress of Works of the Highways Department (Paper No. TT 24/2016)

65. The views of Mr YUNG Ming-chau, Michael were summarised below:

- (a) he asked about the construction progress of NE/1728/12 "Lower Shing Mun Road near Fu Shan Crematorium - Proposed car parking spaces", and whether the parking spaces provided would help mitigate the congestion at Yau On Street at night; and
- (b) with regard to NE/0610/16 "Hang Shun Street near Hang Tak Street - Remove traffic sign TS228", he enquired what sign TS228 was.

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

- (a) he asked about the construction progress of NE/1388/14 "Chik Fai Street/Mei Tin Road - Extension of pedestrian crossing", and hoped to know if it could commence as scheduled. He believed that the construction period might be shortened if it was carried out simultaneously with the waterworks, and hoped that the construction could commence as soon as possible; and
- (b) he hoped that the project of NE/0690/16 "Heung Fan Liu Street - To establish "7-24" No Stopping Zone" could commence as soon as

possible.

67. Mr CHING Cheung-ying enquired about the construction progress of NE/2778/15 “Chui Tin Street near Sun Chui Estate (SM-P038) - Provide cycle parking facilities” and why the planning took so long.

68. Mr KWOK Ka-chun gave a consolidated response as follows:

- (a) he pointed out that the pavement works of NE/1728/12 “Lower Shing Mun Road near Fu Shan Crematorium - Proposed car parking spaces” had commence and was estimated to be completed in June this year, but might be slightly affected by rain;
- (b) he pointed out the WSD had been conducting the works at the crossing of Chik Fai Street/Mei Tin Road, and it was hardly possible for another construction project to be carried out simultaneously as the road could not be closed. Currently, the works conducted by the WSD was suspended and the HyD would try to complete the NE/1388/14 project during this period of time;
- (c) the HyD had tried to take action as soon as possible upon receipt of the construction order in respect of the NE/0690/16 project from the TD and hoped it would be completed smoothly; and
- (d) the TD was responsible for the planning of NE/2778/15 “Chui Tin Street near Sun Chui Estate (SM-P038) - Provide cycle parking facilities”, and the HyD had to apply for the excavation permit upon receipt of the order in 2015 so as to make temporary traffic arrangements .

69. With regard to NE/0610/16 “Hang Shun Street near Hang Tak Street - Remove traffic sign TS228”, Mr TSANG Kwong-fook responded that the traffic sign TS228 was used to request cyclists to dismount and push their bicycles.

Population of Public Housing Estates and Private Sector Participation Scheme  
Courts in Sha Tin  
(Paper No. TT 25/2016)

70. The Committee noted the above information paper.

Prosecution Figures on Traffic Offences in Sha Tin and Tai Wai Town Centres  
(Paper No. TT 26/2016)

71. Mr CHING Cheung-ying thought that the Police were not doing well in law enforcement against illegal parking in Tai Wai. He suggested the Police provide prosecution figures of traffic offences at parking spaces opposite New Keung Kee at Chik Wan Street and strengthen law enforcement at this location.

72. Mr LI Sai-hung doubted the accuracy of the figures. He suggested the Police provide prosecution figures of traffic offences at Tai Wai Road. He pointed out that illegal parking went wild at that location and affected the operation of bus stops, and that the law enforcement by the Police was poor.

73. Mr WAI Hing-cheung pointed out that illegal parking went wild in the neighbourhood of Sha Tin Town Centre, including Sha Tin Centre Street, Sha Tin Plaza, Wai Wah Centre, Royal Park Hotel, Sha Tin Centre and Lucky Plaza, and the Police had been taking ineffective law enforcement actions with regard to. He hoped the Police would face up to the issue. With regard to the three traffic accidents that happened successively at New Town Plaza Phase III between the end of 2015 and the beginning of 2016, he asked whether they were caused by the road design of Sha Tin Centre Street or the drivers themselves. He asked whether the Department would consider conducting a site inspection.

74. Mr MOK Kam-kwai pointed out that illegal parking at Tai Wai Shing Ho Road remained unsolved for years. He was surprised that the Police had initiated only six prosecutions so far, and thus believed that the Police were not doing well in law enforcement.

75. Ms TUNG Kin-lei pointed out that prosecution figures of illegal parking at Tai Wai Town Centre were high but illegal parking was still serious. At Route No. 80 bus stop at Tai Wai Road, buses often had to pick up and drop off passengers on the road instead of at the bus stop, which was quite dangerous and inconvenient for passengers in wheelchairs. Mr TONG Hok-leung also held the same view. She hoped that besides strengthened law enforcement by the Police, the TD could also improve the pavement design. She suggested breaking down the data of other venues of Tai Wai Town Centre into two parts, namely Tai Wai Road and Chik Chuen Street. She also hoped that the Police or the TD could enhance public education.

76. Mr TONG Hok-leung believed that the main cause of illegal parking in Tai Wai was that the public thought it was convenient to do so. In addition, there were insufficient parking spaces for commercial vehicles. He hoped the Department would face up to this issue.

77. Mr WONG Hok-lai believed that the Police performed poorly in law enforcement. Besides the bus stop of Route No. 80 at Tai Wai Road, illegal parking was also serious at Chik Fuk Street, Chik Fu Street and Heung Fan Liu Street. He hoped that the Police would face up to the issue.

78. Mr LI Wing-shing, Wilson asked whether the Police could provide prosecution figures of traffic offences at Wu Kai Sha Interchange, and hoped the Police could enhance law enforcement at the said locations.

79. Mr GUN Man-kwai, Officer-in-charge of the District Traffic Team (Sha Tin) of the HKPF responded that the constant increase in the number of vehicles in Hong Kong and the attraction of tourists to various places of interest in Sha Tin had resulted in the illegal parking problem. The Commissioner of Police had launched a new policy in 2016 which set out seven "Selected Traffic Enforcement Priorities (STEP) 2016", including double and illegal parking. The Police would enhance law enforcement at the said locations. The Police could provide the prosecution figures of other locations in the paper of the next meeting.

80. Mr TONG Cheung responded that the TD had taken traffic management measures at Tai Wai Road to manage passenger pick-up/drop-off activities at roadside

so as to maintain a smooth traffic flow. The Department would continue to work with the Police to take more stringent traffic management measures when necessary. The TD had sent staff to inspect the traffic condition at Sha Tin Centre Street. Relevant road sections were in compliance with the design criteria of the TD. Nevertheless, to further enhance road safety, the Department would provide traffic signs and markings such as slow drive and bend warning at relevant road sections.

81. The Chairman pointed out that double parking was found at the roundabout turning from New Town Plaza near Wai Wah Centre to Yata Supermarket, which might easily result in accidents. So, he suggested the Department follow up the matter with relevant members.

**Date of Next Meeting**

82. The next meeting was scheduled to be held at 2:30 pm on 5 July 2016 (Tuesday).

83. The meeting was adjourned at 6:14 pm

Secretariat of Sha Tin District Council  
STDC 13/15/45

July 2016