

Sha Tin District Council
Minutes of the 6th Meeting of
the Traffic and Transport Committee in 2016

Date: 8 November 2016 (Tuesday)
Time: 2:35 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	2:35 pm	8:28 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:35 pm	8:28 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:40 pm	8:28 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:35 pm	5:15 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:35 pm	6:09 pm
Ms CHAN Man-kuen	„	2:35 pm	8:28 pm
Mr CHAN Nok-hang	„	3:01 pm	8:02 pm
Mr CHING Cheung-ying, MH	„	2:35 pm	8:28 pm
Mr CHIU Chu-pong, Sunny	„	2:46 pm	8:28 pm
Mr CHIU Man-leong	„	2:43 pm	7:46 pm
Mr HUI Yui-yu, Rick	„	2:39 pm	8:28 pm
Mr LAI Tsz-yan	„	3:15 pm	8:28 pm
Ms LAM Chung-yan	„	2:35 pm	5:19 pm
Mr LEE Chi-wing, Alvin	„	5:16 pm	7:10 pm
Mr LEUNG Ka-fai, Victor	„	3:10 pm	7:04 pm
Mr LI Sai-hung	„	2:36 pm	8:28 pm
Mr LI Wing-shing, Wilson	„	2:35 pm	7:13 pm
Mr NG Kam-hung	„	2:36 pm	5:02 pm
Ms PONG Scarlett Oi-lan, BBS, JP	„	2:35 pm	6:41 pm
Mr PUN Kwok-shan, MH	„	2:35 pm	7:04 pm
Mr SIU Hin-hong	„	2:43 pm	8:28 pm
Mr TING Tsz-yuen	„	2:46 pm	4:53 pm
Mr TONG Hok-leung	„	2:35 pm	8:28 pm
Ms TUNG Kin-lei	„	2:35 pm	7:55 pm
Mr WAI Hing-cheung	„	4:44 pm	8:28 pm
Mr WONG Fu-sang, Tiger	„	2:35 pm	8:28 pm
Mr WONG Hok-lai	„	2:42 pm	8:28 pm
Mr WONG Ka-wing, MH	„	2:35 pm	7:42 pm
Ms WONG Ping-fan, Iris	„	2:35 pm	6:12 pm
Mr WONG Yue-hon	„	2:35 pm	5:54 pm
Mr YAU Man-chun	„	2:35 pm	5:19 pm
Mr YIP Wing	„	2:35 pm	8:28 pm
Mr YIU Ka-chun	„	2:35 pm	7:53 pm
Ms YUE Shin-man	„	2:35 pm	8:28 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council)4 / Sha Tin District Office		

In Attendance

Ms WAN Siu-ling
 Mr YUEN Chun-kit, Derek

 Ms LIU Ching-man, Lisa
 Mr YAU Kung-yuen, Corwin
 Mr HO King-chung, Stephen
 Mr TONG Cheung
 Ms LO Pui-u, Loucia
 Mr TSANG Kwong-fook, Andrew
 Mr FUNG Ka-tsun, Simon

Mr NG Kok-hung

Mr CHOW Siu-ye
 Mr LAM Chi-chung

Mr LEE Shu-hang

Mr LO Chun-ho

Ms HUNG On-kei

Mr LAM Sai-shu, Francis

Ms CHUNG Pui-ye

In Attendance by Invitation

Mr MAK Ting-pong
 Mr CHAN Wing-ngai, David
 Ms YEUNG Sai-hee

Mr POON Ka-ho
 Mr TANG Kam-kee
 Mr KWOK Chun-sum, James
 Mr CHAN Chi-ming
 Mr LEE Sai-hang, Kenneth
 Mr YAN Kay-chi, Joseph

Mr NG Kwok-cheung, Norman

Mr CHUNG Wai-kin
 Mr KWONG Hing-hung

Mr LI Wing-hau, Francis
 Ms NG Suet-fa

Mr TSANG Kai-yu

Mr WOO Kai-ho

Title

Senior Liaison Officer (West) / Sha Tin District Office
 Senior Executive Officer (District Council) /
 Sha Tin District Office
 Senior Transport Officer / Sha Tin / Transport Department
 Senior Transport Officer / Ma On Shan / Transport Department
 Senior Engineer / Sha Tin / Transport Department
 Engineer / Sha Tin 1 / Transport Department
 Engineer / Sha Tin 2 / Transport Department
 Engineer / Ma On Shan / Transport Department
 District Engineer (New Territories) / Sha Tin (2) /
 Highways Department
 Administrative Assistant / Lands (District Lands Office, Sha Tin)
 / Lands Department
 Housing Manager (Sha Tin 4) / Housing Department
 Officer in Charge / Traffic Team / Sha Tin Police District /
 Hong Kong Police Force
 Senior Officer (Planning and Development) /
 The Kowloon Motor Bus Co. (1933) Ltd.
 Senior Operations Officer /
 The Kowloon Motor Bus Co. (1933) Ltd.
 Senior Operations Officer /
 The Kowloon Motor Bus Co. (1933) Ltd.
 Assistant Manager (Operations) /
 The Kowloon Motor Bus Co. (1933) Ltd.
 Senior Public Affairs Officer /
 New World First Bus Services Limited and Citybus Limited

Title

Senior Engineer / SCL 1 / Highways Department
 Senior Engineer / SCL 4 / Highways Department
 Senior Engineer 4 / Universal Accessibility /
 Highways Department
 Engineer 4 / Universal Accessibility / Highways Department
 Senior Engineer / Covered Walkway 1 / Highways Department
 Engineer / New Territories 4-2 / Highways Department
 Senior Engineer / Special Duty / Transport Department
 Engineer / Special Duty / Transport Department
 Engineer / 12 (New Territories East) /
 Civil Engineering and Development Department
 Senior Engineer / 4 (New Territories East) /
 Civil Engineering and Development Department
 Project Manager / Parsons Brinckerhoff (Asia) Limited
 Public Relations Manager (Project and Property Management) /
 MTR Corporation Limited
 Senior Liaison Engineer / MTR Corporation Limited
 Train Operation Manager (West Rail Line and Ma On Shan
 Line) / MTR Corporation Limited
 Senior Construction Engineer (Signal) /
 MTR Corporation Limited
 Group Station Manager (Specialized Project) /
 MTR Corporation Limited

In Attendance by Invitation

Mr KOO Wai-kit
 Mr YU King-tung
 Mr CHENG Chi-on
 Mr SHEK Man-wah
 Mr CHENG Kin-hing

Title

Resident Engineer / Black & Veatch Hong Kong Limited
 Site Representative / Concentric Construction Limited
 Deputy Site Representative / Concentric Construction Limited
 Director / Mannings (Asia) Consultants Limited
 Assistant Traffic Engineer /
 Mannings (Asia) Consultants Limited

Absent

Mr MOK Kam-kwai, BBS
 Mr CHAN Kwok-keung, James
 Mr CHENG Tsuk-man
 Mr MAK Yun-pui
 Ms TSANG So-lai

Title

DC Member	(Application for leave of absence received)
”	(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 photographs and making video and audio recordings.

Application for Leave of Absence

2. The Chairman said that the Secretariat had received the application for leave of absence in writing from the following member:

Mr MOK Kam-kwai	Official commitment
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3. The Traffic and Transport Committee (TTC) endorsed the application for leave of absence submitted by the member above.

Confirmation of the Minutes of the Meeting Held on 6 September 2016

(TTC Minutes 6/2016)

4. Ms Scarlett PONG suggested revising the contents of Paragraph 78 (c) into:

“regarding the uneven road surface at Lion Rock Tunnel and..., Ms Scarlett PONG...”

5. TTC accepted the suggested amendments above and endorsed the revised minutes.

Matters Arising**Response of Government Departments and Organisations to Matters Arising from the Previous Meeting**

(Paper No. TT 56/2016)

6. Mr CHIU Man-leong asked when Route Nos. NA40 and NA41 would be introduced.

7. Ms Scarlett PONG reminded the Transport Department (TD) to reply to the TTC whether Route Nos. NA40 and NA41 would go through Lok King Street and Villa Athena within half a year.

8. Mr Michael YUNG enquired of the arrangements related to Route Nos. NA40 and NA41 and the provision of day return concession by the Kowloon Motor Bus Company (1933) Limited (KMB) at Shing Mun Tunnel (SMT) Interchange Station.

9. Mr Wilson LI enquired of the time of confirming the arrangement of Route No. NA40 going through Villa Athena.

10. Mr Corwin YAU, Senior Transport Officer of Ma On Shan of TD responded that Route Nos. NA40 and NA41 were expected to come into service during the Christmas holidays. Currently, the TD was discussing with the bus company about the routes and other detailed arrangements, and would notify members in advance of relevant arrangements when appropriate. If some of the stations were not covered by the above routes, the TD would further review the routes based on the overall journey time and the distribution of passenger volume after the routes had been put into service.

11. Mr LO Chun-ho, Senior Operations Officer of KMB responded that KMB would implement the 20% Same Day Return Discount Concession Scheme from 5 November this year to 31 January next year. According to the scheme, passengers taking bus routes of the same group for both departure and return trips on the same day with Octopus Card were entitled to a 20% discount on the fare of return trip. Regarding the routes currently passing by SMT Interchange Station whose bus fares were not required to be paid by Octopus Cards, KMB was upgrading the Octopus Card System and would provide day return concessions for those SMT routes from 12 November this year to 7 February 2017. Members were welcomed to enquire them of the information of individual routes.

Discussion Items

Progress Report on Shatin to Central Link (Paper No. TT 57/2016)

12. The Chairman welcomed representatives of the Highways Department (HyD) and the MTR Corporation Limited (MTR) to the meeting.

13. The representatives of MTR gave a brief introduction of the contents of the paper.

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

- (a) it would be more crowded at Tai Wai Station after 4-car trains on Ma On Shan Line were modified to 8-car trains;
- (b) he asked what measures would be taken if large crowds of pedestrians crossed the road via the at-grade pedestrian crossing at Hin Keng Station in the future; and
- (c) since there would not be enough parking spaces at Hin Keng Station, he asked what measures would be taken to avoid illegal parking.

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

- (a) he asked why the signal line was as long as 2 000 km;
- (b) he asked relevant organisations how to assess the impact of tests at Racecourse Station on the residents, and the impact of noise arising from late-night tests. He would like to know whether there would be more serious noise pollution after the commissioning. He held that the noise would disturb the residents even though it did not go beyond relevant standard. So he hoped MTR would follow up the issue; and
- (c) since the stairs connecting the platforms at Fo Tan Station were too steep, he asked whether MTR was planning to convert the stairs into escalators so as to reduce the occurrence of accidents.

16. The views of Ms Iris WONG were summarised below:

- (a) she worried that platform spaces at Tai Wai Station and Kowloon Tong Station might not be sufficient enough to accommodate increased passenger flow after 4-car trains on Ma On Shan Line were modified to 8-car trains. So she asked what improvement measures MTR would take;
- (b) the ancillary facilities of stations along Ma On Shan Line also had to cater for the conversion from 4-car trains to 8-car trains. For example, increasing the number of gate machines at Shek Mun Station as well as ramps for Exits A and C; and
- (c) at Lo Wu Station, University Station and Mong Kok East Station, the platform gaps were so wide that passengers often fell onto rail tracks; she suggested that MTR should take care of this along with the platform improvement works.

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

- (a) as the commissioning of Shatin to Central Link (SCL) delayed, he asked whether opening the SCL in phases and early opening of the sections bound for Diamond Hill and Wong Tai Sin was possible;
- (b) he concurred with the opinions of Mr CHING Cheung-ying and Ms Iris WONG regarding the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations;
- (c) he hoped the platform screen door installation project could be sped up; and
- (d) he asked how many feeder buses could be deployed by MTR at most if signalling system failure occurred.

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

- (a) he asked how MTR could estimate that more intensive frequencies could

cater for the increased passenger volume after the 12-car trains were modified to 9-car trains, and how it could estimate the boarding time of passengers during peak hours and off-peak hours; and

- (b) he asked how MTR would deal with vacant platform spaces after the 12-car trains were modified to 9-car trains.

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

- (a) there was a large number of population living in Sha Kok, Jat Min, Pok Hong, Garden Rivera and Shui Chuen O. However, there was only one elevator and one escalator at Sha Tin Wai Station, which were extremely crowded during rush hours. He asked how MTR calculated the passenger flow during morning and evening peak hours and how MTR would optimise operation of the stations; and
- (b) he had strived for setting up concessionary fare card readers at Jat Min Chuen and Shui Chuen O Estate but received no positive responses. He asked about the criteria of setting up concessionary fare card readers.

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

- (a) he welcomed the modification of trains on Ma On Shan Line from 4-car to 8-car. However, he hoped more entrances and exits could be set up at Tai Shui Hang Station and Heng On Station to improve passenger circulation, given that some residents needed to take a detour currently due to insufficient entrances and exits. He was dissatisfied with the reply of MTR's representatives that there was no plan of increasing entrances and exits; and
- (b) he hoped the service frequency would not be reduced after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations.

21. The views of Mr Billy CHAN were summarised below:

- (a) he also held that trains of the East Rail Line would be more crowded after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations;
- (b) he asked if the signalling system failure occurred, what other measures would be taken to divert passengers apart from arranging feeder buses;
- (c) he asked the project of which station had caused the delay of the project of Hung Hom to Admiralty Section of SCL; and
- (d) he asked whether the project of South Island Line would further delay the project of Hung Hom to Admiralty Section of SCL.

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

- (a) he asked about the number of incidents during the testing period for

signalling system enhancement works;

- (b) he requested MTR to explain why the signal line for a distance of 40 km was as long as 2 000 km;
- (c) he asked about the length of signal lines and the number of signal poles and signal boxes set up every night so as to learn about the progress of night works;
- (d) passenger volume might multiply after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations. He held that measures should be taken to divert passengers at Tai Wai Station; and
- (e) he hoped that some sections of SCL could be opened first after completion of Hin Keng Station.

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

- (a) he asked about the safety distance of the new system;
- (b) he asked how to alleviate the crowdedness at Tai Wai Station after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations, and how long the entire modification work would take;
- (c) after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations, signs should be put up and more staff members should be assigned to help passengers;
- (d) he asked whether there would be any noise during field test and hoped that MTR could provide details of the modification plan and the schedule for the full operation of 8-car trains to members or parties affected in the district;
- (e) since it was a long ride from Wu Kai Sha to Tuen Mun, passengers would be tired if they had to stand all the way; and
- (f) he suggested that MTR should properly address issues related to the use of priority seats.

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

- (a) noticing that the completion date of Hin Keng Station was more than two years ahead of the opening of SCL, he suggested that MTR should study the feasibility of early opening of the section bound for Kowloon East or at least the section bound for Hin Keng Station;
- (b) there was a lack of solution for alleviating the crowdedness of Tai Wai Station after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations. Members had been seeking improvements on the conditions of exits E, F and G at Tai Wai Station where only uplink facilities were available, by means including addition of escalators or

elevators. However, an improvement scheme was still not forthcoming. He hoped that MTR could actively discuss with local communities about the improvement proposal of Tai Wai Station; and

- (c) as the HyD did not actively reply the questions raised by members, while MTR failed to give any responses to the improvement proposal of Tai Wai Station, he suggested that a briefing to members should be provided at another time.

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

- (a) the latest progress mentioned in the paper was made at end-June 2016. She asked whether updated progress data was available;
- (b) worrying that it would be more crowded at Tai Wai Station after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations, she wondered whether it was possible to open the section bound for Kowloon East in advance and whether there were other solutions to alleviate the crowdedness;
- (c) as spaces had been reserved for building piers for the SCL project, she hoped MTR and HyD would start building the footbridge connecting Hin Keng Estate, and held that it was not that difficult to add entrances and exits; and
- (d) she asked when Hin Tin Playground would be restored, and enquired about the progress of the building of other auxiliary facilities at Hin Keng Station.

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

- (a) he asked whether the uninterrupted power supply system was reliable;
- (b) as there was insufficient space at Hin Keng Station for pick-up/drop-off points for vehicles and taxis, he asked what measures MTR would take; and
- (c) he hoped that the HyD and MTR could consider building a footbridge connecting Hin Keng Estate.

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

- (a) at present, passenger flow at the platforms of Tai Wai Station was not in good control. Given that the trains on Ma On Shan Line would gradually be converted from 4-car to 8-car configurations while SCL would not commission until 2019, such a situation would have a greater impact on residents of Tai Wai. She suggested that the TD should provide cross-harbour bus services for residents of Tai Wai in the coming two years instead of cutting down bus services before SCL was put into service; and

- (b) although the passenger volume at Tai Wai Station was expected to drop after the opening of SCL, things might not turn out as expected given the increasing population in New Territories North and Tai Po. Therefore, she hoped MTR would enhance crowd control at the platforms of Tai Wai Station and install platform screen doors at Tai Wai Station preferentially.

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

- (a) given that the trains on Ma On Shan Line would gradually be converted from 4-car to 8-car configurations while SCL would not commission until 2019, he was worried that Tai Wai Station and Kowloon Tong Station might be overloaded. He asked whether MTR had carried out assessments on whether Kowloon Tong Station could accommodate the increased passenger flow during peak hours; and
- (b) after testing, the new signalling system would be switched back to the old signalling system during daytime. He would like to know how many stations would be affected in case of signalling system failure and whether there were any precautionary measures.

29. Mr CHAN Nok-hang held that “MTR Fare Saver” could directly offer discounts to citizens, and the actual function of which was not limited to public relations purposes. He asked about the criteria of setting up “MTR Fare Saver” and the appropriate distance between each “MTR Fare Saver”. Since most platforms at stations along Ma On Shan Line were being expanded, he asked whether it was possible to change the directions of escalators during rush hours for the convenience of passengers.

30. Mr Rick HUI was concerned about the crowdedness at Tai Wai Station after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations. He asked whether MTR would consider adjusting the first-class compartment service on East Rail Line with the change of times. He also said the distance between Sun Chui Shopping Centre and the MTR station met the standard for setting up “MTR Fare Saver”, and Link REIT had made relevant preparations for this. He asked when MTR would set up “MTR Fare Saver”.

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

- (a) if his questions could not be discussed at this meeting, he requested MTR to resubmit a written reply;
- (b) in response to the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations, the platforms of some stations such as Tai Shui Hang Station and Heng On Station were expanded, but relevant facilities thereof were not improved. He was worried that these unimproved facilities could not accommodate increasing passenger flow. He wondered why MTR did not apply to the government for funding the improvement of relevant facilities when applying for funding expansion of the platforms at the very beginning. He asked whether MTR would apply for government funding again should it be subsequently found that the remaining funds were not enough for providing additional facilities;

- (c) he asked how long it would take to modify all 4-car trains of Ma On Shan Line to 8-car trains, and whether there were measures to control the passenger flow at Heng On Station and Tai Wai Station;
- (d) he asked how MTR would deal with the project delay;
- (e) he asked how MTR would strengthen its efforts in inspection of new trains;
- (f) he thought MTR should regularly inform TTC of the progress of SCL project and come up with the methods of maintaining smooth communication with members; and
- (g) he held that some members were dissatisfied with the reply of MTR because MTR failed to send a permanent representative to attend TTC meetings.

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

- (a) sometimes the operation of escalators at Tai Wai Station would be suspended during rush hours to prevent the platforms from being overloaded. However, in this case passengers needed to spend more travelling time; and
- (b) as the platforms at Tai Wai Station could not accommodate all passengers during rush hours, he asked whether MTR could arrange for some trips departing from other stations so as to alleviate the crowdedness at Tai Wai Station.

33. The Chairman suggested that MTR follow up the issue of noise nuisance with relevant members. He hoped that the HyD could actively study the feasibility of partial opening of SCL and inform members if it was not feasible.

34. Mr KWONG Hing-hung, Public Relations Manager (Project and Property Management) of MTR gave a consolidated response as follows:

- (a) the current progress of the SCL project would be completed in 2019 and 2021 as scheduled;
- (b) in the future, trains on East Rail Line would run in 9-car configurations and the trains would stop at the straighter part of the platforms. Besides, the new trains would be wider and automatic platform gates were proposed to be installed. In this way, the concerns about the platform gap could be addressed;
- (c) MTR would purchase new trains in accordance with the internal procurement procedures and had set out strict inspection procedures to ensure compliance with relevant requirements;
- (d) “MTR Fare Saver” was a promotional campaign, aiming at encouraging citizens to walk to MTR stations. Many factors needed to be considered

before setting up “MTR Fare Saver”, such as the distance from MTR stations, power supply facilities and security coordination. They would follow up the locations proposed by relevant members after the meeting;

- (e) MTR had always attached great importance to its communication with the Sha Tin District Council (STDC). Apart from attending the meetings, they had arranged various inspection activities for members to learn about the latest progress of the SCL project on-site. Regarding the suggestion of sending a standing representative to attend TTC meetings, MTR would send representatives to the meetings based on the topics to be discussed; and
- (f) regarding the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations, MTR would hand out brochures to housing estates along the line and would also distribute relevant information by other means such as Internet and TV. If night works were necessary, MTR would issue a notice to the affected housing estates.

35. Mr Francis LI, Senior Liaison Engineer of MTR gave a consolidated response as follows:

- (a) construction works of the SCL project were affected by various factors, including the archaeological work at the construction site of To Kwa Wan Station, delayed handover of construction site at Wan Chai North and the complex soil conditions of Lion Rock. MTR had taken various delay recovery measures so as to expedite the progress of the project to recover some of the delay;
- (b) MTR had noted that residents wished to have a footbridge connecting Hin Keng Estate for the convenience of the elderly, children and wheelchair users. Based on current assessments, it would be possible to safely cope with the pedestrian flow from or to Hin Keng Station in the future if the pedestrian crossing on Che Kung Miu Road outside Hin Keng Station was widened and the traffic signals there were adjusted. In spite of this, MTR had learnt that space had been reserved for the need of building footbridge in the future. MTR had also noted the opinions of members and would consider undertaking a further study with relevant government departments;
- (c) on Che Kung Miu Road outside Hin Keng Station, there would be parking and pick-up/drop-off bays on the southbound and northbound verges of the road for private cars, taxis and minibuses to pick up and drop off passengers;
- (d) when initial assessments were made for SCL and Ma On Shan Line, the growth of population up to 2031 and the number of residents walking to the stations had been taken into account. That was to say, existing facilities at the station were able to cater for the increased passenger flow after the conversion of trains on Ma On Shan Line from 4-car to 8-car configurations. As such, MTR did not plan to provide additional entrances and exits at the present time. MTR would closely monitor the

situation and carry out a review as appropriate;

- (e) due to the archeological excavation and conservation work at To Kwa Wan Station, the tunnel project at Kowloon City section was delayed for at least eleven months. Even if the Tai Wai to Kai Tak section could be put into operation, the trains parked at Hung Hom could not be deployed to Diamond Hill or Kai Tak for service. Therefore, the proposal of partial opening of the line was not feasible and full opening of SCL remained to be the goal at the current stage;
- (f) at present, MTR was discussing the details of restoring Hin Tin Playground with the Leisure and Cultural Services Department (LCSD) and local communities. The playground was expected to be restored in the third quarter of 2018; and
- (g) interior decoration of Hin Keng Station was still underway and a number of tests were required. Therefore, it might not be too far from the opening date of SCL after all the works at Hin Keng Station were completed.

36. Ms NG Suet-fa, Train Operation Manager (West Rail Line and Ma On Shan Line) of MTR gave a consolidated response as follows:

- (a) the purpose of conversion of trains on Ma On Shan Line from 4-car to 8-car configurations was mainly for supporting the opening of “East West Corridor” of SCL. Such conversion would greatly increase the passenger carrying capacity but passenger volume was not expected to multiply accordingly;
- (b) since the boarding positions for the seventh to ninth compartments were relatively narrow at the platforms of Tai Wai station, signs would be put up and more staff members would be assigned to cater for the passenger flow and help the elderly or those in need after the conversion of trains on Ma On Shan Line to 8-car configurations. In this way, it was expected that passengers at the platforms would be more evenly distributed. Staff members at the station would take contingency measures, including crowd control, in response to daily conditions and unpredictable incidents. After the full operation of 8-car trains and before the opening of “East West Corridor”, they would keep a close eye on the conditions at Tai Wai Station and make corresponding arrangements as appropriate;
- (c) regarding the arrangement of mixed use of 4-car trains and 8-car trains on Ma On Shan Line, it was expected that one 4-car train could be converted to a 8-car train every month with reference to the conversion project of West Rail Line carried out early this year. To match with the newly purchased 8-car trains, it was expected to take about one year to modify all 15 4-car trains to 8-car trains;
- (d) at present, MTR would take different levels of crowd control measures during rush hours at multiple interchange stations such as Tai Wai Station, Kowloon Tong Station, Tseung Kwan O Station, Tiu Keng Leng Station and Admiralty Station;

- (e) to improve the facilities of stations, MTR was planning to add a wide gate at some stations along Ma On Shan Line next year;
- (f) MTR wished to complete the project of installing screen doors for platforms of Ma On Shan Line by the end of next year and would install platform gates for East Rail Line as scheduled. Tai Wai Station was the first station of Ma On Shan Line at which platform screen doors installation project had been completed;
- (g) MTR would have more staff members to be prepared for various emergency measures. If the operation of East Rail Line was delayed because of the SCL project, they would disseminate the information as soon as possible;
- (h) mass transit railway was a kind of large-scale carriers which could hardly be replaced by feeder buses or other vehicles in full scale. In spite of this, MTR would prepare corresponding measures and try to minimise delays;
- (i) regarding the noise problem, to avoid suspension of daily services, field tests would be conducted at night, which would take two hours. During the test period, sound insulation measures would be strictly enforced to keep noise below the standard specified by environmental protection legislations and to minimise the impact on residents;
- (j) as new trains were put into service, MTR would install LCD screens in the compartments. More space would be reserved near the doors of the new trains to facilitate boarding and alighting of passengers; and
- (k) “East West Corridor” of SCL could help divert the passenger flow at Tai Wai to Kowloon Tong section during rush hours.

37. Mr TSANG Kai-yu, Senior Construction Engineer (Signal) of MTR gave a consolidated response as follows:

- (a) although the East Rail Line was only 40 km long, signal lines of about 2 000 km had to be laid because at least one signal line was needed to connect all signal equipment (such as signal lamps and railroad switches) to the signal box. Topographical factors also had to be taken into account;
- (b) at present, there were about 100 workers responsible for wiring and 30 to 40 workers setting up signal poles every night. Generally, about 20 signal poles could be set up within one and a half hours to two hours;
- (c) the field test at Racecourse Station had begun more than one year after the project had commenced. Large-scale machines were not used for field test and the noise level would be maintained at statutory standards;
- (d) the new signalling system could foster two-way communication with the trains. Through the signalling system, maximum braking distance could be calculated based on the location and moving speed of each train. Safety zone would also be reserved to meet international standards;

- (e) the new signalling system had backup power supply and components, which could help reduce service delay caused by unsmooth operation of the signalling system; and
- (f) switch between old and new signalling systems had taken place many times, and the service of East Rail Line had not been affected so far. The scope of field test would be extended to other sections later, based on the test results of Racecourse Station.

38. Mr WOO Kai-ho, Group Station Manager (Specialized Project) of MTR responded that the current measures against the problem of platform gaps at stations along East Rail Line included adding rubber filler for the gap between the train and the platform, installing LED bulbs as a reminder, putting up signs at station concourse, gate area or platform if appropriate, and assigning more staff members to remind passengers at some stations such as Lo Wu Station, University Station, Kowloon Tong Station and Mong Kok East Station. In addition, sensors were being introduced at stations along East Rail Line, which would be installed on the tracks and in places under the platforms at University Station, Lo Wu Station, Mong Kok East Station and Kowloon Tong Station. Safety protection device would be activated when the sensor detected any heavy object.

39. Mr MAK Ting-pong, Senior Engineer of SCL 1 of HyD gave a consolidated response as follows:

- (a) regarding the demands for building a footbridge connecting Hin Keng Estate, he said that the HyD would give consideration to the surrounding pedestrian flow, vehicular flow and environmental factors. The current assessment showed that safe pedestrian walkways could be provided to cope with pedestrian flow in the future, as long as the pedestrian crossing outside Hin Keng Station was expanded and pedestrian crossing facilities there were adjusted. However, the Government would review the demands for building a footbridge connecting Hin Keng Estate in accordance with the change of environmental factors in the future; and
- (b) it was necessary to equip the SCL with a large number of trains to ensure a proper arrangement for trips, and additional compartments would be parked at Hung Hom. If the section to Kai Tak Station or Diamond Hill Station was first put into use, the service quality would decline sharply, for the trains parked at Hung Hom still could not be deployed to Kai Tak or Diamond Hill to maintain the frequencies of service. So the HyD now aimed to open the entire line in 2019. The HyD would continue to keep a close eye on the project progress of MTR, and the latest information showed that the progress of the SCL project was in line with expectation.

40. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms LAM Chung-yan.

41. Members agreed to discuss the provisional motion proposed by Ms LAM Chung-yan.

42. Ms LAM Chung-yan proposed the following provisional motion:

“Given that the Shatin to Central Link is expected to come into operation in 2019, and the Government has reserved space for a footbridge connecting Hin Keng Station, the Traffic and Transport Committee of the Sha Tin District Council strongly requests the Government to actively study and confirm the construction of the said footbridge.”

Ms TUNG Kin-lei seconded the motion.

43. Members unanimously endorsed the provisional motion in paragraph 42.

44. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr CHIU Man-leong.

45. Members agreed to discuss the provisional motion proposed by Mr CHIU Man-leong.

46. Mr CHIU Man-leong proposed the provisional motion below:

“Local residents have long expressed strong desire for construction of additional entrances/exits for MTR Tai Shui Hang Station and Heng On Station. Moreover, construction of Yan On Estate Phase 2 and the Home Ownership Scheme projects on Ma On Shan Road and Hang Kin Street has been confirmed. Upon completion of various large-scale public housing projects, it is expected that population in the vicinity of MTR Tai Shui Hang Station and Heng On Station will increase to near 120 000, including the additional public housing residents and the current residents of Kam Tai Court, Yan On Estate, Chevalier Garden, Heng On Estate, Chung On Estate, Kam Fung Court and several private housing estates along the coast in the On Tai area, which will inevitably impose great burden on the transport system nearby. Construction of additional entrances/exits will facilitate diversion of passengers using the existing entrances/exits of the said MTR stations as well as alleviate the passenger loading of other modes of transport!

As the existing entrances/exits of MTR Tai Shui Hang Station and Heng On Station are at only one end of the station, local residents from several housing estates have to go to MTR Tai Shui Hang Station or Heng On Station by a devious route. Besides, the number of train compartments of MTR Ma On Shan Line will be increased gradually from 4 to 8 starting early next year. With the expansion of the platform, local residents will have to walk a longer distance from the platform to the entrances/exits of MTR Tai Shui Hang Station or Heng On Station. Given the above situations, local residents’ desire to use the MTR services will be seriously affected, not to mention great inconvenience caused to the passengers!

The Traffic and Transport Committee of the Sha Tin District Council strongly requests the MTRCL to expeditiously confirm the construction of additional entrances/exits in the northern end of Tai Shui Hang Station and the southern end of Heng On Station, so as to facilitate the public in using the railway services and better deploy the MTR resources to optimise efficiency!”

47. Mr Michael YUNG advised that “background information” before paragraph 1 and “provisional motion” before paragraph 3 should be added.

48. Mr CHIU Man-leong accepted the advice and revised his provisional motion below:

“Background information:

Local residents have long expressed strong desire for construction of additional entrances/exits for MTR Tai Shui Hang Station and Heng On Station. Moreover, construction of Yan On Estate Phase 2 and the Home Ownership Scheme projects on Ma On Shan Road and Hang Kin Street has been confirmed. Upon completion of various large-scale public housing projects, it is expected that population in the vicinity of MTR Tai Shui Hang Station and Heng On Station will increase to near 120 000, including the additional public housing residents and the current residents of Kam Tai Court, Yan On Estate, Chevalier Garden, Heng On Estate, Chung On Estate, Kam Fung Court and several private housing estates along the coast in the On Tai area, which will inevitably impose great burden on the transport system nearby. Construction of additional entrances/exits will facilitate diversion of passengers using the existing entrances/exits of the said MTR stations as well as alleviate the passenger loading of other modes of transport!

As the existing entrances/exits of MTR Tai Shui Hang Station and Heng On Station are at only one end of the station, local residents from several housing estates have to go to MTR Tai Shui Hang Station or Heng On Station by a devious route. Besides, the number of train compartments of MTR Ma On Shan Line will be increased gradually from 4 to 8 starting early next year. With the expansion of the platform, local residents will have to walk a longer distance from the platform to the entrances/exits of MTR Tai Shui Hang Station or Heng On Station. Given the above situations, local residents’ desire to use the MTR services will be seriously affected, not to mention great inconvenience caused to the passengers!

Provisional motion: The Traffic and Transport Committee of the Sha Tin District Council strongly requests the MTRCL to expeditiously confirm the construction of additional entrances/exits in the northern end of Tai Shui Hang Station and the southern end of Heng On Station, so as to facilitate the public in using the railway services and better deploy the MTR resources to optimise efficiency!”

Mr YIU Ka-chun seconded the motion.

49. Members unanimously endorsed the provisional motion in paragraph 48.

Universal Accessibility Programme - the Provision of Barrier-free Access Facilities at a Footbridge (Highway Structure No. NF71) at Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu
(Paper No. TT 58/2016)

50. The Chairman welcomed representatives of the HyD to the meeting.

5 1. Representatives of the HyD gave a brief introduction of the paper.

5 2. The views of Mr YIP Wing were summarised below:

- (a) he objected to the proposed scheme. He once carried out field investigations with the staff of Works Division under the HyD and found that entrances of barrier-free facilities were relatively remote and desolate. The disabled needed to take a detour of about 15 minutes to the entrances before getting to Wai Wah Centre;
- (b) Wai Wah Centre and Hilton Plaza were equipped with passenger lifts and cargo lifts that led to the footbridge. So members of the public would be benefited if additional ramps were installed near the lifts in Wai Wah Centre and additional signages were set up around Hilton Plaza to notify the disabled to take the cargo lifts; and
- (c) the construction of barrier-free facilities was indeed of great significance, but the construction cost should not be neglected. He hoped that the public funds could be used where required.

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

- (a) he asked whether the HyD had negotiated with residents of Wai Wah Centre over whether additional barrier-free facilities could be provided, so that people in need could use the lifts directly. The footbridge might lead to Tai Wai, rather than Wai Wah Centre, if Wai Wah Centre could not make corresponding arrangements;
- (b) he asked where the lifts of Wai Wah Centre led to. If they led to the shopping mall, the access could be open for public use rather than private use;
- (c) he did not object to installing ramps, but he was more concerned about the progress of installing additional lifts in the sections from MTR Sha Tin Station to Pai Tau Village and from Sheung Wo Che Village and Ha Wo Che Village to Lung Wah Hotel; and
- (d) he wanted to know whether there were any legislations stipulating that Wai Wah Centre must provide barrier-free access facilities.

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

- (a) the pedestrian flow there was not heavy, and users mainly came from Tai Wai, including Tung Lo Wan Village, Man Lai Court and Mei Lam Estate. He did not favour installing lifts or ramps and held that public funds should be used where required;
- (b) ramps to be installed there would be quite long if the gradient was gentle, and would be improper for wheelchair users if the gradient was steep. Members of the public could get to Sha Tin Centre Street and the shopping mall via existing roads;

- (c) although Wai Wah Centre was equipped with lifts, some supporting measures might be required to meet the standards for barrier-free facilities. As a footbridge was already in place outside Hilton Plaza, consideration could be given to installing a lift there; and
- (d) the owners' corporation of Wai Wah Centre would hold meetings to discuss the letters from the HyD. If the housing estate could provide any support to enable wheelchair users to use the lifts, it would be an ideal arrangement. But it would be difficult to ask the owners to share the expenditure for unnecessary facilities for the housing estate. He asked whether the Government could pay a small part of the expenses to improve the facilities if it aimed at cutting down expenditure for the Government.

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

- (a) he asked why the HyD advised the STDC of last term to install additional barrier-free access facilities at the footbridge and how to carry out preliminary studies. The HyD should notify the TTC as soon as possible if the scheme was infeasible;
- (b) he worried that if TTC vetoed the project, the HyD would pass the buck to the TTC someday when any person with disabilities made complaints to the Equal Opportunities Commission (EOC). In his opinion, it should be the responsibility of the HyD to explain the technical feasibility and provide pedestrian flow data;
- (c) he asked how to use the resources saved if the HyD did not recommend implementation of the scheme;
- (d) he asked whether the site opposite to Block 1 of Wai Wah Centre was a government or private land. If it was government land, whether the Government would permit the construction of ramps in private housing estates;
- (e) he held that the HyD should carefully evaluate whether the public funds saved could be spent on private housing estates;
- (f) he worried that decisions made by the owners' corporation of Wai Wah Centre might change in the future due to other potential factors; and
- (g) he wanted to know what the HyD would do if residents of Wai Wah Centre refused installation of additional barrier-free facilities after adoption of Route B.

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

- (a) he asked about the pedestrian flow of the footbridge and the number of people who proposed to install additional barrier-free access facilities;
- (b) in his view, except for additional ramps near the lifts outside Wai

Wah Centre, there should be other ways to upgrade the section into a barrier-free access. He hoped that the HyD could actively carry out studies with residents of Wai Wah Centre; and

- (c) it was learnt that to be in line with the requirements under the *Disability Discrimination Ordinance*, the access should be handled separately rather than being included in the “Universal Accessibility” Programme.

57. Mr WONG Hok-lai and Mr Sunny CHIU asked the HyD what criteria were referred to when the suggestion on construction of additional barrier-free access facilities was made.

58. Mr Sunny CHIU asked whether additional lifts could also be installed in three places of every district under the plan of next quarter. He also wanted to know the number of walkways in the Sha Tin District to be installed with barrier-free access facilities.

59. The views of the Chairman were summarised below:

- (a) in his opinion, the HyD should find out the problems mentioned in the papers when it conducted feasibility studies, and should report to TTC;
- (b) he thought that the HyD had not prepared sufficient information for members’ reference, e.g. attitude of residents of Wai Wah Centre and pedestrian flow data;
- (c) he asked whether the HyD needed to continue the project if residents of Wai Wah Centre disagreed to install additional barrier-free access facilities;
- (d) he asked about the expected pedestrian flow after the ramps were installed; and
- (e) as the majority of members expressed reservations about the installation of ramps by use of large amounts of public funds and it was said that there were alternative routes nearby, he suggested the HyD continue to negotiate with residents of Wai Wah Centre and report the progress at the next meeting.

60. Mr WONG Ka-wing pointed out that as members of the public made complaints to the EOC, City One Sha Tin once spent more than HK\$100,000 on installing barrier-free access facilities for the bus station of Route No. 281A located in a public place. In his view, barrier-free access facilities should be provided at Wai Wah Centre, but he suggested shelving the scheme if the route was quite long after ramps were installed.

61. Ms YEUNG Sai-hee, Senior Engineer 4 (Universal Accessibility) of HyD gave a consolidated response as follows:

- (a) the HyD had written a letter to the management service centre of Wai Wah Centre, appealing to them to provide additional barrier-free access

facilities for lifts of the shopping mall and at two ground entrances and exits on Sha Tin Centre Street. As far as she knew, the management service centre of Wai Wah Centre needed to consult relevant owners' corporation to decide whether the project would be carried out;

- (b) the HyD already explained to members in 2013 that it was technically feasible to install a standard ramp (with a gradient of 1:12) at Exit B. As the ramp was quite long, the HyD would also construct two additional platforms in the middle section of the ramp;
- (c) when carrying out the detailed design, the HyD found that there was insufficient space at the site to build an additional temporary pedestrian stairway at the north of the footbridge to connect with the existing pedestrian walkway at Exit B. Therefore, she suggested that Exit B and the existing pedestrian stairway be temporarily closed during construction, and the project was expected to last for two years. This suggestion could also avoid the need to cut down 14 trees for the construction of a walkway connecting the temporary stairway;
- (d) the HyD provided elaboration on the walkways near the footbridge, and said that members of the public could get to facilities near the footbridge via Sha Tin Centre Street. For those who went to Wai Wah Centre and facilities nearby via Exit B, they would need to take a detour and walk a longer way than the route via Sha Tin Centre Street. Members of the public could also go to Tin Liu through the public walkway along the shopping mall on Sha Tin Centre Street. Even if additional ramps had been installed at Exit B, wheelchair users could only get to Wai Wah Shopping Mall (opened from 7:00 am to 12:00 am) via the footbridge along Exit B. But in the shopping mall, there were no barrier-free access facilities connecting Sha Tin Centre Street. Besides, since there were stairs at Tin Liu exit of the footbridge, it was still impossible for wheelchair users to get to Tin Liu via the exit even though additional ramps had been installed at Exit B;
- (e) the HyD restated that the construction of additional ramps was technically feasible, but Exit B had to be closed temporarily during construction. The HyD would consult TTC in respect of this issue;
- (f) the HyD would supplement pedestrian flow data after the meeting. However, according to *Disability Discrimination Ordinance*, pedestrian flow would not be considered in providing the public with barrier-free access facilities;
- (g) regarding members' requests, after the meeting, the HyD could provide information on the progress of other construction projects of additional barrier-free access facilities in the Sha Tin District. Besides, the HyD would timely submit the materials for next stage of "Universal Accessibility" Programme to the Committee for consultation;
- (h) the HyD said that there were alternative routes for the public to get to

facilities at the exits of the footbridge, and additional ramps at Exit B could not provide a barrier-free access for the public who went to premises on Sha Tin Centre Street and within Tin Liu via the footbridge. It was also learnt at the meeting that the majority of members expressed reservations about additional ramps at Exit B, so the HyD would not install any ramps at Exit B. Instead, it would follow up with the installation of barrier-free facilities at the exit on Sha Tin Centre Street of Wai Wah Shopping Mall, and would report to the Committee as appropriate if there was any progress;

- (i) setting up additional signages for barrier-free access on the street fell under the TD's control and would be referred to the TD;
- (j) regarding members' proposal for funding and encouraging owners of private property rights to install additional barrier-free facilities in the community, since private property rights were involved, the HyD said that it was inappropriate for the Government to carry out relevant projects for private properties with the public funds; and
- (k) the HyD would invite tenders for the construction project of additional lifts at a footbridge (No. NF40 – across Tai Po Road – Sha Tin near Wo Che Street) near Sheung Wo Che Village and Ha Wo Che Village.

62. Mr TONG Cheung, Engineer (Sha Tin 1) of TD responded that the TD and HyD could jointly study whether it was necessary to set up additional standard traffic signs.

Temporary Closure of Footbridges NF41 and NF42 and a Section of Pedestrian Walkway by the Side of Shing Mun River near Sha Tin Sports Ground under the Signature Project Scheme
(Paper No. TT 59/2016)

63. The Chairman welcomed the representatives of the Civil Engineering and Development Department (CEDD) and consulting companies to the meeting.

64. Representatives of the CEDD gave a brief introduction of the paper.

65. Mr CHING Cheung-ying held that the pedestrian flow at NF41 and NF42 was not heavy and the distances of alternative routes were relatively acceptable. After giving consideration to safety and project progress, he agreed on full closure of the aforesaid footbridges on a temporary basis and urged the CEDD to speed up the project progress.

66. Mr LI Sai-hung agreed to adopt Option 1. As the pedestrian flow at NF41 and NF42 was heavy in the morning and evening and there were also cyclists, partial closure of the two footbridges would easily cause accidents.

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

- (a) as he agreed to complete the works of NF41 and NF42 as quickly as possible, he supported Option 1. He asked about the pedestrian flow information of NF41 and NF42; and

- (b) he asked how to divide cycle tracks and pedestrian walkways and whether cycle tracks would be kept open. He also wanted to know the relevant figures. Ms TUNG Kin-lei and Mr WONG Hok-lai also worried that temporary closure of a section of pedestrian walkway by the side of Shing Mun River would result in bicycle-pedestrian conflicts.

68. Mr Tiger WONG agreed to adopt Option 1. In his opinion, after partial closure of the footbridge, the width there was insufficient to carry out relevant project. He asked whether setting up plastic traffic barriers was consistent with the safety guidelines.

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

- (a) as there were many students using NF41 and NF42, she supported full closure of the two footbridges; and
- (b) she asked whether NF41 and NF42 would be named after completion of the project.

70. The views of Mr CHAN Nok-hang were summarised below:

- (a) he attached great importance to the safety during construction, and hoped the project could be completed as early as possible. He asked whether a temporary footbridge could be built during the period of full closure; and
- (b) he asked whether it was feasible to widen NF42 when carrying out the project.

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

- (a) pedestrians, cyclists and wheelchair users would use NF41 and NF42, which made the two narrow footbridges seem dangerous. Therefore, he suggested rebuilding or widening the two footbridges;
- (b) it was unacceptable to him to further narrow the above footbridges. If only one of these footbridges was closed entirely, cyclists might use the other one, which would make the other footbridge more dangerous. Therefore, both of the two options were unsatisfactory; and
- (c) he asked why the CEDD did not provide members with any supplementary information of pedestrian flow. In addition, he asked whether the information of pedestrian flow included the statistics related to cyclists, which, in his view, was of great significance to assess the risk of bicycle-pedestrian conflicts.

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

- (a) he had learned on other occasions about the pedestrian flow information of the two footbridges, and asked why the CEDD did not provide the information at this meeting;
- (b) if works could be completed within 4 to 5 months, he believed that

Option 1 would have little impact on NF41; and

- (c) he asked whether it was feasible to widen the footbridges when carrying out the project.

73. Mr WONG Hok-lai asked whether the works would be carried out concurrently or in phases and whether the two footbridges would be closed simultaneously. Besides, there were a great number of runners using Sha Tin Sports Ground beside Shing Mun River.

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

- (a) he understood that closure of NF42 would have a greater impact than that of NF41, and asked whether the construction of NF42 could be carried out during school holidays;
- (b) he asked whether simultaneous closure of the two footbridges would affect the Lion Bridge;
- (c) in his view, partial closure of the footbridges would pose a danger to site staff and pedestrians. So he asked whether local communities would be informed of the arrangements for closure of the footbridges;
- (d) he asked whether the LCSD knew that pedestrians had to take the walkway near Yuen Wo Playground during the temporary closure of a section of pedestrian walkway by the side of Shing Mun River (near Sha Tin Sports Ground). However, there were always special activities during the Lunar New Year in Yuen Wo Playground, which was expected to attract substantial flow of people. So he wanted to know the arrangements at that time; and
- (e) he asked the CEDD to provide members with the slides of supplementary information after the meeting and communicate with relevant members later, so that they could notify the stakeholders.

75. Mr KOO Wai-kit, Resident Engineer of Black & Veatch Hong Kong Limited gave a consolidated response as follows:

- (a) they had prepared data of pedestrian flow. The pedestrian flow of NF42 was heavier than that of NF41, and generally peaked before and after school hours;
- (b) once the construction date was determined, they would notify stakeholders, including nearby schools. Besides, before the road closure, they might arrange staff to publicise the road closure in the vicinity;
- (c) Option 1 was to carry out works for NF41 first to learn from experiences and then carry out works for NF42 with heavier pedestrian flow, so as to shorten the construction time of NF42. The construction of NF41 would

commence at the end of this year, while the construction time for NF42 was expected to overlap with the school holidays;

- (d) plastic traffic barriers were safer than plastic rails;
- (e) the CEDD generally advised pedestrians to take the walkway between Sha Tin Jockey Club Swimming Pool and Yuen Wo Playground, Yuen Wo Road southbound walkway and Fo Tan Road westbound walkway during the temporary closure of a section of pedestrian walkway by the side of Shing Mun River (near Sha Tin Sports Ground). The said walkways were open 24 hours per day. Meanwhile, the CEDD provided another route through Yuen Wo Playground, which, however, was open during specified hours only. As such, the CEDD mainly advised pedestrians to take the temporarily diverted routes which were available 24 hours a day. Notices would be erected as soon as possible to notify the public of the temporarily diverted routes before they were open for use; and
- (f) the CEDD could provide supplementary information later. Statistics on pedestrian flow had covered cyclists pushing or riding bicycles. They agreed that the number of cyclists would affect the safety of the project. So they deemed Option 1 more desirable than Option 2.

76. Mr Norman NG, Senior Engineer / 4 (New Territories East) of CEDD gave a consolidated response as follows:

- (a) to speed up the progress of the project, the CEDD proposed to adopt Option 1, and it would study whether extra staff could be arranged to complete the project in no more than four to five months;
- (b) they and the contractor had considered the proposal to build a temporary footbridge. However, after discussing with the Drainage Services Department, they worried that building temporary supporting structures in river courses may affect drainage during the rainy season, which may lead to water logging; and
- (c) widening the existing footbridges was a large project costing much money and time, and it was beyond the scope of highlight projects under the Signature Project Scheme. Therefore, no feasibility study was conducted for widening of the existing footbridges. The scope of projects under the Signature Project Scheme was determined after two public consultation exercises, for which various factors had been taken into consideration.

77. The Chairman asked members to first vote on options adopted for NF41, specifically Option 1 (full closure) or Option 2 (partial closure).

78. There were 20 votes in favour of Option 1, 0 vote in favour of Option 2, and four members opted not to vote.

79. The Chairman announced that Footbridge NF41 would be fully closed on a temporary basis.

80. The Chairman asked members to vote on options adopted for NF42, specifically Option 1 (full closure) or Option 2 (partial closure).

81. There were 19 votes in favour of Option 1, 1 vote in favour of Option 2, and five members opted not to vote.

82. The Chairman announced that Footbridge NF42 would be fully closed on a temporary basis.

Provision of Covers for Pedestrian Walkways
(Paper No. TT 60/2016)

83. The Chairman welcomed the representatives of the TD and HyD to attend the meeting.

84. Representatives of the TD gave a brief introduction of the contents of the paper.

85. Mr Alvin LEE considered that covers could be constructed for the section from Grand Central Plaza, Sha Tin to MTR Sha Tin Station because this section was 3 metres wide and less than 200 metres long and was connected with large public transport facilities with heavy pedestrian flow. Thus, the number of beneficiaries was substantial.

86. The views of Mr Rick HUI were summarised below:

- (a) in his view, constructing covers for only one route in each district was not enough. He asked whether a funding ceiling could be set for each district, and held that covers could be constructed for more than one place if there were sufficient funds available;
- (b) he wanted to know the specific operation of the three alignment options proposed by the STDC. He thought the Government's involvement should be intensified and objective information should be provided to the STDC for reference;
- (c) in his opinion, the department's arrangement for the plan was undesirable;
- (d) he worried about insufficient involvement of the department and wanted to know whether the TD would make initial assessment on all the alignment options submitted by members; and
- (e) he hoped that the department could set out earlier the items included in the initial assessment for reference by members.

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

- (a) he suggested constructing covers in Lok King Street. He disagreed with building covers for the section from Grand Central Plaza, Sha Tin to MTR Sha Tin Station, which he believed should be built by private developers;
- (b) in his view, consideration should be given not only to the pedestrian flow,

but also the other factors, e.g. after constructing covers at a particular site, whether local residents could benefit from it, the number of elderly beneficiaries, whether there was an alternative route on rainy days, and the complexity of the project; and

- (c) he asked whether members should first submit their proposals and whether members needed to make a brief introduction during the screening process.

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

- (a) in his view, the purpose of the departments was not to invite members to make suggestions on individual sites but to consult members regarding the process and arrangement of the plan; and
- (b) he, in principle, disagreed with the departments' existing arrangements, under which the departments served only as a supporting role and leaving most of the responsibilities to the STDC. He thought that the departments should understand the needs of different communities through other channels before making any suggestions, and should prioritise such suggestions for discussion by the STDC, so as to reduce excessive competition among members.

89. Mr Tiger WONG asked whether the plan was equivalent to the "Universal Accessibility" Programme referred to in paragraph 168 of the Chief Executive's *Policy Address*. At the beginning of this year, he reported the needs of the Sha Tin District to the Chief Secretary for Administration, who asked the HyD to make a reply. The HyD said that it would submit documents to STDC later.

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

- (a) he suggested discussing the proposed alignment options at another time;
- (b) in his opinion, since members had put forward many suggestions, if government departments did listen to them, they should study materials on past discussions within the STDC on their own and made assessment based on the criteria of the plan, and should submit proposals to members for discussion;
- (c) the plan did not use pedestrian flow as a standard. He asked whether the Government's policies had changed, if not, whether the Government would assess the need for provision of walkway covers based on two sets of standards in the future. If the pedestrian flow in the place proposed by the members had reached the original standards of the Government, the said place should not be included in the plan and the original resources of the Government should be used; and
- (d) he asked whether only one route in each district could be provided with covers in any case.

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

- (a) he asked whether the submission of proposals was subject to any deadline and whether one route in each district could be provided with covers;
- (b) he held that one of the routes that could benefit the public was from City One Station of Ma On Shan Line to Prince of Wales Hospital; and
- (c) he asked whether government departments would play a leading role and provide more specific information. He also advised members to make synchronised suggestions on the alignment in parallel with government departments.

92. Mr LI Sai-hung did not understand why the department did not provide such information as the recommended number of beneficiaries and estimated pedestrian flow, which were available during the implementation of the “Universal Accessibility” Programme. He held that the number of beneficiaries should be considered in determining the priority of alignment.

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

- (a) in the *Policy Address*, the Chief Executive proposed to construct covers for existing walkways to show that HKSAR Government was trying to respond to the districts’ requirements in a pragmatic manner. However, the implementation measures proposed by the TD made it difficult for the STDC to take concerted action. In addition, since the Sha Tin District had a large population and a large number of DC Members, the policy of constructing covers for only one route here, just as the case in other districts, was not realistic. Although there were flaws in the plan, it was the first step to respond to the demands of the public. He proposed to put forward suggestions as soon as possible and make good use of the resources;
- (b) a funding approval would be required to be sought from the Legislative Council for projects with total cost of over HK\$30 million, while the procedure of funding application for projects with total cost of less than HK\$30 million could be completed more quickly. He asked about how long it would be expected to take for the construction of covers with total cost of over or less than HK\$30 million respectively;
- (c) he advised the Government to provide a one-off grant to expedite the processing of the project when implementing commendable policies benefiting the community;
- (d) he asked about how long the walkway covers could be constructed with a funding of less than HK\$30 million, and whether the STDC could provide subsidies for constructing longer covers;
- (e) he asked whether the project was handled by the HyD itself or whether it would be outsourced to the consulting companies, which would result in an increase in the construction expenses; and

- (f) he understood that the department would make an initial assessment on all the alignment options submitted by Members. Besides, the department would only study the option ranked the first among the three options elected by the STDC, and study the second-ranked option only if the first-ranked option was found not feasible.

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

- (a) although the relevant policies were worthy of support, the handling approaches of the government departments were not satisfactory, for they put all responsibilities on the STDC, which aroused clashes among Members. In his opinion, the government departments should put forward feasible options for consideration by the STDC;
- (b) he asked whether the Government would stop implementing other regular proposed projects in the district due to the plan; and
- (c) he agreed to consider the pedestrian flow and the needs of the elderly and wheelchair users.

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

- (a) she thought that the department could collate the views previously put forth by the STDC before collecting any new suggestions; and
- (b) she asked whether the department could quantify the reference conditions of proposed sites and alignment options, so that Members could reach a consensus more easily.

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

- (a) the quota for each district was one only. However, in the absence of standards, it was difficult for the STDC to decide on the most suitable location. So he proposed to quantify the reference condition of heavy pedestrian flow; and
- (b) he asked whether there was an upper limit on the construction cost. He wondered if more than one route was selected and the total construction cost was below the upper limit, whether covers could be constructed for more than one walkway.

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

- (a) in his opinion, the quota of only one walkway in each district was not enough and would only result in unnecessary competition;
- (b) given a large population in the Sha Tin District, he thought it was unreasonable that covers could only be constructed for one route in Sha Tin, just as the case in other districts. The cost of the project was not capped and he asked whether covers could be provided for more than one walkway; and

- (c) he suggested that the departments should submit such information as the recommended number of beneficiaries and estimated pedestrian flow for discussion.

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

- (a) in his opinion, the departments could first conduct a feasibility study on the views previously put forth by the STDC;
- (b) he asked whether Members needed to propose three alignment options and prioritise them within three months, or whether selections could be made until the departments submitted the result of preliminary technical assessment on the options provided by Members;
- (c) the STDC needed to select three options according to objective criteria;
- (d) one of the reference conditions was that the pedestrian walkway must be 3 metres wide. He asked whether it was because a walkway with a width of less than 3 metres would become less than two metres wide after construction of covers, which would affect pedestrian flow;
- (e) he asked how many details would be provided in the departments' preliminary study, in the hope of avoiding any technical infeasibility found in the course of detailed study;
- (f) the departments did not explain in detail the process of the project. He asked whether the departments would make initial assessment on all the alignment options submitted by Members after collecting their views, and how long it would take to submit the initial assessment results to the TTC, so that the Chairman could decide whether it was necessary to convene special meetings to deal with that; and
- (g) he thought it was not appropriate for the Working Group to deal with it.

99. Mr CHAN Chi-ming, Senior Engineer (Special Duty) of TD gave a consolidated response as follows:

- (a) this paper mainly introduced the plan mentioned in the *Policy Address* and briefly described how the STDC could choose an alignment option instead of inviting Members to make real-time suggestions and screening them. The three-month period was only a recommendation rather than an actual time limit;
- (b) the Government had established standards for construction of walkway covers, e.g. the walkways must provide access to public transport facilities and the pedestrian flow must reach 4 000 per hour for three hours every day. If the walkway met the above criteria, the Government would establish the project. The current plan was a new option and was only a pilot scheme. There were no designated standards for pedestrian flow, and he suggested choosing locations with heavy pedestrian flow, so as to make more people benefit from the plan;

- (c) after collecting the options, the TD and HyD would make an initial assessment, including generating a simulated alignment diagram and on-site environmental data, e.g. routing length, width of walkway, pedestrian flow and topographic restrictions, so as to help the STDC select suitable options;
- (d) at present, all 18 districts in Hong Kong were implementing the plan at the same time, so subject to the existing resources, only one walkway cover would be constructed in each district;
- (e) the departments reviewed the relevant policies according to the districts' responses and requests;
- (f) construction of walkway covers was the plan referred to in paragraph 170 of the *Policy Address*;
- (g) if the STDC wanted to adopt the previously proposed options as options for the current plan, the departments could conduct a feasibility study on the said options; and
- (h) most DCs gave their Members three to four weeks to submit alignment options. The departments would work out alignment plans and confirm the locations with Members based on all the proposals from Members, and would count noses and carry out investigations on the spot at the same time. Generally speaking, the departments could complete preliminary technical assessment on about 10 alignment options within four weeks. The departments could provide a template used for the preliminary technical assessment to Members for reference.

100. Mr TANG Kam-Kee, Senior Engineer (Covered Walkway 1) of HyD gave a consolidated response as follows:

- (a) upon receipt of the alignment options selected by the STDC, the department would make an initial assessment and report to the STDC. After the STDC shortlisted the option, they would conduct a study, and commence a detailed design and gazette the project if the option was found feasible. If all went well, the construction could be started. Take Category D projects (with construction cost below HK\$30 million) as an example, construction could begin as early as 2018 or 2019. If the project cost exceeded HK\$30 million, the project would have to be upgraded from Category C to Category A by the Legislative Council, which would also take three to four years even if everything went well;
- (b) after the construction of covers, the width of the formerly 3-metre-wide walkways would become about 2.3 metres. If narrower walkways were chosen, the pedestrian flow might be affected by wheelchairs or strollers passing by;
- (c) according to preliminary estimates, about 200 metres long covers could be constructed with HK\$30 million. The HyD would commission the consulting company to carry out a preliminary feasibility study and a

detailed study. Consultant fees were unlikely to affect the cost for construction of covers; and

- (d) they would study the feasibility of building longer covers with subsidies from the STDC and would report to Members later.

101. The Chairman suggested that the Secretariat should send letters (enclosed with the Departments' template of preliminary technical assessment) to Members in mid-November, inviting them to submit their suggestions. After that, the Secretariat should submit the collected suggestions to the Departments for initial assessment by the end of November or early December. Later, the TTC could make an initial assessment on the information, and then select three options and prioritise them. Finally, the Departments would construct covers for a route on the basis of feasibility. The time for holding a meeting to discuss the three alignment options proposed to the TD and HyD would depend on the number of suggestions collected and the progress of the initial assessment. If the progress was satisfactory, he would consider handling the above issue at the meeting scheduled for 10 January 2017. Otherwise, a special meeting would be held later to deal with the issue. Mr HO Hau-cheung in principle supported the process proposed by the Chairman.

102. The Chairman said he would ask the Secretariat to summon the absentees to attend the meeting as the quorum was not attained.

103. As the number of attendees still fell short of the quorum after 15 minutes, the Chairman declared the meeting adjourned at 8:28 pm and decided to defer the five questions, including "Repair and Maintenance of Streetlights", "Arrangements for Route No. 982X", "Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities", "Signalling Systems of the MTR's 'East West Corridor' and 'North South Corridor'" and "Flat Section Fares of Bus Routes in Sha Tin" for further handling at the next meeting, and to deal with the Progress Report of the Transport Department, Reports of Working Groups, Report on the Progress of Works of the Highways Department, Financial Position and Activity Progress of Expenditure Head 7 (Traffic and Transport), Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin and Prosecution Figures on Traffic Offences in Sha Tin and Tai Wai Town Centres and Wu Kai Sha by circulation of papers.

Date of Next Meeting

104. The next meeting was scheduled to be held at 2:30 pm on 10 January 2017 (Tuesday).

105. The meeting was adjourned at 8:28 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

