

Sha Tin District Council**Minutes of the 4th Meeting of
the Traffic and Transport Committee in 2016**

Date : 5 July 2016 (Tuesday)
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	7:18 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:33 pm	8:00 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:41 pm	6:25 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:45 pm	6:35 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:33 pm	5:02 pm
Mr CHAN Kwok-keung, James	"	2:33 pm	3:35 pm
Ms CHAN Man-kuen	"	2:37 pm	7:52 pm
Mr CHAN Nok-hang	"	2:33 pm	6:10 pm
Mr CHING Cheung-ying, MH	"	2:33 pm	6:24 pm
Mr CHIU Chu-pong, Sunny	"	2:33 pm	5:54 pm
Mr CHIU Man-leong	"	2:35 pm	6:52 pm
Mr HUI Yui-yu, Rick	"	2:33 pm	5:56 pm
Mr LAI Tsz-yan	"	2:33 pm	8:00 pm
Ms LAM Chung-yan	"	2:40 pm	6:52 pm
Mr LEE Chi-wing, Alvin	"	4:13 pm	7:19 pm
Mr LEUNG Ka-fai, Victor	"	2:35 pm	6:52 pm
Mr LI Sai-hung	"	2:33 pm	6:09 pm
Mr LI Wing-shing, Wilson	"	2:33 pm	7:43 pm
Mr MAK Yun-pui	"	4:38 pm	6:29 pm
Mr MOK Kam-kwai, BBS	"	2:35 pm	4:12 pm
Mr NG Kam-hung	"	2:33 pm	6:27 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:33 pm	6:52 pm
Mr PUN Kwok-shan, MH	"	2:35 pm	3:34 pm
Mr SIU Hin-hong	"	2:33 pm	6:52 pm
Mr TONG Hok-leung	"	2:33 pm	5:26 pm
Ms TSANG So-lai	"	2:46 pm	6:24 pm
Ms TUNG Kin-lei	"	2:33 pm	8:00 pm
Mr WAI Hing-cheung	"	2:33 pm	6:54 pm
Mr WONG Fu-sang, Tiger	"	2:33 pm	7:20 pm
Mr WONG Hok-lai	"	2:41 pm	8:00 pm
Mr WONG Ka-wing, MH	"	2:33 pm	6:52 pm
Ms WONG Ping-fan, Iris	"	2:33 pm	6:52 pm
Mr WONG Yue-hon	"	2:33 pm	8:00 pm
Mr YAU Man-chun	"	2:40 pm	5:26 pm
Mr YIP Wing	"	2:33 pm	6:52 pm
Mr YIU Ka-chun	"	2:33 pm	7:51 pm
Ms YUE Shin-man	"	2:33 pm	8:00 pm
MS CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council) 4, Sha Tin District Office		

In Attendance

Mr WONG Tin-pui, Simon
 Mr YUEN Chun-kit, Derek
 Mr YAU Kung-yuen, Corwin
 Mr HO King-chung
 Mr TONG Cheung
 Mr TSANG Kwong-fook, Andrew
 Mr FUNG Ka-tsun
 Mr NG Kok-hung

Mr CHOW Siu-ye
 Mr WONG Hok-sze, Pius
 Mr LAM Chi-chung, Paul
 Mr LEUNG Chun-sing

Mr WU Yat-king, Kingson
 Mr Ingmar LEE

Mr Chris LO

Ms Amanda HUNG

Ms Penny CHUNG

In Attendance by Invitation

Mr KO Chi-wai
 Mr LI Tin-sang, Stephen

Mr NG Kwok-cheung, Norman

Mr YAN Kay-chi, Joseph

Mr LEE Yuk-lam
 Mr CHUE Yun-kwan
 Mr HU Kin-keung
 Mr Jeff POON

Mr NG Chun-pong
 Mr Rayson LAW
 Mr LI Chiu-kit, Joe

Ms CHUNG Man, Emily
 Mr LAM Sai-shu

Absent

Mr CHENG Tsuk-man
 Mr TING Tsz-yuen

Title

Assistant District Officer (Sha Tin)
 Senior Executive Officer (District Council), Sha Tin District Office
 Senior Transport Officer/Ma On Shan, Transport Department
 Senior Engineer/Shia Tin, Transport Department
 Engineer/Shia Tin 1, Transport Department
 Engineer/Ma On Shan, Transport Department
 District Engineer (New Territories)/Sha Tin (2), Highways Department
 Administrative Assistant (District Lands Office, Sha Tin),
 Lands Department
 Housing Manager (Sha Tin 4), Housing Department
 District Operations Officer (Sha Tin District), Hong Kong Police Force
 Traffic Team Director (Sha Tin District), Hong Kong Police Force
 Sha Tin Unit (Enforcement and Control Division) (Traffic NTS),
 Hong Kong Police Force
 Executive Assistant (District Council) 3, Sha Tin District Office
 Senior Planning and Development Officer,
 Kowloon Motor Bus Company (1933) Limited
 Senior Operations Officer,
 Kowloon Motor Bus Company (1933) Limited
 Senior Operations Officer,
 Kowloon Motor Bus Company (1933) Limited
 Senior Public Affairs Officer,
 New World First Bus Services Limited and Citybus Limited

Title

Senior Engineer 2/Noise Mitigation, Highways Department
 Chief Engineer/New Territories East 2,
 Civil Engineering and Development Department
 Senior Engineer/4 (New Territories East),
 Civil Engineering and Development Department
 Engineer/12 (New Territories East),
 Civil Engineering and Development Department
 Director, AECOM Consulting Services Limited
 Assistant Director, AECOM Consulting Services Limited
 General Manager, Long Win Bus Company Limited
 Assistant Manager (Traffic Operations),
 Long Win Bus Company Limited
 Senior Operations Officer, Long Win Bus Company Limited
 Planning and Support Officer I, Long Win Bus Company Limited
 Senior Transport Officer/Bus and Railway Branch,
 Transport Department
 Transport Officer/Bus and Railway Branch, Transport Department
 Assistant Manager (Traffic Operations) (Sha Tin Depot),
 Kowloon Motor Bus Company (1933) Limited

Title

DC Member (Application for leave of absence received)
 ” (”)

The Chairman informed all attendees that some members of the public, being present as observers, were taking photographs and making video and audio recordings. On behalf of the Traffic and Transport Committee (TTC), he offered congratulations to Ms Scarlett PONG and Mr WONG Ka-wing on being awarded the Bronze Bauhinia Star and Medal of Honour respectively.

Application for Leave of Absence

2. The Chairman said that the Secretariat had received written applications for leave of absence from the following members:

Mr CHENG Tsuk-man	Official commitment
Mr TING Tsz-yuen	Sickness

3. The TTC approved the applications for leave of absence submitted by the above members.

Confirmation of the Minutes of the Meetings Held on 27 April and 10 May 2016 (TTC Minutes 3/2016 and TTC Minutes 4/2016)

4. Mr Tiger WONG proposed to add the following to paragraph 35 of TTC Minutes 3/2016:

“He suggested that the department consider one-way circulation to route the departure trip via Eagle’s Nest Tunnel and the return trip via Lion Rock Tunnel.”

5. Mr Michael YUNG recommended revising paragraph 18(c) of TTC Minutes 3/2016 as the following:

“he questioned why calling for tenders was not required for the franchise for Shui Chuen O”

6. The TTC accepted the above proposed amendments, and endorsed TTC Minutes 4/2016 and the amended TTC Minutes 3/2016.

(Post-meeting note: Mr Tiger WONG requested to withdraw the proposed amendment to paragraph 4. TTC Minutes 3/2016 would be amended accordingly.)

Matters Arising

Response of Government Departments and Organisations to Matters Arising from the Previous Meeting (Paper No. TT 28/2016)

7. Ms Iris WONG asked whether problems were detected in the inspection and test of supercapacitor buses, which had caused a delay in using supercapacitor buses for Route No. 284. She wished to know whether the test had already been completed, when supercapacitor buses were expected to be used for Route No. 284, and whether any legislation or guidelines were applicable to the test. She hoped that the bus company would follow up the matter with her after the meeting.

8. Ms Amanda HUNG, Senior Operations Officer of the Kowloon Motor Bus Company (1933) Limited (KMB) responded that the delay in using supercapacitor buses for Route No. 284 was due to infrastructure issues instead of safety issues or the supercapacitors failing to comply with the established standard. The KMB was now trying to follow up the matter with various parties for improvement, hoping to implement the relevant proposals as soon as possible.

Discussion Items

PWP Item No. 7861TH - Widening of Tai Po Road (Sha Tin Section)
(Paper No. TT 29/2016)

9. The Chairman welcomed the representatives of the Civil Engineering and Development Department (CEDD) and the AECOM Consulting Services Limited to the meeting.

10. The representatives of the CEDD and the AECOM Consulting Services Limited briefly introduced the contents of the paper.

11. Mr CHING Cheung-ying considered the design acceptable. He asked whether lifts, staircases and access ramps could also be provided for pedestrians, and whether it was feasible that pedestrians and cyclists did not need to cross the pedestrian crossing.

12. Mr Michael YUNG asked whether the lift could be relocated so that cyclists could cross one less pedestrian crossing. He recommended that the CEDD study the feasibility of coexistence of cycle tracks and footpaths. If not, he expected the department to submit supplementary information at the next meeting.

13. Mr CHIU Man-leong pointed out that it was against the law to walk on a cycle track. He asked what alternative facilities were available for pedestrians, including the disabled if there was no access ramp and the lift was out of order.

14. Mr YIP Wing expected the CEDD and the consultant firm to explore viable alternatives in case the lift was out of order.

15. Mr WONG Yue-hon indicated that some villagers carried handcarts and walked to Sha Tin Market or Lek Yuen Estate via the concerned road section. The absence of access ramps coupled with a lift which was out of order would cause great inconvenience to the residents.

16. Mr LEE Yuk-lam, Director of the AECOM Consulting Services Limited gave a consolidated response as follows:

- (a) pedestrians could choose to use the staircase or lift. If pedestrians used the cycle track as an access ramp, they had to cross one more pedestrian crossing;
- (b) the location of the lift could not be further adjusted because the lift and nearby ancient trees had to be kept apart as far as possible. In addition, the location of the slip road, if changed, would affect the pedestrian crossings; and

- (c) because of the height limit of Tai Po Road (Sha Tin Section), the cycle track could not be located under the slip road.

17. Mr Stephen LI, Chief Engineer / New Territories East 2 of the CEDD responded that as far as they knew, the utilisation rate of the cycle track was low. If the lift was out of order, temporary traffic management arrangements could be taken to close the cycle track for use by the disabled. Given the geographical constraints, they had tried to minimise the impact as far as possible. For exceptional cases, the CEDD and the consultant firm opined that the proposal of the Transport Department (TD) could be adopted.

18. Mr TONG Cheung, Engineer / Sha Tin 1 of the TD responded that the department had advised against walking on the cycle track. In case the lift broke down or was under maintenance, the disabled could take an alternative route, such as going through the New Town Plaza. In addition, the relevant departments could also consider making temporary traffic management arrangements to temporarily close the cycle track for use by the disabled or pedestrians carrying handcars.

19. The Chairman suggested that the CEDD and the consultant firm take the advice of the TD to minimise the impact on pedestrians.

20. The TTC endorsed the above paper unanimously.

Initial Proposal on Temporary Traffic Management at Tai Po Road (Sha Tin Section)
(Paper No. TT 30/2016)

21. The Chairman welcomed the representatives of the Highways Department (HyD) to the meeting.

22. The representatives of the CEDD and the AECOM Consulting Services Limited briefly introduced the contents of the paper.

23. The views of Mr Thomas PANG were summarised below:

- (a) he worried that the northbound section of Tai Po Road (Sha Tin Section) was too close to the adjacent rail track and trees. He enquired about the dimensions of the road, kerb, bridge pier and noise barrier under the Sha Tin Rural Committee Road bridge, and how the trees at the said location would be dealt with; and
- (b) he wished to know the construction period, as well as how long the temporary traffic measures would be implemented.

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

- (a) he argued that cantilevered or vertical noise barriers were not effective, and the entire section should be installed with enclosed noise barriers. He pointed out the materials currently in use were different from those previously used for the Trunk Road T3; and

- (b) he asked how to decide on the use of various different types of noise barriers.

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

- (a) he asked about the feasibility of completing the noise barrier works of the HyD first to benefit some members of the public;
- (b) he asked about the vehicular traffic flow during the construction period, and whether the concerned departments had considered developing better temporary traffic measures to alleviate traffic congestion during construction;
- (c) he asked what projects would be conducted at night and how long these projects would take, and whether large lighting facilities would be set up. He worried that construction at night would cause noise and light nuisance;
- (d) he asked whether it was possible to lengthen the cantilevered noise barriers and replace vertical noise barriers with cantilevered ones if enclosed noise barriers could not be used on the entire section. He enquired whether the noise was louder at the gaps of enclosed noise barriers and cantilevered or vertical noise barriers, and how many decibels (dBs) could be reduced by the noise barriers;
- (e) he asked whether narrowing Tai Po Road (Sha Tin Section) and adding more bends would worsen the problem of illegal car racing;
- (f) he believed that cyclists might not be willing to use the cycle track temporarily diverted to support the “Alteration Works of the Cycle Track Tunnel Outside Shatin Plaza”, and some cyclists would eventually choose to cycle through Sha Tin Centre Street; and
- (g) if diverted, the cycle track from Hilton Plaza to Scenery Court might pose a danger to the residents walking past Hilton Plaza and the internal streets of Scenery Court.

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

- (a) a speed limit of 50 km/h, if applied to the section from Wo Che Estate to Wai Wah Centre, was likely to cause traffic congestion in many places in Sha Tin. He hoped that the restriction could be relaxed, or more sections could be exempted from the said speed limit, and the duration could be shortened for implementing the said speed limit;
- (b) he asked whether there were other proposals to minimise the impact on traffic; and
- (c) he asked how to calculate that the travel time could only increase by half a minute after the temporary traffic management scheme was implemented.

27. The views of Mr WONG Yue-hon were summarised below:

- (a) the concerned departments had gauged the views of the villagers and changed some of the noise barriers into cantilevered ones. It would be more desirable if enclosed noise barriers could be used; and
- (b) he suggested that the concerned departments provide noise data in dB.

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

- (a) he asked about the feasibility of opening an old subway for use by cyclists travelling to and from Sha Tin Market during the construction period so as to shorten the travel distance. He also hoped that the relevant plan could be implemented as soon as possible;
- (b) he asked about the feasibility of first widening the section of Sha Tin Rural Committee Road to Wo Che Estate;
- (c) he enquired how many dBs of noise could be reduced by using the cantilevered and semi-enclosed noise barriers, and whether the effect of noise insulation could be improved by replacing the semi-enclosed noise barriers with enclosed ones. In addition, he wished to know the effectiveness of the new noise insulation materials; and
- (d) he asked at which sections the speed limit would be changed to 80 km/h upon completion of the works.

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

- (a) he asked why it was not possible to maintain the speed limit at 70 km/h; and
- (b) as the access of Shing Mun Tunnel was adjacent to Eagle's Nest Tunnel, temporary traffic measures might cause vehicles to switch between the lanes.

30. The Chairman agreed with Mr CHIU Man-leong's views on speed limit. The concerned departments should address the problem if the pilot scheme was found to be inappropriate. In addition, he requested the concerned departments to supplement data on noise barriers to members concerned after the meeting.

31. Mr Stephen LI gave a consolidated response as follows:

- (a) after the meeting, he would provide supplementary data on the dimensions of noise barriers and the reduction of noise;
- (b) if the progress was smooth, the works were expected to commence by the end of 2017 and be completed by the end of 2020;

CEDD

- (c) currently, the average speed was below 50 km/h during rush hours. It was expected that lowering the speed limit from 70 km/h to 50 km/h would have little impact on the traffic in peak hours. During non-peak hours, it was expected that the travel time would increase by half a minute only, and so the impact was acceptable;
- (d) the CEDD suggested using semi-enclosed noise barriers for the southbound direction and cantilevered noise barriers for the direction near the railway, basing on the environmental impact assessment report. What type of noise barriers would be adopted was determined by the computing model case by case;
- (e) the CEDD needed to carefully study again the priorities of each part of the project. Widening the section of Sha Tin Rural Committee Road to Wo Che Estate first would reduce the flexibility of the project and might even prolong the construction period;
- (f) works at night mainly involved the installation of noise barriers. It was expected that noise barriers should be installed for the southbound lane at night one year before the road was open to traffic, and the southbound lane must be closed for about 80 nights. A licence should be obtained from the Environmental Protection Department (EPD) for implementation of works at night, and the CEDD would minimise the impact on residents as far as possible;
- (g) the closed subway would be used for storage by the Food and Environmental Hygiene Department, and the CEDD would, together with the relevant departments, study the feasibility of opening subways for cycling purpose;
- (h) the CEDD and the consultant firm would re-examine the diversion arrangement for the cycle track between Hilton Plaza and Scenery Court, hoping to reduce the chance of collision between pedestrians and cyclists;
- (i) during the construction period, the two-lane traffic arrangement would be maintained as far as possible, while the speed limit would remain the same as the existing limit after the construction;
- (j) after the opening of the slip road near Scenery Court, the number of vehicles during peak hours had increased by 13%. The duration of traffic congestion was shortened from 3.5 hours to 2.5 hours, while the travel time from the racecourse to Sha Tin Rural Committee Road was shortened from 16 minutes to 11 minutes. The interim measure to ease traffic congestion at Tai Po Road (Sha Tin Section) was to widen that section, and the long-term measure was to construct trunk road T4 or Sha Tin Bypass; and
- (k) the proposal to widening Tai Po Road (Sha Tin Section) would help improve the problem of vehicles changing lanes at the tunnel entrance mentioned by Mr SIU Hin-hong.

32. Mr KO Chi-wai, Senior Engineer 2 / Noise Mitigation of the HyD responded that the HyD and the EPD would briefly introduce the proposal on noise barriers and explain the functions of various types of noise barriers at the Health and Environment Committee meeting on 7 July this year.

33. Mr LEUNG Chun-sing, Sha Tin Unit (Enforcement and Control Division) (Traffic NTS) of the Hong Kong Police Force (HKPF) responded that no statistical data indicated that those sections with numerous bends could be traffic black spots.

34. Mr LEE Yuk-lam gave a consolidated response as follows:

- (a) the consultant firm would study the possibility of reducing the speed limit to 50 km/h in phase I of the project. In other phases of the project, widening of roads and redistribution of lanes could be carried out only if the speed limit was lowered for safety reasons in accordance with the guidelines of the TD; and
- (b) most cyclists needed to park their bicycles under the bridge near Lek Yuen Estate. Therefore, implementing any temporary traffic diversion arrangements would have little impact on cyclists.

35. Mr TONG Cheung responded that the design capacity of a road was mainly subject to the number of lanes instead of the speed limit of the road. Generally speaking, the distance between vehicles running at a higher speed was larger than that between vehicles running at a lower speed, and the traffic volume was similar in both scenarios. Tai Po Road (Sha Tin Section) was a trunk road. In order to minimise the impact of the project on the public, a certain number of lanes had to be maintained on the road sections concerned during the construction period to ensure a smooth flow of traffic. In addition, to ensure road safety during the construction period, the consultant firm suggested adjusting the speed limit at relevant sections to 50 km/h.

36. The Chairman asked whether members agreed to address the provisional motion moved by Mr MOK Kam-kwai.

37. Members agreed to discuss the provisional motion put forward by Mr MOK Kam-kwai.

38. Mr MOK Kam-kwai put forward the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests a full-scale retrofitting of enclosed noise barriers on Tai Po Road (the section from Wai Wah Centre to Wo Che Estate) to mitigate the impact on residents of Sheung Wo Che Village, Ha Wo Che Village, Tin Liu Village, Sui Wo Court, etc.”

Mr WONG Yue-hon seconded the motion.

39. Members unanimously endorsed the provisional motion in paragraph 38.

Proposal Regarding the Introduction of Overnight Airport Express Bus Service Route No. "NA41"

(Paper No. TT 31/2016)

40. The Chairman welcomed representatives of the TD and the bus companies to the meeting.

41. The representatives of the TD briefly introduced the contents of the paper.

42. Mr LI Sai-hung thanked the TD for designing a route for Route No. NA41. He opined that the routing of Route No. NA41 should be split, with one route going past Tai Wai and the east of Shing Mun River and with its terminus located at Shui Chuen O.

43. Mr YAU Man-chun agreed with the view of Mr LI Sai-hung. He suggested one of the trips follow the original route, and another trip go past Sun Chui Estate, Chun Shek Estate, Sha Tin Wai and Shui Chuen O. In the long run, he hoped that overnight airport bus services could be maintained with fixed service.

44. Mr Sunny CHIU agreed with the views of Mr LI Sai-hung and Mr YAU Man-chun.

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

- (a) he agreed with Mr YAU Man-chun's view on overnight airport bus services with fixed service;
- (b) he welcomed the introduction of Route No. NA41. He suggested that the TD provide information on each stop for members' reference;
- (c) he agreed that it would be better to increase the service frequency, hoping that Route No. NA41 could start operating for six months from August onwards as a trial run to serve the increasing population in Wu Kai Sha and Ma On Shan as a complement to Route No. N42;
- (d) regarding the routing of Route No. NA41, he believed that Route No. NA41 should go past Villa Athena. He had reservations about following the example of Route No. A41P, and suggested the route first operate via Yiu On Estate and Heng On Estate, then to Park Belvedere, Kam Ying Court and Saddle Ridge Garden before going to Wu Kai Sha, and then head for the vicinity of Villa Athena and Ma On Shan Centre via Sai Sha Road; and
- (e) he opined that the fare for Route No. NA41 was too high, but was aware of the need to extend the route.

46. Mr Billy CHAN agreed with the views of Mr LI Sai-hung, Mr YAU Man-chun and Mr Sunny CHIU.

47. Mr TONG Hok-leung welcomed the operation of Route No. NA41, but considered that the fare was too high. He asked whether sectional fares would be implemented.

48. Ms YUE Shin-man expected Route No. NA41 to go past Yuen Wo Road.

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

- (a) he was of the view that the route should be extended and additional trips should be provided;
- (b) he suggested conducting a review after two months' trial run; and
- (c) he opined that the TD should plan the airport bus services in the south of the Sha Tin District.

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

- (a) she asked why Route No. N42 covered a larger area than Route No. NA41 but charged a lower fare;
- (b) she proposed to increase service frequency and split the route, to cater for the needs of residents in the vicinity of Hin Keng Estate and Lung Hang Estate in Tai Wai; and
- (c) the route referred to in the paper mentioned "Tai Wai Lou" (Cantonese transliteration). She asked where "Tai Wai Lou" (Cantonese transliteration) was.

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

- (a) he welcomed the introduction of Route No. NA41;
- (b) he opined that only one trip was operated after the split of the route might not be sufficient. He recommended increasing the service frequency first, and then split the route to operate via Ning Tai Road, Kam Tai Court and Chevalier Garden;
- (c) he considered that the fare was too high and asked whether the TD had exercised regulation over the fare. He proposed to set the fare at \$27, which was similar to that of Route Nos. A41P and N42; and
- (d) he asked whether the new proposal could be submitted to members for consideration as soon as possible.

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

- (a) she looked forward to the launch of the operation of Route No. NA41 service, but thought that the route should be split to cover more areas;
- (b) she considered that the fare was too high; and

- (c) she hoped that the service frequency could be increased when the passenger volume was high.

53. The views of Ms LAM Chung-yan were summarised below:

- (a) she welcomed the operation of overnight airport bus services, and hoped the locations of the stops would be convenient for residents working at the airport, and a stop should be particularly set up at the Tai Wai Public Transport Interchange; and
- (b) she asked about the arrangement after the six-month trial run.

54. Mr WONG Hok-lai opined that the coverage of Route No. NA41 was small. He asked if the route could be split to cover the areas to the east of Shing Mun River. Also, he wanted to know the arrangement after the six-month trial run. Moreover, he thought that the fare was too high.

55. The views of Mr NG Kam-hung were summarised below:

- (a) he opined that the two trips departing from the airport were too close in time. He was also concerned that only one trip at 4:30 am heading for the airport was insufficient;
- (b) he suggested extending the route to Hin Keng Estate, Tin Sum and Lung Hang Estate; and
- (c) he considered that the fare was too high.

56. The views of Ms TSANG So-lai were summarised below:

- (a) she welcomed the introduction of Route No. NA41; and
- (b) she and Mr TING Tsz-yuen expected Route No. NA41 to operate via Kam Ying Road to serve the residents at Saddle Ridge Garden and Kam Lung Court.

57. Mr Tiger WONG asked whether the TD would consider splitting the route, and hoped a review report could be submitted after the six-month trial run.

58. Ms Iris WONG welcomed the operation of Route No. NA41 as a complement to Route No. N42. She suggested increasing the frequency of Route No. N42, expanding the coverage of Route No. NA41, and reducing the fare.

59. Ms Scarlett PONG welcomed the introduction of Route No. NA41, but thought the fare was too high. Also, the bus route failed to cater for the needs of the residents in the vicinity of Fo Tan and Yuen Wo Road.

60. Mr Rick HUI agreed to split a route to serve Tai Wai, especially the vicinity of Sun Chui Estate. He asked why the fare was fixed at \$40.

61. The views of Mr YIU Ka-chun were summarised below:
- (a) he welcomed the operation of Route No. NA41, but commented that no services were available between 2:00 am and 4:00 am; and
 - (b) he opined that the airport bus service in the Sha Tin District should be reviewed as a whole. He proposed to operate three routes, one serving Ma On Shan, one operating on the east of Shing Mun River to serve the residents in Kwong Yuen and Shui Chuen O, and the third one operating on the west of Shing Mun River to serve the residents in Tai Wai and Fo Tan.
62. Mr MAK Yun-pui asked why the route of Route No. A41P was not adopted for Route No. NA41. He agreed with the views of Ms TSANG So-lai.
63. Mr SIU Hin-hong pointed out that some of the passengers expected that there would not be so many stops for the route. In addition, he worried that buses operating overnight might produce noise.
64. The views of Mr Michael YUNG were summarised below:
- (a) the Airport Authority Hong Kong (AA) had once said it could provide funding for Route No. NA41. He asked why the TTC was not consulted until July. He expected the TD, the AA and the Long Win Bus Company Limited (Long Win) to discuss the feasibility of reducing fares;
 - (b) as regards the fare for Route No. NA41, he asked whether it was determined on the basis of the scale of fares for overnight airport bus services or bus services in North Lantau;
 - (c) he enquired about the journey time of the first and last trips of Route Nos. N42, A41, A41P and E42 as well as their ridership;
 - (d) he believed it was feasible to consider splitting the route so that the residents in different areas of Sha Tin could gain easier access to the services; and
 - (e) he asked how the TD, Long Win and the AA would follow up the opinions of members.
65. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD gave a consolidated response as follows:
- (a) after collecting opinions from members, the TD would discuss with Long Win the routing of Route No. NA41 and hoped to submit the proposed amendments for discussion by members prior to the next meeting as far as possible;
 - (b) Route No. N42 currently followed a similar route to Route No. E42, and both operated via Tung Chung, various areas of the airport island and various communities of the Sha Tin District. The route was circuitous

with a journey time of nearly 100 minutes. In response to passengers' demand for the "Overnight Airport Express Bus Services" (ie. NA routes), the TD and the bus company proposed to launch Route No. NA41. According to the travel distance of the "Overnight Airport Express Bus Routes" and Route No. NA41 indicated in the scale of fares, the full fare was set at \$40. It was similar to the fares of the NA routes in other areas. For example, \$40 for Route Nos. NA33 and NA34 operating to Tuen Mun, Yuen Long and Tin Shui Wai in the New Territories West, \$52 for Route No. NA29 bound for Tseung Kwan O, and \$37.5 for Route No. NA21 operating to Tai Kok Tsui;

- (c) "Tai Wai Road" in Chinese was mistakenly written as "Tai Wai Lou" (Cantonese transliteration), and it should be "Tai Wai Dou" (Cantonese transliteration) ;
- (d) if Route No. NA41 was welcomed by passengers, its service frequency would be increased subject to the ridership;
- (e) as to the proposal for a general review of the airport bus services in Sha Tin, he would convey it to the person in charge;
- (f) the TD had received a proposal on Route No. NA41 from Long Win in the middle of this year. Upon discussion, the TTC was consulted at this meeting; and
- (g) the TD would inform members of the ridership after the meeting.

TD

66. Mr Rayson LAW, Planning and Support Officer I of Long Win replied that he noted members views' on routing and fare. The original purpose of the proposal to operate Route No. NA41 was to provide convenient bus service that could strike a balance among the service area, operating efficiency and resource utilisation. Views collected at this meeting would be further studied after the meeting.

67. The Chairman hoped that the TD and the bus companies would optimise the scheme before submitting it to the TTC. He asked members whether they agreed to address the provisional motion put forward by Ms TUNG Kin-lei.

68. Members agreed to discuss the provisional motion put forward by Ms TUNG Kin-lei.

69. Ms TUNG Kin-lei put forward a provisional motion as follows:

"The Traffic and Transport Committee of the Sha Tin District Council requests that the two trips of the new overnight airport bus service route no. "NA41" heading for Wu Kai Sha from the airport should be split into different routes, with increased frequency and decreased fare, and that the route coverage should include Tai Wai, Fo Tan, Sha Tin and Ma On Shan for the convenience of residents."

Ms Scarlett PONG seconded the motion.

70. Members unanimously endorsed the provisional motion in paragraph 69.

71. The Chairman recommended that Mr Wilson LI amend his provisional motion and announced that the meeting was adjourned for three minutes.

72. Mr Wilson LI said as he and Ms TSANG So-lai had expressed their opinions, so they would no longer put forward a provisional motion.

Updated Member Lists of Working Groups under the Committee
(Paper No. TT 32/2016)

73. Members unanimously endorsed the updated member lists of the Working Group on Public Transport and Road Safety and the Working Group on Development of Major Transport Infrastructures and Cycle Network.

Annual Work Plan and Funding Applications of Working Groups under the Committee
(Paper No. TT 33/2016)

74. Members unanimously endorsed the work plans and funding applications of the Working Group on Public Transport and Road Safety and the Working Group on Development of Major Transport Infrastructures and Cycle Network.

Questions Raised

Question to be Raised by Mr TING Tsz-yuen on Transportation Facilities at Ma On Shan Road
(Paper No. TT 34/2016)

75. Mr NG Kam-hung indicated that Mr TING Tsz-yuen was absent from the meeting due to sickness. He asked whether Mr TING's question could be postponed to the next meeting for discussion.

76. The Chairman asked whether members objected to postponing this question to the next meeting for discussion.

77. There being no objection from members, the Chairman announced that the question would be postponed to the next meeting for discussion.

Question to be Raised by Mr LI Sai-hung on Traffic Safety at Roundabouts in Sha Tin District
(Paper No. TT 35/2016)

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

- (a) he asked whether the design of the new roundabout (spiral) would not be adopted at the Che Kung Miu Road/Hung Mui Kuk Road/Mei Tin Road roundabout (Tai Wai Roundabout), as it applied to two-lane traffic only;
- (b) he asked whether the TD had any practical measures in place to reduce traffic accidents at Tai Wai Roundabout in recent years; and
- (c) he asked how to define minor and serious traffic accidents, and doubted

the statistics provided by the TD.

79. The Chairman said some members had pressed buttons before he announced supplementary questions could be raised, so he requested the Secretariat to arrange for member to press buttons again.

80. Mr CHING Cheung-ying disagreed with the way the Chairman handled the matter.

81. The Chairman believed he was fair in handling the matter.

82. Ms Scarlett PONG said she had once received views on the safety of the Tai Wai Roundabout. So, she urged the TD to enhance the safety of all roundabouts. She asked what improvement works the department had carried out to the Shek Mun and Tai Wai Roundabouts.

83. Mr Rick HUI asked the Secretariat to improve the arrangement of pressing the button to speak. He asked when a spiral design would be adopted at the Tai Wai Roundabout. He urged the TD to find out the cause of traffic accidents at Tai Wai Roundabout first before studying improvement proposals. He suggested discussing with members during the study process and enquired about the expected time to complete the study.

84. Mr CHING Cheung-ying asked the police whether they would prosecute motorists for using the roundabout improperly during peak hours.

85. Mr TONG Cheung gave a consolidated response as follows:

- (a) adoption of a spiral design or other traffic management measures, subject to the actual traffic condition, was to further enhance the smooth flow of traffic and road safety. Regarding the spiral design pilot scheme, the TD had begun to collect and analyse the data in the second phase of the pilot scheme, so as to assess the operating effectiveness of a spiral design in case of heavy traffic. If results proved satisfactory, the TD would consider the spiral design as one of the standard designs for roundabouts, so as to reconstruct appropriate roundabouts into spirals. As regards the Che Kung Miu Road/Hung Mui Kuk Road/Mei Tin Road Roundabout, the department currently had not had any plans to convert the roundabout into a spiral;
- (b) with regard to the Che Kung Miu Road/Hung Mui Kuk Road/Mei Tin Road Roundabout, the TD had taken appropriate improvement measures to enhance traffic safety there. If more details were available later, the department would communicate with members;
- (c) the accident investigation report of the HKPF would provide traffic accident casualties;
- (d) when using a conventional roundabout, motorists were advised to give way and cooperate with each other. For example, vehicles running along the inner lane were required to give way to vehicles running on the outer

lane when leaving the roundabout; and

- (e) he would inform members after the meeting of the traffic management measures implemented in the past at Shek Mun and Tai Wai Roundabouts.

TD

Question to be Raised by Mr WAI Hing-cheung on Illegal Parking in Sha Tin District
(Paper No. TT 36/2016)

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

- (a) he considered that as the figures on warnings and summonses were mixed together, whether the police had strengthened efforts to issue summonses against offenders could not be clearly shown;
- (b) he did not understand why the number of warnings and summonses in a month with festivals was the lowest throughout the whole year. In addition, illegal parking became increasingly serious at Sha Tin Town Centre, but the number of prosecutions by the police was on the decline. Moreover, he did not understand why the prosecution figure at Sha Tin Town Centre was the lowest among all black spots;
- (c) in addition to the causes indicated by the police, the illegal parking problem at Sha Tin Town Centre occurred due to the desire for convenience among some members of the public, as well as the lax law enforcement actions taken by the police, which had contributed to illegal parking by some people. He seldom saw police officers in uniform take law enforcement actions against illegally parked vehicles. He believed that the police had not made their best effort to issue summonses, while the TD had failed to actively help solve the problem;
- (d) the black spots in Sha Tin included Wai Wah Centre, Hilton Plaza, Shatin Plaza, Sha Tin Centre Street Market, Shatin Centre at Wang Pok Street, Yi Ching Lane and Scenery Court. He suggested the police patrol three times a day; and
- (e) he hoped that the Audit Commission would advise the police to step up law enforcement against illegal parking.

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

- (a) he asked the police how they would decide whether to issue a summons or warning, and whether they would issue summonses during peak hours;
- (b) a large number of vehicles coming into Sha Tin from other areas and a lack of parking spaces were two main reasons resulting in the serious illegal parking problem in Sha Tin. Traffic congestion caused by illegal parking was due to weak law enforcement by the police, rather than the police issuing summonses against illegally parked vehicles; and

- (c) the double yellow lines at Yi Shing Square often resulted in congestion at the entrance of the parking lot. He asked whether the TD would mark double yellow lines along Kong Pui Street where there were no double yellow lines.

88. Mr LI Sai-hung said the sequence of speaking he had noticed was different from what the Chairman had read out.

89. The Chairman responded that members were allowed to press the button after he had announced the start of the question session.

90. Mr Wilson LI said he had pressed the button earlier than Mr LAI Tsz-yan.

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

- (a) he asked why the figures on illegal parking had surged in Ma On Shan and Fo Tan;
- (b) he asked whether the summons figures included vehicles illegally parked outside garages. He also requested the police to provide the figures on illegal parking at Shing Ho Road after the meeting;
- (c) he opined that the TD failed to actively help solve the illegal parking problem; and
- (d) he believed that the police showed tolerance towards illegal parking due to the shortage of parking spaces. He hoped that the Government would face up to the impact of illegal parking on residents.

92. Mr Pius WONG, District Operations Officer (Sha Tin District) of the HKPF gave a consolidated response as follows:

- (a) in the reply, the police had listed separately the figures of summonses and warnings;
- (b) as many Hong Kong people travelled to other places during holidays, the summons and warning figures were slightly lower. However, in February and December each year, the difference between the figures of summonses and those of warnings was not more than 10% ;
- (c) police officers in uniform from the Traffic Team of the New Territories South Regional Police Headquarters, the Traffic Unit of the Sha Tin Police District and each division of the Sha Tin District conducted patrols from time to time. The Sha Tin Police District had assigned two police officers to patrol Sha Tin Centre Street, and the summons figures varied depending on the traffic condition;
- (d) the summons figures were mostly associated with the number of complaints. The police would handle complaints immediately upon receipt of them. Starting from May this year, the police had launched a Operation “MOVESKY” against illegal parking;

- (e) the absence of double yellow lines in certain parts of Yi Shing Square might mislead people to think different guidelines were applied to law enforcement, and the police would study the feasibility of strengthening law enforcement. They had taken action against illegal overnight parking of vehicles, and would re-examine the feasibility this year;
- (f) he would examine the figures on illegal parking outside the garage at Shing Ho Road, and then gave a reply to members later; and
- (g) the police would strengthen law enforcement at six black spots of Sha Tin Town Centre, but it was difficult to ensure that three patrols could be carried out per day.

HKPF

93. Mr TONG Cheung replied that the TD would actively cooperate with the police to implement traffic management measures at the right time. To address the problem of illegal parking, the police had stepped up law enforcement by giving effective caution and imposing penalty directly on offenders, so as to deter the offenders from committing a similar offence again. This practice was quite effective. As regards the setting up of “No Stopping” zones, the aim was to ensure a smooth traffic flow by limiting vehicles to load and unload goods or passengers at the concerned road sections except the specified period. The TD would consider from time to time the needs for goods loading/unloading and passenger pick-up/drop-off, as well as traffic conditions and other factors in the district and set up “No Stopping” zones with different periods at suitable locations to keep a smooth traffic flow. The TD would follow up members’ suggestions in relation to Kong Pui Street after the meeting.

94. The Chairman urged the TD and the police to actively solve the illegal parking problem. Members were allowed to press the buttons after he announced the start of the question session.

95. Ms Cherry CHAN, Executive Officer (District Council) 4 of the Sha Tin District Office responded that according to Order 28 of the Sha Tin District Council Standing Orders (Standing Orders), up to three members might put forward supplementary questions at a meeting, and the member originally asking the question enjoyed priority. According to the common practice of the current-term TTC, after the member originally asking the question had finished asking the question, members could press the buttons when the Chairman announced the start of the supplementary question session.

96. Mr WONG Yue-hon asked if only members who had raised questions in the first round were allowed to continue to ask questions.

97. The Chairman responded that under normal circumstances, Mr WONG Yue-hon’s saying was correct. But other members would be allowed to ask questions without exceeding the quota of questioners if those members who had asked questions did not raise any questions in the second round.

Question to be Raised by Mr YIU Ka-chun on the Proposal to Improve the Design of Bus Terminus and Move the Minibus Stop opposite to Prince of Wales Hospital
(Paper No. TT 37/2016)

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

- (a) the bus terminus near the Prince of Wales Hospital (PWH) was spacious, but barrier-free facilities were only available at the boarding point, and none were provided at the drop-off point, causing inconvenience to the disabled;
- (b) the signs for the routes were not clear enough at the said bus terminus. Numerous comments on improving this terminus had been submitted to the TD for consideration many years ago, but no improvement had been made so far; and
- (c) he asked the TD and the bus company why the waiting points of the routes were not grouped together so as to vacate some space for green minibuses (GMBs).

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

- (a) GMBs and taxis were always found lining up outside the PWH, causing obstruction to the access for the ambulances ; and
- (b) she opined that the stairs were too high at the pick-up/drop-off point for GMB Route No. 808, and proposed to relocate the point. She hoped that the TD would put forward an improvement proposal as soon as possible.

100. Mr Victor LEUNG had witnessed conflict between pedestrians and vehicles and traffic congestion many times. He believed that the TD had not made an effort to solve the problem. As such, the stairs problem at the pick-up/drop-off point of GMB Route No. 808 remained unsolved.

101. Mr WONG Ka-wing pointed out that members had expressed their opinions to the TD for many years, but the situation still had not improved. He asked about the feasibility of shortening the cycle track so as to address the problem of stone steps for GMBs. In addition, he pointed out that the pick-up/drop-off points for the bus routes were in lack of barrier-free facilities.

102. The Chairman said some residents had reflected to him the problem of the pick-up/drop-off point for GMB Route No. 808. He hoped that the TD would actively solve the problem.

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

- (a) the TD had studied the feasibility of relocating the pick-up/drop-off point for GMB Route No. 808 to Chap Wai Kon Street near Sha Tin Road at the outer ring of the PWH bus stop (that is, outside Yuen Chau Kok Bus Terminus). The study found that because of limited space, there was no sufficient space to accommodate the minibuses serving the original Route No. 808, and this would also cause serious obstruction to the buses and other vehicles that travelled to and from that road sections. Therefore, the proposal was unfeasible; and

- (b) in addition, as all routes heading for the PWH bus stop would stop at the bus stop for both departure and return trips, if bus stops for both trips of the same route were closely located with each other, passengers would easily be misled to take a bus heading for the wrong direction. Therefore, bus stops for departure and return trips heading for different directions should be separately located as far as possible. Currently, the locations of the pick-up/drop-off points were arranged as follows: the pick-up/drop-off point for routes operating from Yuen Chau Kok in Sha Tin to other districts was located in the middle of the bus stop, while the pick-up/drop-off point for routes operating from other districts to Yuen Chau Kok in Sha Tin was located on the fringe of the bus stop.

104. Mr Andrew TSANG, Engineer / Ma On Shan of the TD responded that the pick-up/drop-off point for the GMB concerned was close to a cycle track. Replacing the stone stairs of the pick-up/drop-off point with an access ramp might affect the neighbouring cycle track and pose a danger. Therefore, the proposal should be carefully studied. The short-term improvement plan was to add yellow road markings to alert passengers to mind their step.

105. Mr FUNG Ka-tsun, District Engineer (New Territories) / Sha Tin (2) of the HyD responded that at the request of the TD in 2012, the HyD had carried out a trial pit project for the proposal to provide additional access ramp. They found that the proposal could not be implemented due to the tree conservation requirements.

106. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr YIU Ka-chun.

107. Members agreed to discuss the provisional motion proposed by Mr YIU Ka-chun.

108. Mr YIU Ka-chun put forward the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to actively deliberate on an improvement plan to address issues like parking arrangement and barrier-free access at the green minibus stand, taxi stand and Yuen Chau Kok Bus Terminus on Chap Wai Kon Street outside Prince of Wales Hospital for the convenience of the public.”

Mr Tiger WONG seconded the motion.

109. Ms CHAN Man-kuen requested to record the names of the supporters and opponents. Her request was supported by four members.

110. The TTC endorsed the provisional motion in paragraph 108 by 19 affirmative votes with one member abstained from voting. The details were listed below:

Members who voted for the motion (19)

Mr Tiger WONG, Mr Alvin LEE, Mr Wilson LI, Mr CHIU Man-leong, Ms LAM Chung-yan, Mr YIU Ka-chun, Mr Michael YUNG, Mr Victor LEUNG, Ms CHAN Man-kuen, Ms Iris WONG, Mr WONG Yue-hon, Mr WONG Ka-wing, Mr WONG Hok-lai, Mr YIP Wing, Ms TUNG Kin-lei, Mr WAI Hing-cheung, Mr LAI Tsz-yan, Mr

SIU Hin-hong and Ms Scarlett PONG.

Member who abstained from voting (1)
Mr LI Sai-wing.

Question to be Raised by Mr WONG Fu-sang, Tiger on Road Safety Issues Related to Learner Drivers
(Paper No. TT 38/2016)

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

- (a) he asked the police by how many kilometres per hour a training vehicle was slower than other vehicles. He believed that the TD should monitor the proficiency of driving instructors so as to ensure that the learner drivers could learn how to drive in a correct manner ;
- (b) he asked the TD in which year the written test for driving instructors was launched, and whether the content of the written test had ever been modified; and
- (c) he enquired about the road test for driving instructors.

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

- (a) he asked whether there were restricted time periods for driver training. Illegal parking and traffic congestion were serious at Yi Shing Square, but there were still learner drivers receiving driver training there during peak hours; and
- (b) he hoped that the TD would provide the guidelines on modifying the road test route and designing the route for driver training after the meeting. He also asked the department whether it had regularly reviewed the routes.

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

- (a) he asked the TD whether it could submit the traffic impact assessment report on the relocation of the Hong Kong School of Motoring from Tai Wai to Sha Tin, the maximum limit of traffic flow on the driving routes and the road test standard after the meeting; and
- (b) he asked if local people opposed the driving route, whether the TD would consider modifying the route.

114. Mr Andrew TSANG responded that he would refer all members' views and queries to the relevant divisions of the TD. Members could also visit the TD's website to learn about the restricted periods for driver training. Generally speaking, the periods for driver training were from 6:00 am to 7:30 am, 9:30 am to 4:30 pm, and 7:30 pm to 11:30 pm from Mondays to Fridays; 6:00 am to 7:30 am and 9:30 am to 11:30 pm on Saturdays; and 6:00 am to 11:30 pm on Sundays. In addition, as part of the reply in the paper had no direct relation to the problem, so it would be amended later.

115. Mr Pius WONG responded that a slower speed was determined by various factors. If a slower speed affected other drivers, the police might take prosecution actions.

Information Items

Progress Report of the Transport Department (Paper No. TT 39/2016)

116. Regarding the Bus Route Planning Programme 2016-2017 for Sha Tin District (BRPP), Ms CHAN Man-kuen welcomed the operation of whole-day service for Route No. 83X, but considered that keeping the service of Route No. 89D unchanged was simply ignoring the residents in Ma On Shan. The improvement measures proposed by her were not mentioned in the BRPP. She suggested that the TD actively consider other improvement measures. She asked the TD whether it would discuss with members the programme again at the next meeting.

117. As regards Route Nos. 83X and 89D, Mr YIU Ka-chun recommended that the TD formulate alternative options to cater for the needs of residents in Ma On Shan and Kwong Yuen, instead of withdrawing the programme. He did not agree with the existing programme for Route No. 682B, but the TD summed up the comments as in favour of the programme. In addition, he hoped that the return trip service could be operated for Route No. 82C, and the frequency of the service of Route No. 982X to Yu Chui Court could be increased. He asked why the summary of the BRPP would be disseminated in the form of letters, and whether the programme would be disclosed for public access. He believed the programme should be discussed at the meeting or on other public occasions before implementation of the proposals.

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

- (a) he supported the proposal to extend the service of Route No. 83X to whole-day service. But he was disappointed that the plans to shorten the journey time of Route No. 89D and to operate special service for Route No. 87D were withdrawn. He enquired about the feasibility of shortening the journey time of Route No. 89D going past Wong Nai Tau;
- (b) he supported the programme for Route Nos. 86P and N287, and hoped their frequencies could be further increased;
- (c) he hoped that more resources could be allocated for Route No. 87E in the future to operate service to and from Nai Chung, and its service frequency could be further increased;
- (d) he hoped that in the long run, the frequency of Route No. 682P in Wu Kai Sha could be increased, and the proposal could be implemented as soon as possible;
- (e) he asked how much longer it would take for Route No. 980X to complete the whole journey if its terminus was relocated from Admiralty

to Wan Chai; and

- (f) he hoped less controversial programmes could be implemented first.

119. Mr Alvin LEE pointed out that some of the residents in Ma On Shan had long expected that Route No. 89D would not operate via Kwong Yuen. He asked about the feasibility of increasing the frequency of GMB Route No. 808, and adjusting its route to facilitate the residents in Kwong Yuen and Kwong Hong. He suggested that the terminus of Route No. 99 should be relocated from Heng On to Kwong Yuen. The TD might consider splitting Route No. 89D and arranging one trip to operate via Wong Nai Tau during rush hours while another trip to head for Kowloon directly. He strongly requested that Route No. 89D should not go past Kwong Yuen for the whole day.

120. The Chairman left due to other commitments. The meeting was taken over by Mr Michael YUNG, the Vice-Chairman, on his behalf.

121. Mr Tiger WONG agreed with Ms CHAN Man-kuen. He hoped that the TD would offer alternative options.

122. Mr WONG Hok-lai hoped that return service could be operated for Route No. 286P during peak hours in the afternoon. In addition, he was disappointed at the summary of the BRPP. For example, Route No. 80A still would not go past May Shing Court and Mei Chung Court.

123. Mr LAI Tsz-yan asked whether the BRPP would be discussed again, and indicated that his views were not entirely accepted. The road surface condition of the cycle track on the east side of Shing Mun River was not satisfactory, and he enquired whether the road surface could be improved. He enquired about the feasibility of taking improvement measures to the section leading from the subway NS22 to the cycle track when the improvement works of the subway were underway.

124. Ms TUNG Kin-lei opined that the TD had not clearly indicated in the paper on what basis the comments of all members and District Councils on the BRPP were summarised.

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

- (a) as the Bus and Railway Branch of the TD had not sent any representatives to the meeting that day, he suggested that the representatives of the TD present at the meeting should convey members' views. He also asked the Bus and Railway Branch to send representatives to the next meeting; and
- (b) he requested that the department should communicate with the stakeholders, and implement the programme after sorting out all the comments.

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

- (a) the department would like to implement the BRPPs that involved not much dispute with a strong demand from passengers as soon as possible;

- (b) the department thanked members for their comments, and would make an effort to discuss with the bus companies the fine-tune feasible options in the short run. Meanwhile, for proposals involving major changes and the new proposals put forward by members, the parties concerned might need more time for discussion and preparation. The department would also refer to members' opinions in formulating future BRPPs; and
- (c) if members disagreed with the details of implementing the programmes, the department would first communicate with them. As to the controversial programmes, he would convey members' views to the Bus and Railway Branch.

127. Ms Cherry CHAN replied that according to the Standing Orders, the papers for this meeting should be submitted on or before 15 June 2016. On 29 June this year, the Secretariat had received a letter on the summary of the BRPPs, and delivered them to members on 4 July this year. The TD had all along been delivering letters relating to the BRPP to members. As such letters were not papers for the meeting, they would not be uploaded to the website of Sha Tin District Council (STDC).

128. Mr TONG Cheung responded that the cycle track crossing facilities should meet the established standards. He would study the pedestrian crossing facilities for the NS22 subway after the meeting and follow up the case with relevant members.

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

- (a) as regards bus route No. 82B, he enquired if there was any difference between its ridership in the morning and that in the evening after the fare was increased from \$3.1 to \$4.1, and after the terminus was relocated from Mei Tin Road near Tai Wai Station to Tai Wai Station Public Transport Interchange. He suggested that the KMB review the fare after the meeting; and
- (b) he enquired about the result of the trial run of the temporary traffic management measures for the road section at the junction of Yuen Wo Road and Fo Tan Road during implementation of the drainage works, and when the said road section was expected to be open for public use. He hoped that the TD would inform members when the lanes concerned would open.

Information Papers

Public Transport Re-organisation Plan to Tie in with the Commissioning of the South Island Line (East)

(Paper No. TT 40/2016)

130. The Vice-Chairman welcomed the representatives of the TD.

131. The representatives of the TD briefly introduced the contents of the paper.

132. Mr LAI Tsz-yan and Mr WONG Hok-lai did not understand why it was suggested that the service of Route No. 170 be cut before the South Island Line was

open to traffic. The coverage of the route did not completely overlap with that of the South Island Line.

133. Ms TUNG Kin-lei indicated that Route No. 170 was very important to residents in Tai Wai.

134. Mr WONG Yue-hon asked how the route would be rationalised. For example, how saved resources would be utilised.

135. The Vice-Chairman said that the route of Route No. 170 heading for Sha Tin via Causeway Bay was quite circuitous. So he suggested optimising the route. If service was to be cut, he asked the TD to notify the TTC as soon as possible. In addition, he hoped that the representatives of the TD would convey members' views on the BRPP to the Bus and Railway Branch.

136. Mr Joe LI, Senior Transport Officer / Bus and Railway Branch of the TD replied that the department would conduct a survey on the ridership of Route No. 170 after the South Island Line (East) was open to traffic. It would also decide whether to cut the service of the route subject to the route's actual passenger volume.

137. Mr Ingmar LEE, Senior Planning and Development Officer of the KMB responded that the KMB would study the feasibility of optimising the routing of Route No. 170, and if necessary, would discuss with the Citybus Limited (Citybus) and the TD. If the frequency was reduced, the resources saved would be allocated to the routes in need of additional resources.

138. Ms Penny CHUNG, Senior Public Affairs Officer of the New World First Bus Services Limited and the Citybus responded that they would study the routing of Route No. 170. However, the Citybus had no plans to cut the number of buses serving Route No. 170 under the existing Public Transport Re-organisation Plan to Tie in with the Commissioning of the South Island Line (East).

Report on the Progress of Works of the Highways Department (Paper No. TT 41/2016)

139. The Vice-Chairman enquired about the feasibility of speeding up the installation of signs to remind the public that bicycles could be parked at the bicycle parking spaces for 24 hours only.

140. Mr FUNG Ka-tsun responded that the HyD would commence the installation of additional signs in accordance with the established procedures every time when they received a works order from the TD. He could provide the members concerned with supplementary information after the meeting.

141. Mr TONG Cheung responded that the TD would work closely with the HyD, hoping to expedite the progress.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin (Paper No. TT 42/2016)

142. The Vice-Chairman said that he had learnt from a District Management Committee meeting that the information contained in the paper might need to be amended.

143. Ms Cherry CHAN responded that she would follow up the matter with the relevant departments. Once amended, this paper and Paper No. TT 38/2016 would be uploaded to the website of the STDC and remarks would be added in the minutes of the meeting.

(Post-meeting note: The Secretariat had uploaded Paper Nos. TT 38/2016 (Amended) and TT 42/2016 (Amended) to the website of the STDC on 8 July 2016.)

Prosecution Figures on Traffic Offences in Sha Tin and Tai Wai Town Centres and Wu Kai Sha
(Paper No. TT 43/2016)

144. Mr LAI Tsz-yan enquired of the police whether they could provide prosecution figures on traffic offences at Yi Shing Square and Kong Pui Street.

145. The Vice-Chairman asked the Secretariat to follow up the enquiry with the HKPF.

HKPF

Date of Next Meeting

146. The next meeting was scheduled to be held at 2:30 pm on 6 September 2016 (Tuesday).

147. The meeting was adjourned at 8:00 pm.

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

September 2016