

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2017

Date : 10 January 2017 (Tuesday)
Time : 2:38 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 | 2:38 pm | 7:51 pm |
| Mr YUNG Ming-chau, Michael (Vice-Chairman) | " | 2:38 pm | 7:51 pm |
| Mr HO Hau-cheung, BBS, MH | DC Chairman | 2:38 pm | 6:49 pm |
| Mr PANG Cheung-wai, Thomas, SBS, JP | DC Vice-Chairman | 2:38 pm | 5:29 pm |
| Mr CHAN Billy Shiu-yeung | DC Member | 2:38 pm | 5:45 pm |
| Mr CHAN Kwok-keung, James | " | 2:57 pm | 4:45 pm |
| Ms CHAN Man-kuen | " | 2:38 pm | 7:51 pm |
| Mr CHAN Nok-hang | " | 3:08 pm | 5:45 pm |
| Mr CHENG Tsuk-man | " | 2:38 pm | 5:13 pm |
| Mr CHING Cheung-ying, MH | " | 2:38 pm | 5:45 pm |
| Mr CHIU Chu-pong, Sunny | " | 2:38 pm | 5:45 pm |
| Mr CHIU Man-leong | " | 2:38 pm | 7:07 pm |
| Mr HUI Yui-yu, Rick | " | 2:38 pm | 6:35 pm |
| Mr LAI Tsz-yan | " | 2:38 pm | 7:51 pm |
| Ms LAM Chung-yan | " | 2:47 pm | 4:18 pm |
| Mr LEE Chi-wing, Alvin | " | 4:38 pm | 7:00 pm |
| Mr LI Sai-hung | " | 2:38 pm | 4:23 pm |
| Mr LI Wing-shing, Wilson | " | 2:38 pm | 5:29 pm |
| Mr MOK Kam-kwai, BBS | " | 2:49 pm | 6:32 pm |
| Mr NG Kam-hung | " | 2:38 pm | 5:34 pm |
| Mr PUN Kwok-shan, MH | " | 2:38 pm | 7:14 pm |
| Mr SIU Hin-hong | " | 2:38 pm | 6:54 pm |
| Mr TING Tsz-yuen | " | 2:44 pm | 5:34 pm |
| Mr TONG Hok-leung | " | 2:38 pm | 7:51 pm |
| Ms TSANG So-lai | " | 3:00 pm | 5:30 pm |
| Ms TUNG Kin-lei | " | 2:38 pm | 7:35 pm |
| Mr WAI Hing-cheung | " | 2:38 pm | 6:58 pm |
| Mr WONG Fu-sang, Tiger | " | 2:38 pm | 7:24 pm |
| Mr WONG Hok-lai | " | 3:27 pm | 5:54 pm |
| Mr WONG Ka-wing, MH | " | 4:36 pm | 7:35 pm |
| Ms WONG Ping-fan, Iris | " | 2:38 pm | 7:51 pm |
| Mr WONG Yue-hon | " | 2:38 pm | 6:32 pm |
| Mr YAU Man-chun | " | 2:38 pm | 5:48 pm |
| Mr YIP Wing | " | 2:38 pm | 7:51 pm |
| Mr YIU Ka-chun | " | 2:38 pm | 7:06 pm |
| Ms YUE Shin-man | " | 2:38 pm | 6:38 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
 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 KWOK Ka-chun, Gordon
 Mr NG Kok-hung
 Mr CHOW Siu-ye
 Mr LAM Chi-chung

Mr SIT Kwok Wai, Eric
 Mr LEE Shut-hang

Mr LO Chun-ho
 Ms HUNG On-kei
 Mr LAM Sai-shu, Francis
 Ms CHUNG Pui-yi, Penny

Title

Assistant District Officer (Sha Tin)
 Senior Executive Officer (District Council) / Sha Tin District Office
 Senior Transport Officer / Sha Tin / Transport Department
 Senior Transport Officer / Ma On Shan / Transport Department
 Senior Engineer / Sha Tin / Transport Department
 Engineer / Sha Tin 1 / Transport Department
 Engineer / Sha Tin 2 / Transport Department
 Engineer / Ma On Shan / Transport Department

 District Engineer / New Territories / Sha Tin (1) / Highways Department
 Administrative Assistant / Lands / District Lands Office, Sha Tin
 Housing Manager (Sha Tin 4) / Housing Department
 Officer in Charge / Traffic Team / Sha Tin Police District /
 Hong Kong Police Force
 Chief Operation / 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

In Attendance by Invitation

Mr NG Wai-keung
 Ms O Fong-wa, Julie
 Mr SHIU Wing-kwok
 Mr WOO Yan-ho
 Mr WU Yat-king, Kingson
 Mr FAN Chi-wing, Eric

Mr NG Kar-wai
 Mr CHENG Wing-kit

Mr LAM Wai-man, Raymond
 Mr CHEUNG Kin-keung,
 Martin
 Mr LAM Wai-man

Mr WONG Kwan-tai

Mr NG Kai-tai
 Mr FAN Chi-wing

Title

Chief Engineer 1 / Major Works / Highways Department
 Senior Engineer 1 / Universal Accessibility / Highways Department
 Engineer 1 / Universal Accessibility / Highways Department
 Maintenance Engineer / 2-1 / Lighting Division / Highways Department
 Executive Assistant (District Council) 3 / Sha Tin District Office
 Senior Engineer / Railways 7 /
 Electrical & Mechanical Services Department
 Engineer / Railways 7/2 / Electrical & Mechanical Services Department
 Senior Divisional Officer (Railway Development Strategy Division)
 (Acting) / Fire Services Department
 Building Surveyor / Rail 3 / Buildings Department
 Deputy Managing Director / Mannings (Asia) Consultants Limited

 Project Manager /
 Sunshine Traffic Engineering & Management Company Limited
 Transportation Engineer /
 Sunshine Traffic Engineering & Management Company Limited
 Vice-chairman / Ma On Shan Youth Association
 Project Director / Ma On Shan Youth Association

Absent

Mr LEUNG Ka-fai, Victor
 Mr MAK Yun-pui
 Ms PONG Scarlett Oi-lan,
 BBS, JP

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.

Application for Leave of Absence

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

| | |
|-------------------------|---|
| Mr LEUNG Ka-fai, Victor | Official commitment |
| Mr MAK Yun-pui | ” |
| Ms PONG Scarlett Oi-lan | Other reasons (attendance at other meetings) |
| Mr WONG Ka-wing | Attendance at events on behalf of Sha Tin District Council (STDC) |

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

Confirmation of the Minutes of the Meeting held on 8 November 2016 (TTC Minutes 7/2016)

4. Members confirmed the above minutes unanimously.

Matters Arising

Response of Government Departments and Organisations to Matters Arising from the Previous Meeting (Paper No. TT 1/2017)

5. Members noted the above paper.

Discussion Items

The Next Phase of the “Universal Accessibility” Programme (Paper No. TT 2/2017)

6. The Chairman welcomed representatives of the Highways Department (HyD) and consultant companies to the meeting.

7. The representatives of HyD gave a brief introduction of the contents of the paper.

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

- (a) different government departments consulted STDC about covered walkway, lift, escalator and other issues, giving an impression of confusion; and
- (b) the escalator project in Sui Wo Court and Saddle Ridge Garden had been included as one of the 18 projects in Hong Kong and was supposed to start in 2016; however, no progress had been made so far and it was not mentioned in the paper. He asked how HyD and the Transport Department

(TD) defined their scope of responsibility and what was the current progress of the two projects.

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

- (a) in his view, the progress of building of barrier-free access facilities by the Government was slow and the coordination among departments was unsatisfactory;
- (b) representatives of the consultant companies communicated with residents of the district many times about Footbridge NF74. It was learned that the tender exercise might be completed in June to July 2016. He asked about the dates of commencement and completion of the project; and
- (c) he thought there was little need to add a lift to Footbridge NS57. Members had once discussed about the property development above Tai Wai Station at a meeting of TTC in 2010. One of the suggestions was to build a footbridge connecting the railway station and Ng Yuk Secondary School to facilitate users of the new station travelling back and forth Sun Chui Estate and Chui Tin Street. He thought this suggestion was more practical.

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

- (a) he appreciated the information collected and preparations made by HyD for the next phase of the “Universal Accessibility” Programme (the next phase);
- (b) Subway NS287 was a committed project and construction commenced in September last year; however, the project was delayed due to environmental conditions on the site. He hoped the consultant company and contractor to increase manpower to make up for the delay; and
- (c) Subways NS225, NS284 and NS285 would be summarised into a single project at the next phase. He asked why Subways NS286 and NS287 were planned as two projects at the previous phase. He hoped to include Subway NS286 in the last phase. In his view, the explanation of HyD was not reasonable; HyD should have professional knowledge to decide whether Subways NS286 and NS287 should be integrated as a single project because both subways were connected to the entrances of Tai Shui Hang Station.

11. Mr WONG Yue-hon appreciated the construction progress of the consultant company. The Footbridge NF40 project had been gazetted. Relevant authority had once replied that the project was waiting for tender exercise, but according to the paper, progress of the project was “under design”; he asked what the actual progress was. At the last meeting, members considered the Footbridge NF71 project to be unnecessary; also, Footbridge NF63 project was with great construction difficulties and a lift was planned to be built nearby. He asked why the said proposed projects were still included in the next phase, which caused confusion. He thought there was a lack of communication among departments.

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

- (a) in his view, information provided by HyD in this paper was more detailed than that of previous papers prepared for barrier-free access facilities or covered walkway. However, there were too many barrier-free access facilities, including lift and covered walkway, which may easily cause confusion. He suggested HyD to make improvement;
- (b) he asked about the timetable and arrangements for selection of projects to be carried out at the next phase;
- (c) he hoped HyD to provide more information to the members on the degree of difficulty of projects so that the members could decide whether relatively difficult projects were feasible;
- (d) as the dormitories of Hang Seng Management College had been completed and Tate's Cairn Tunnel Toll Plaza was a large transfer station, there had been increased pedestrian flow on Walkway ST04 that stretched over Tate's Cairn Tunnel Toll Plaza; so it was necessary to add a lift here; and
- (e) he asked about the completion date of projects to be carried out at the next phase.

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

- (a) Heng On Estate was already 30 years old, accommodating about some 20 000 residents. There were five social and welfare organisations there serving about some 2 000 people, including wheelchair users and the disabled. In addition, residents in the district would go to Heng On Estate Community Centre to attend activities. There were a total of 157 wheelchair users in Heng On Estate and Subways NS225, NS284 and NS285 were with the highest volume of pedestrian flow, so it was necessary to add lifts to these three subways;
- (b) in 2013, the pedestrian volume of Subway NS284 logged 3 557 and now the figure had dropped; he hoped HyD to collect statistics on the pedestrian volume once again;
- (c) regarding the project of Subways NS225, NS284 and NS285, he asked how many lifts were included in the preliminarily estimated costs of \$70 million; and
- (d) HyD could provide the names of organisations near the walkway that serving those in need.

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

- (a) among the projects to be considered, only three had a pedestrian flow of over 1 000 and seven had a pedestrian flow of over 500; he thought that

HyD should evenly allocate resources on the basis of demand;

- (b) he thought the function of footbridges was to connect the transportation system. TTC had repeatedly demanded for building a footbridge connecting Sha Tin to Central Link (SCL) but received no reply from HyD. Given that footbridges had been built in places with a pedestrian flow of less than 500, he did not understand why HyD refused to build a footbridge connecting to SCL to divert the traffic flow of six lanes of Che Kung Miu Road; and
- (c) he had been requesting HyD to build a footbridge connecting to SCL since 2010 and hoped HyD to reconsider it.

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

- (a) the “Universal Accessibility” Programme launched by HKSAR Government was rather pragmatic. Given that there were many projects to be carried out, it was insufficient to include only three priority projects in the last phase; moreover, Sha Tin District was the most populated administrative region and some projects involved were projects for which HyD was not responsible for repair and maintenance; if only three projects were to be carried out at each phase, it would take years to complete all these projects. He held that more resources should be allocated by the Government;
- (b) as there was a monetary ceiling for projects at the last phase, adding of a lift for the most frequently used landing point among the four access points of Octopus Bridge project in Tai Wai could not be completed without the support of the property development above Tai Wai Station, which gave rise to incoordination. He hoped that the property development above Tai Wai Station and the Octopus Bridge project in Tai Wai could be carried out in a complementary manner;
- (c) he asked whether it was possible to choose more than three walkways with low construction costs;
- (d) in his view, due to a lack of coordination between each other, government departments often spent too much time on feasible studies. Owing to problems with underground facilities, so far there had been no timetable for construction of the lift from Octopus Bridge to Sun Chui Estate; he hoped various government departments could actively work with each other at the next phase;
- (e) he asked whether the ceiling of \$75 million was for all projects in Sha Tin or for a single project. He suggested combining walkways nearby into a project whose costs were lower than \$75 million;
- (f) the information provided by HyD was great; he hoped to obtain information about the management companies of projects for which HyD was not responsible for maintenance and repair; he also would like to know about management companies’ intentions about the projects and the

pedestrian flow of people with special needs; and

- (g) he asked about the criteria of choosing the three projects and whether there was a time limit.

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

- (a) the Home Ownership Scheme (HOS) estate in his constituency was built by Housing Department in late 1980s. He had been asking for adding a lift for the footbridge connecting to the estate since 2012; however, the footbridge was not under the management of HyD and therefore was not included in the first phase of the “Universal Accessibility” Programme. As his advice was not taken by HyD, he asked what the current criteria was based on for defining individual walkways as walkways for which HyD was not responsible for maintenance and repair; he also would like to know when the walkway he proposed could be defined as one of these walkways;
- (b) a great number of good policies did not generate expected results because they were not properly implemented. In his view, HyD should treat this programme as a long-term policy instead of carrying out only three projects at each phase. Even though Sha Tin District was the most populated district in Hong Kong, the district was, as the case in other districts, only provided with a quota of three projects. In his view, such arrangement was unfair; and
- (c) he asked whether walkways for which HyD was not responsible for maintenance and repair would not be considered unless they met the conditions described in paragraphs 5(a) to 5(c) in the paper. He said that as most of the housing estates under HOS or Tenants Purchase Scheme were without premium paid, the lands were still in the possession of the Government.

17. The views of Mr TING Tsz-yuen were summarised below:

- (a) he appreciated the “Universal Accessibility” Programme but said the progress of the programme was too slow as only three projects would be carried out at each phase;
- (b) in his view, adding a lift to Subway NS183 was only an alternative solution; he requested HyD and TD to add a zebra crossing leading to Sunshine City adjacent to tower 4 of Park Belvedere on Ma On Shan Road. He thought the construction cost of zebra crossing was cheaper than that of adding a lift and would bring instant convenience to the residents; and
- (c) he thought not only the pedestrian flow but also the actual needs of the district should be considered in deciding whether to add a lift or not.

18. Ms CHAN Man-kuen said that TTC had once proposed a motion to add a lift to Tate’s Cairn Tunnel Toll Plaza (Walkway ST04) and relevant project was also listed in

the paper. As the dormitories of Hang Seng Management College had been completed and there had been increased pedestrian flow on Walkway ST04 stretching over Tate's Cairn Tunnel Toll Plaza, she hoped the members could support her view of adding a lift for the walkway.

19. Mr Sunny CHIU asked about the criteria of deciding the order of priority and suggested the HyD to review the progress of the programme. He held that letters should be sent to different parties in the name of TTC for seeking more resources. He hoped that age and those in need could be taken into account in pedestrian flow analysis.

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

- (a) after much discussion, TTC of the last term decided to take pedestrian flow as the basis for selection. He held that it's the Government's duty to build facilities for those places in need rather than granting DC the discretion of choosing the projects to be carried out. The pedestrian flow of Footbridge NF137 was not the highest but the average age of users was high, so the residents had always hoped to have a lift there;
- (b) he asked about the criteria of deciding the order of priority;
- (c) the Government did not allocate sufficient resources to the DC of the last term for carrying out the "Universal Accessibility" Programme. He hoped HyD could allocate additional resources; and
- (d) he suggested that Sha Tin District Office (STDO) actively contact Hong Kong Jockey Club (HKJC) to see whether it could provide sponsorship.

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

- (a) he asked HyD about the frequency of pedestrian-flow studies and the length of time each study would take;
- (b) he held that the progress of the programme was slow;
- (c) he appreciated the information provided by HyD to the members and asked whether these information were for reference only or could be deemed as the criteria for selecting projects; and
- (d) he held that if the criteria for selecting projects were expeditiously finalised, much time would be saved in discussion.

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

- (a) residents in Sha Kok Estate, Jat Min Chuen and Pok Hong Estate were more advanced in age and found it difficult to walk up and down ramps. He would like to know about the HyD's criteria for choosing projects to be carried out; and
- (b) as the works progress of Footbridge NF89 was slow, he hoped HyD to enhance its monitoring of the contractor.

23. as HyD would allocate resources for the building of lifts for only three walkways in each district, Mr SIU Hin-hong held that it's not enough. He was concerned about the criteria for selecting projects and held that apart from the pedestrian flow, the number of people in need and costs of future maintenance should also be considered. There were more subways than footbridges in major cities over the world. And the benefits of using subways were more than those of using footbridges. He held that encouraging the public to walk more could also reduce the frequency of using lifts.

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

- (a) he hoped HyD to urge New World Development Company Limited and MTR Corporation Limited (MTR) to speed up the property development above Tai Wai Station so that the completion date of lifts for the busier access points of Footbridge NF316 could be coordinated with other lifts;
- (b) as there was a large population in Sha Tin and many of them were elders, he asked whether Sha Tin could be granted a quota of more than three projects; and
- (c) not only pedestrian flow but also the number of people in need should be considered as consideration criteria. Though the pedestrian flow of Subway NS41 was not high, the subway led to the special hostels at Hin Keng Estate and Lung Hang Estate and was close to the neighborhood center, Hin Tin Playground, fire station and Union Hospital. The pedestrian flow of the said subway was expected to increase after completion of SCL. He believed that this project, once completed, would help divert the pedestrian and traffic flow on Tin Sam Street, Fu Kin Street and Che Kung Miu Road, making road traffic smoother.

25. The views of Mr YIP Wing were summarised below:

- (a) he welcomed the "Universal Accessibility" Programme but did not understand why the construction cost of each lift was different; he asked about the percentages of construction costs and maintenance costs in the expenses listed in the paper;
- (b) he asked about the criteria for building lifts. TTC had voiced opposition to the project of Footbridge NF71 but according to the paper, the progress of the project was "under design". He was dissatisfied that HyD asked STDC to choose only three projects out of the 23 projects;
- (c) the glass door connecting Chung On Shopping Centre and the footbridge closed at 11:00 pm every night, causing inconvenience to residents taking Routes No. A41P or NA40 to the airport at night. He hoped that a lift could be built for Footbridge NF299 to benefit wheelchair users, persons pushing strollers and cyclists; and
- (d) he asked whether more than three walkways could be selected if their total costs did not exceed \$225 million.

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

- (a) she held that the “Universal Accessibility” Programme progressed slowly. In Sha Tin District, some facilities were constructed along the hillside, but it was hard to add lifts for part of these facilities given that they were located at private places or there were engineering difficulties;
- (b) in her view, pedestrian flow was only for reference and should not be regarded as the only consideration for adding lifts. She also had demanded for adding a footbridge connecting to SCL; she believed that the works would not be implemented if pedestrian flow was the only factor to be considered. She asked about the percentage of elders and those in need in the statistics on pedestrian flow provided in the paper; and
- (c) she asked how HyD collected opinions on the 23 walkways. As there was a long steep ramp on the road section leading to Union Hospital, she asked whether a lift could be added there. The housing buildings in Hin Ka constituency were built along the hillside and some of them were public housing estates that had been sold; the Incorporated Owners did not have sufficient funds to add a lift for a section of staircase. She thought such passageways were public ones and asked whether HyD would include such passageways in the programme or make other improvements in the long run.

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

- (a) some residents relayed to him that they hoped a lift could be added for Walkway ST02, and the cost of which was about \$55 million according to the paper. He asked about the feasibility of adding only one lift and how HyD obtained the proposal;
- (b) he asked whether there was a grant ceiling for such a programme; and
- (c) he held that a quota of three projects was insufficient and hoped HyD to increase the quota.

28. Mr James CHAN deemed it necessary to add a lift to Footbridge NF299. He couldn't understand why HyD did not add lifts for all the places as it only cost about \$900 million to do so, and such cost was cheaper than that of building Hong Kong Palace Museum. He believed that the emergence of anarchism was ascribable to chaotic public governance, which led to people's grievances. He suggested that the Chairman of STDC send a letter to the Chief Executive rebuking HyD for its unfair treatment to Sha Tin District.

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

- (a) Subways NS225, NS284 and NS285 would be summarised into a single project at the next stage. He asked why Subways NS286 and NS287 were separated as two projects at the previous phase. He would like to know how HyD would deal with the problems associated with Subway NS286;

it would be unfair to some members if the project used the quota of the next phase. He held that HyD should have professional knowledge to handle relevant suggestions;

- (b) he learnt from the papers of meetings of various district councils held in 2013 that in some places, two walkways were deemed as one group, including Subways NS51 and NS128 in North District, Footbridges NF148 and NF306 in Yuen Long District, and Footbridges HF92 and HF92A in Eastern District. However, only walkways in Sha Tin District were not treated this way, which was unfair. In addition, in the North District, the footbridge (No. NF134) and subway (No. NS143) were combined as a single project and two lifts were built for it;
- (c) HyD only proposed to add lifts to one end of Subway NS57 and Footbridges NF446 and NF447. He held that lifts were also necessary for the other end of the said subway and footbridges. There were stairs on the section of Subway NS251 connecting Siu Lek Yuen Road Playground to Block 28 of City One Shatin but HyD did not propose to add a lift there; he wondered what the criteria were for HyD's decision making;
- (d) he asked how HyD would deal with the new suggestions proposed after 2013;
- (e) he suggested that HyD review the handling approach of Subway NS286 after the provisional motion was endorsed;
- (f) he held that HyD could provide the names of organisations near the walkway that serving those in need; and
- (g) he asked about the arrangements made by TTC regarding this programme.

30. The views of the Chairman were summarised below:

- (a) he asked whether projects of adding escalators for long staircases could be included in the "Universal Accessibility" Programme;
- (b) he asked about the time and method for collecting pedestrian flow statistics;
- (c) he required HyD to list the organisations providing elderly services in Annex 3;
- (d) it was mentioned in the briefing that members could propose new suggestions; he hoped HyD to study the suggestion regarding On Shing Street Garden and the suggestion of Mr Tiger WONG;
- (e) he suggested that STDO follow up the donation from HKJC with relevant members after the meeting;
- (f) he hoped TD would provide more information about "hillside escalator links and elevator systems" after the meeting; and

- (g) he hoped that HyD collect statistics on the flow of people in need, consider including Subway NS286 in the previous phase and conduct a study on new suggestions. Depending on the time of submitting the above information by HyD, TTC might vote on it at the next meeting or address it together with the “Provision of Covers for Pedestrian Walkways” project at a special meeting or hold a special meeting to address it.

31. Mr NG Wai-keung, Chief Engineer 1 / Major Works of HyD gave a consolidated response as follows:

- (a) the “Universal Accessibility” Programme was aimed at providing lifts or ramps for footbridges, elevated walkways and subways for the convenience of public members using pedestrian crossing facilities;
- (b) the list of projects to be considered for implementation at the next phase in the discussion paper included walkways that HyD was responsible for repair and maintenance as well as walkways that HyD was not responsible for repair and maintenance but complied with the conditions set out in paragraphs 5(a) to 5(c) of the paper. Walkways failing to meet the conditions listed could not be included in the programme by HyD, such as walkways entirely located within the boundary of a housing estate;
- (c) the places where public members proposed to add lifts were marked in the plans of Annex 3. Subway NS286 stretched across Hang Tak Street and entrances / exits of which were connected to the footpaths on both sides of Hang Tak Street. However, the public only proposed to add a lift to the exit near Chevalier Garden and did not make proposal for the exit at the other end. HyD would consider the suggestions of the public and calculate the costs. If the public proposed to add a lift respectively to the exit at each end, HyD would calculate the costs of adding two lifts. If TTC, after selection of projects, deemed it necessary to add a lift to each end of the walkway, HyD would seek members’ opinions when conducting detailed studies for consideration;
- (d) Subway NS286 stretched across Hang Tak Street and distinguishable exits of which were connected to the footpaths on both sides of Hang Tak Street by independent exits, and Subway NS287 stretched across Hang Tai Road in the same way, so they did not fulfill the conditions of being grouped as the same walkway. However, the situation with Subways NS225, NS284 and NS285 was different. After walking down along Subway NS284, the public could only go to the ground level through the exit of Subway NS285, and after crossing Hang Ming Street through Subway NS225, the public could only go to the ground level through Subway NS285; that’s why HyD considered these three subways as a single project during this consultation. HyD had deliberately considered the criteria of deciding the projects to be carried out at the next phase before moving on to the next phase of the programme and had examined the proposals of adding lifts from the public members of various districts as per the established principle;

- (e) it was mentioned in the *Policy Address* of 2016 that each district could choose not more than three existing walkways as the projects to be carried out at the next phase, and the cost ceiling for adding a lift should not be more than \$75 million. HyD had examined and consolidated the suggestions of adding lifts in Sha Tin District as per the said principle and had set them out in details in the discussion paper for TTC's consideration;
- (f) HyD had commissioned TD to compile pedestrian flow statistics for the walkways listed in Annex 3. TD had, based on experience, counted the pedestrian flow during the two hours with the highest volume of pedestrian flow. Though relevant pedestrian flow statistics was not compiled based on category, facilities used by the elders or those in need nearby had been marked on the plans in Annex 3 for the members' reference. Pedestrian flow was not the only factor to be considered. HyD believed that the members were more familiar with the actual situation of their constituencies and would be able to, after taking various factors into account, choose not more than three existing walkways as the projects to be carried out at the next phase;
- (g) HyD had taken into account the degree of difficulty of projects when estimating construction costs; and future maintenance costs were not covered in the estimated construction costs. At present the average construction cost of each lift was about \$20 million. After TTC selected the projects to be carried out at the next phase, HyD would commission consultant companies to study each project selected and make recommendations on the number and locations of lifts to be added for TTC's consideration;
- (h) since the construction cost of each retrofitting project should not be more than \$75 million, if multiple retrofitting projects were involved in a lift addition project for a walkway, HyD might need to make separate consideration. At present the estimated cost of each of the lift addition projects proposed for TTC's consideration was not more than \$75 million;
- (i) regarding the suggestion of adding lifts for Footbridge NF134 and Subway NS143 in North District at the last phase as mentioned by the members, HyD had built a lift for Subway NS143 according to the "original scheme" as shown in the plans previously attached to the papers of DC; therefore, HyD built only one lift for Footbridge NF134 under the "extension scheme";
- (j) though the pedestrian flow might vary with the time of counting, it might not be necessary to compile statistics of the pedestrian flow of Subway NS284 as its pedestrian volume was already the highest among the 23 projects for TTC to consider. In addition, TD did not count pedestrian flow by category. However, if TTC deemed it necessary, HyD could follow up with TD, though it was believed that recompiling statistics on pedestrian flow by category involved certain technical difficulties and would take a longer time;

- (k) walkways for which HyD was not responsible for repair and maintenance as set out in Annex 3 of the discussion paper were now managed, repaired and maintained by the following organisations or housing estates:

| Walkways | Organisations responsible for management and maintenance |
|---|---|
| Across Kam Ying Road near Kam Ying Shopping Centre (Walkway No. ST01) | Saddle Ridge Garden |
| Across Mei Tin Road connecting Mei Chung Court and May Shing Court (Walkway No. ST02) | Mei Chung Court |
| Across Tai Chung Kiu Road near Belair Gardens (Walkway No. ST03) | Belair Gardens |
| Across Tate's Cairn Tunnel Toll Plaza (Walkway No. ST04) | Tate's Cairn Tunnel Company Limited |
| Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park (Walkway No. ST05) | Hilton Plaza |

if the TTC decided to choose the above walkways as projects to be carried out in the next phase, the HyD would contact relevant management and maintenance organisations involved to make follow-ups and would keep the TTC informed in a timely manner;

- (l) if the TTC agreed, the HyD could follow up the suggestions related to On Shing Street; and
- (m) plans in Annex 3 had shown the information of facilities for the elders or the disabled near the walkways. The HyD could add relevant information to the list of Annex 3.

32. Ms Julie O, Senior Engineer 1/ Universal Accessibility of HyD gave a consolidated response as follows:

- (a) the project of Footbridge NF74 involved relatively complex slope works, so longer time would be needed for detailed design. As tender procedures had been completed, it was hoped that the works contract with a contract term of three years could be awarded at the end of this month;
- (b) regarding Subway NS287, demolition of concrete walls was underway. After that, it was necessary to rebuild the footpath and relocate the

underground pipeline facilities;

- (c) the HyD was now inviting tenders for Footbridge NF40 project, with the hope of starting relevant construction within this year;
- (d) the HyD had discussed with members on the installation of additional lifts for Footbridge NF71 at the last meeting of the TTC. In response to the TTC's suggestions, the HyD had contacted the Management Office of Wai Wah Centre, and learned that Wai Wah Centre was planning to conduct large-scale maintenance, by which time, consideration might be given to installing additional barrier-free access facilities in its shopping centre;
- (e) additional lifts would be installed at four exits of Footbridge NF316, and three of the exits were under construction by the Civil Engineering and Development Department (CEDD). As for the fourth exit at one side of Tai Wai Station of Ma On Shan Line, the MTR would permanently close and demolish the existing pedestrian facilities at the exit following the proposed road works for its property development above Tai Wai Station, and build public walkways and ancillary facilities within the boundary of its property development above the station. Therefore, to avoid the impact on the above proposed road works which had already been gazetted and authorised and to ensure the effective use of resources, the CEDD did not recommend installing additional lifts at the exit; and
- (f) regarding Footbridge NF89, though it was necessary to relocate part of the underground pipeline facilities, the HyD estimated that the works could be completed in 2018 based on the current progress.

33. Mr TONG Cheung, Engineer/Shin Tin 1 of TD, responded that "hillside escalator links and elevator systems" and "Universal Accessibility" Programme were two different programmes. He would submit relevant information to the Secretariat after the meeting.

34. Mr Simon WONG, Assistant District Officer (Shin Tin), responded that the STDG had not yet received any invitation from HKJC, and he would make a report to members again if he came to know its intention.

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

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

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

"the Traffic and Transport Committee of the Shin Tin District Council strongly requests including the position of NS286, which also belonged to tunnel portal of MTR Tai Shui Hang Station, into the first phase of the "Universal Accessibility" Programme in Shin Tin District to be treated as the same project with the position of NS287 at the Exit A of MTR Tai Shui Hang Station, and installing additional lifts at the position of NS286 to facilitate citizens

commuting to and from the MTR Tai Shui Hang Station.”

38. Mr YAU Man-chun worried that if the TTC supported the above provisional motion, the HyD would misunderstand that the STDC had only one request, thereby affecting other projects. He advised Mr CHIU Man-leong to withdraw the aforesaid provisional motion, so that the members could reach a consensus on this programme upon negotiation after the meeting.

39. Mr Michael YUNG said that funds had been obtained for the first phase of the “Universal Accessibility” Programme in 2014. He worried that the HyD would refuse members’ requests on that ground. The last TTC chose a project from Sha Tin, Ma On Shan and Tai Wai, respectively. The current DC and district appearance had changed somewhat, so a consensus must be reached among members.

40. Mr CHIU Man-leong said that Subways NS286 and NS287 belonged to the same subway, so he hoped to include Subway NS286 into the first phase to be built together with Subway NS287, which would neither take up the quota of the second phase nor cause conflicts with the selection of projects in the second phase. He hoped that members could consider local conditions and support his provisional motion.

41. The Chairman understood that the reason why Mr CHIU Man-leong proposed the above provisional motion was because he opined that when Subway NS287 was chosen in the last phase, Subway NS286 should be treated as the same project, therefore he hoped that the HyD could make rectification in the next phase to avoid Subway NS286 taking up the quota of the second phase.

42. Mr Michael YUNG advised adding “allocate additional resources” before “which also belonged to of MTR Tai Shui Hang Station” and adding “excluding the second phase” after “into the first phase of the ‘Universal Accessibility’ Programme in Sha Tin District” to dispel members’ doubts.

43. Mr Sunny CHIU asked whether the HyD could increase the number of projects in the first phase. He worried that the HyD would treat Subway NS286 as the only project after the above provisional motion was endorsed.

44. The Chairman said that the HyD needed to consider whether Subway NS286 could be included into the first phase to be treated as the same project with the Subway NS287. If no, Subway NS286 would be kept on the project list of the second phase.

45. Mr Rick HUI worried that the government departments’ decisions would be affected if the above provisional motion was endorsed in the absence of criteria for project selection, so that Subway NS286 would become one of the three walkways in the second phase once the HyD made sure that Subway NS286 failed to be included in the first phase to be treated as the same project with Subway NS287.

46. The Chairman explained that the three walkways in the second phase were selected by the TTC rather than government departments.

47. Mr CHING Cheung-ying said that as it was Mr CHIU Man-leong to whom Mr Rick HUI made enquiries, the responses should be made by Mr CHIU Man-leong.

48. Mr TONG Hok-leung said that Subways NS286 and NS287 were interconnected. If the above provisional motion was endorsed, Subway NS286 might be included into the first phase, thereby saving a quota for the second phase.

49. Mr YIU Ka-chun supported the above provisional motion. In his opinion, if the motion was endorsed, there was an opportunity to install additional lifts for one more footbridge without taking up the quota of the second phase. Even if the HyD finally decided not to include Subway NS286 into the first phase, members could still discuss about which three walkways should be selected as the projects of the second phase. Therefore, there were no conflicts.

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

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests allocation of additional resources to include NS286, which is also a subway leading to the MTR Tai Shui Hang Station, in the first phase of “Universal Accessibility” Programme (without using the quota of Phase 2), treating NS286 and NS287 (near Exit A of the MTR Tai Shui Hang Station) as one item, and install a lift in the NS286 area for convenience of members of the public travelling to and from the MTR Tai Shui Hang Station.”

51. Mr Michael YUNG advised adding “without taking up the quota of the second phase” in the bracket.

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

“the Traffic and Transport Committee of the Sha Tin District Council strongly requests allocating additional resources to include the position of NS286, which also belonged to tunnel portal of the MTR Tai Shui Hang Station, into the first phase (without taking up the quota of the second phase) of the “Universal Accessibility” Programme in Sha Tin District to be treated as the same project with the position of NS287 at the Exit A of MTR Tai Shui Hang Station and installing additional lifts at the position of NS286 to facilitate citizens commuting to and from the MTR Tai Shui Hang Station.”

Mr MOK Kam-kwai seconded the motion.

53. The Chairman asked members whether they agreed to the cancellation of Mr WONG Ka-wing’s application for leave of absence.

54. Members endorsed the cancellation of Mr WONG Ka-wing’s application for leave of absence.

55. Mr CHIU Man-leong requested that the names of members who voted for and against to be recorded, which was supported by four members.

56. The TTC endorsed the provisional motion in paragraph 52 with 18 affirmative votes, 11 negative votes and 2 abstention votes. The details were set out below:

Members who voted for the motion (18):

Ms CHAN Man-kuen, Mr CHIU Man-leong, Mr HO Hau-cheung, Mr Rick HUI, Mr Alvin LEE, Mr LI Sai-wing, Mr MOK Kam-kwai, Mr PUN Kwok-shan, Mr SIU Hin-hong, Mr TONG Hok-leung, Ms TUNG Kin-lei, Mr Tiger WONG, Mr WONG Ka-wing, Ms Iris WONG, Mr WONG Yue-hon, Mr YIU Ka-chun, Ms YUE Shin-man and Mr Michael YUNG.

Members who voted against the motion (11):

Mr Billy CHAN, Mr CHAN Nok-hang, Mr CHING Cheung-ying, Mr Sunny CHIU, Mr LAI Tsz-yan, Mr NG Kam-hung, Mr Wilson LI, Ms TSANG So-lai, Mr WONG Hok-lai, Mr TING Tsz-yuen and Mr YIP Wing.

Members who abstained from voting (2):

Mr YAU Man-chun and Mr WAI Hing-cheung.

Working Group on Development of Major Transport Infrastructures and Cycle Network- Draft Report of “Study on Improvement of the Cycle Track Network” (Paper No. TT 3/2017)

57. The Chairman welcomed representatives of joint organisers and consultant companies to the meeting.

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

- (a) the report showed that cycle tracks in Mei Tin Estate were scattered and the Government should improve the cycle tracks in the district; and
- (b) he voiced his support for the self-service bicycle rental system, and believed that it could be implemented in Sha Tin District. If the system was put into practice, he suggested linking up housing estates with public transport facilities. Currently, the Government failed to satisfactorily clear and manage illegally parked bicycles, which caused inconvenience to people who truly needed to park bicycles. He hoped that the Government could make proactive improvements. If the locations of self-service bicycle rental stations were convenient, it might help solve the problem of illegal parking of bicycles.

59. Mr Rick HUI said that he was interested in the self-service bicycle rental system. However, since the system would take up a lot of space, he worried that there was not enough space in Hong Kong, as a result, the stations for borrowing and returning bicycles were far apart, which was not convenient for public use. About 70% of bicycle users returned to the starting point within one to two hours. He hoped that the Government could first study the use of public housing estates as borrowing and returning stations to reduce illegal parking by residents after their purchase of bicycles.

60. Mr CHIU Man-leong said that the Government was planning to build a cycle track on the road section from Sui Tai Road to Yuk Tai Street. He hoped that the works could be proposed in the report to urge the Government to put it into practice as early as possible.

61. Mr SIU Hin-hong supported the implementation of the self-service bicycle

rental system. He asked about the funding sources and expected expenses of the self-service bicycle rental system and whether the TD had conducted traffic impact assessment. He suggested first conducting a trial on a short-distance route before implementing the self-service bicycle rental system. In France, the roads were broad and there were many cycle tracks. However, in Sha Tin, it was difficult to transport bicycles on cycle tracks. Moreover, citizens were not in the habit of wearing a helmet, thus easily causing danger. Therefore, in his view, the trial was suitable to be conducted only in universities and Hong Kong Science Park. Besides, he worried that bicycle rental shops would be affected if the rental fare was low.

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

- (a) whether footpaths could be used by bicycles was a subject worth examination. The bus station near Tin Sam Village on Tin Sam Street was adjacent to cycle tracks rather than footpaths. Inconvenience would be reduced if the Hong Kong Police Force, HyD and TD worked together to guide citizens to use such sections;
- (b) he hoped that there could be more studies on recent bicycle development in the report. The self-service bicycle rental system, also known as the “bicycle sharing” project, developed rapidly in first-tier cities in mainland China. In Shenzhen and Guangzhou, a bicycle could be rented at an extremely low price through the “Alipay” or “WeChat Pay”. Some residents of public housing estates rode bicycles to public transport interchanges and used alternative transport services after parking their bicycles there, but they forgot to fetch their bicycles or parked them there for a long time, resulting in illegal parking of bicycles. If the self-service bicycle rental system was implemented, the locations of bicycles would be managed by the operators and tracked with Global Positioning System, which he believed would help solve the problem of illegal parking of bicycles;
- (c) item 4.2 in page 32 of the paper was titled “Status of Other Countries”, but the text referred to conditions in different cities. Therefore, he advised revising the title; and
- (d) in his opinion, whatever the purpose was, the society would be greatly benefited if citizens were encouraged to cycle more.

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

- (a) he said that he had once participated in the work of the working group. According to the paper, the joint organiser was Ma On Shan Youth Association. He asked what part the Association had in the study. As far as he knew, Ma On Shan Youth Association was also the joint organiser of the working group for activities held in colleges (activities held in colleges), which, however, was different from this study in nature. Expenses for the study report were paid by the STDC, but the research company was Sunshine Traffic Engineering & Management Company Limited and the joint organiser did not get involved. He did not understand why the name of the joint organiser was

printed thereon, but he appreciated the contributions made by the convener of the working group;

- (b) before the meeting, Radio Television Hong Kong invited him to an interview to explain the meeting paper, which was turned down by him out of respect for the DC. He hoped to first summarise opinions expressed by members at the meeting;
- (c) he worried that the self-service bicycle rental system would affect bicycle rental shops in Sha Tin District. If bicycle was classified as one of the transport means, it might be unnecessary to implement the self-service bicycle rental system. The person in charge should communicate with relevant organisations if the proposed scheme was to be implemented; and
- (d) he hoped that the TD could provide opinions on bicycle improvement plan. The working group finally decided to provide technical advice to the department to improve cycle track network.

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

- (a) he hoped that more comparisons could be made on the implementation of the self-service bicycle rental system between Hong Kong and other cities, as well as between Sha Tin and other districts in Hong Kong; and
- (b) the working group commissioned the Ma On Shan Youth Association to act as joint organiser of this study and activities held in colleges, so information of the joint organiser should be included in the report. Though the report was about the studies carried out by the consultant company, the joint organiser was responsible for quotation-related matters and other administrative arrangements. The working group could consider inviting tenders for the study report by itself in the future.

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

- (a) he praised the advice of linking up cycle tracks in Sha Tin District, and supported the implementation of the self-service bicycle rental system to promote leisure activities or encourage citizens to take exercises. However, he did not agree that the implementation of the system could help solve the problem of discarding and illegal parking of bicycles. The current policies of the Government were not supportive. Careful consideration should be given to the places and purposes of implementation if the self-service bicycle rental system was implemented in the future; and
- (b) though Shui Chuen O Estate had no parking spaces for bicycles and was not suitable for riding bicycles, bicycles were still parked everywhere because some residents purchased bicycles for use in holidays.

66. The Chairman opined that bicycle policies introduced by the Government were unsatisfactory and only when outstanding cyclists emerged in Hong Kong would the development of cycling be given weight. The Government had been failing to improve

the cycle track network in the New Territories. In his view, the study report showed that Sha Tin had the potential to develop the self-service bicycle rental system, so he hoped that the working group could consider submitting the study report to relevant departments for reference.

67. Ms Iris WONG, convener of the Working Group on Development of Major Transport Infrastructures and Cycle Network gave a consolidated response as follows:

- (a) most members offered positive comments on the report;
- (b) the working group welcomed members to provide opinions on the establishment of a complete cycle track network in the district, and would record relevant opinions in the minutes of the working group or even attach the opinions to the last page of the report as an annex if members of the working group agreed;
- (c) she hoped that relevant suggestions could be submitted to the Government. The report had three key points, which were improvement of cycle track network, feasibility of using bicycles on footpaths and self-service bicycle rental system. In her view, the Government would play a vital role no matter whether the self-service bicycle rental system was operated by private sector or implemented by the Government. The working group had once studied the self-service bicycle rental system when the system was yet to be developed in West Kowloon Cultural District, but up to now, there was still no self-service bicycle rental system in Sha Tin. She advised the Chairman to encourage members to visit the self-service bicycle rental system in West Kowloon Cultural District; and
- (d) at its first meeting, the working group agreed on holding bicycle tours & education seminars and making opinion surveys, and named the event “Improvement of Cycle Track Network and Bicycle Safety Education”. At the second meeting, the working group agreed to use the funds allocated for activities for education seminars and opinion surveys. Since the working group always preferred Ma On Shan Youth Association to act as joint organiser of the entire project, it was reasonable to present the name and logo of the Association in the report.

68. Mr LAM Wai-man, Project Manager of Sunshine Traffic Engineering & Management Company Limited gave a consolidated response as follows:

- (a) the government of Paris gave a free hand to private agencies to operate the self-service bicycle rental system, and provided them with 1 600 advertisement positions to achieve balanced income. In Taipei and Hangzhou, the system was led by local government and operated by private enterprises. The success of the self-service bicycle rental system in the above three places was attributed largely to the abundant supply of stations and cheap rental fare. Specifically, the rental fare for half an hour to an hour varied from \$0 to \$10;
- (b) they found from questionnaires that residents in Sha Tin, particularly, interviewees from University Station to Hong Kong Science Park, were

interested in the self-service bicycle rental system. For the pilot scheme, the HKJC would provide funds which interested parties could apply for. The self-service bicycle rental system in West Kowloon Cultural District, Hong Kong aimed mainly at recreation, and the rental fare was set at \$20. The system was funded by the West Kowloon Cultural District Authority and operated by Tung Wah Group of Hospitals. In Sha Tin, it was believed that residents could be attracted if rents were lower than public transport fares; and

- (c) he believed that greater effectiveness would be achieved if the pilot scheme of the self-service bicycle rental system was implemented in public housing estates.

Motions

Motion by Mr MOK Kam-kwai on Complete Resolution of the Traffic Congestion Problem in the Shing Ho Road and Chik Fuk Street Areas in Tai Wai
(Paper No. TT 4/2017)

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

- (a) traffic congestion was serious on Shing Ho Road. Trucks were parked on footpaths and vehicles were parked and repaired on carriageways, but there were only 13 prosecutions every month. According to his experience, the police seemed to intentionally make room for the repair of vehicles. He had made complaints for 6 years, yet no improvement was seen. He asked whether there was any hotline for contacting the police to take actions; and
- (b) last week, he made an appointment with the staff of relevant departments to pay a site visit to the Shing Ho Road, but the police arrived there in advance to handle relevant problem, which, in his opinion, was just for establishing a good image rather than addressing the problem earnestly. He was once given a penalty ticket on Shing Ho Road. At the time, he saw someone repairing a vehicle on a carriageway nearby but was not given a penalty ticket. Later, the police explained that they were too busy to issue penalty tickets to drivers of other vehicles.

70. Mr WAI Hing-cheung suspected that the police was not serious enough in prosecution. Sometimes, police officers first looked for drivers when they arrived at the site, and if drivers were present, police officers would drive away the vehicles instead of giving penalty tickets.

71. Ms Iris WONG agreed that illegal parking was serious on Shing Ho Road, Tai Wai. She agreed to set up a ad hoc group to address the problem, and hoped that illegal parking in Shek Mun area could be addressed together. Vehicles illegally parked in Shek Mun blocked the sight of road users, thus posing danger to students and causing traffic congestion. In particular, the tailback even stretched to Tai Chung Kiu Road or Shek Mun Interchange.

72. Mr TONG Hok-leung said that illegal parking of private cars was serious in Tai

Wai, especially at a bus station on Tai Wai Road, which caused great inconvenience to wheelchair users and elders when they got on and off buses. He asked in addition to penalty tickets, whether the police could tow away the private cars parked at bus stations. Apart from Tai Wai, illegal parking was also serious at Heung Fan Liu Street near Mei Tin Estate, which caused traffic congestion.

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

- (a) Paper TT 12/2017 presented a low number of prosecutions on Shing Ho Road. She held that the police did not do its best in law enforcement. The patrolling hours of the police might not be the period that should be targeted at; and
- (b) the traffic outside the gas station on Chik Chuen Street became heavy from 6:00 pm, which affected the traffic on Shing Mun Tunnels Road and Tolo Highway. She hoped that members could support this motion.

74. Mr HO Hau-cheung said that the police would adopt a tolerant attitude towards illegal parking at the policy level. He opined that the HKSAR Government should pay heed to the rapid increase in the number of vehicles in Hong Kong. As illegal parking had appeared in many places in Sha Tin District, he held that the problem called for an interdepartmental solution. He supported this motion, and believed that the STDO would play an important role.

75. Mr Michael YUNG opined that illegal parking resulted from the lack of lands for building temporary car parks. Supervising whether garages breached land lease conditions or were operated in improper places was under the remit of the Lands Department, while the TD and HyD should look for proper places to install parking meters. If an interdepartmental group was established, it should tackle the problem of illegal parking in Sha Tin District as a whole.

76. Mr MOK Kam-kwai proposed the motion below:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the government to set up a task force to deal with the problem of traffic congestion in the Shing Ho Road and Chik Fuk Street areas in Tai Wai, and immediately start to study how the problem can be completely resolved as well as formulate effective measures, hoping that the traffic condition of the above areas will be largely improved within the coming six months. Members of the task force include representatives of relevant government departments such as the District Office, the Transport Department, the Hong Kong Police Force and the Lands Office, as well as representatives of the District Council.”

Ms TUNG Kin-lei seconded the motion.

77. The Chairman asked members whether they endorsed the motion in paragraph 76.

78. Members unanimously endorsed the motion in paragraph 76.

Motion by Mr WONG Fu-sang, Tiger on the Tackling of Illegal Parking in Shek Mun and Fo Tan

(Paper No. TT 5/2017)

79. Mr Tiger Wong proposed the motion below:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the police to take stringent enforcement action and recruit more traffic wardens to deal with the problem of illegal parking, and suggests that the police should consider following the example of other disciplinary services and hire retired police officers as traffic wardens, so as to increase the manpower for enforcement against illegal parking, thereby mitigating the problem of traffic congestion in the district.”

As Mr Victor LEUNG was absent, Ms CHAN Man-kuen seconded the motion.

80. The Chairman asked members whether they endorsed the motion in paragraph 79.

81. Members unanimously endorsed the motion in paragraph 79.

Motion by Ms WONG Ping-fan, Iris Requesting the Implementation of Section Fares on Bus Routes No. 680 and 682

(Paper No. TT 6/2017)

82. Ms Iris Wong proposed the motion below:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the NWFB/CTB to arrange for early implementation of section fares at the bus station of Ranava Garden while carrying out rationalisation of bus route no. 682, and expeditiously deal with the matters related to implementation of section fares on route no. 680 at the bus station of Ranava Garden jointly with the KMB.”

Mr WONG Ka-wing seconded the motion.

83. The Chairman asked members whether they endorsed the motion in paragraph 82.

84. Members unanimously endorsed the motion in paragraph 82.

Questions

Question to be Raised by Mr WAI Hing-cheung on Repair and Maintenance of Streetlights

(Paper No. TT 61/2016)

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

- (a) he held that streetlights near the Hong Kong Heritage Museum went out more than twice in 2016. The paper made no mention of the records on 4

May, 15 August and 8 October 2016. In addition to Man Lai Court, the area from a side of Hong Kong Heritage Museum to Shing Mun River Promenade was pretty quiet, which would pose danger to citizens if there was no lighting at night;

- (b) he asked whether the result of comprehensive inspection was now available. In his view, there might be other causes for frequent occurrence of individual incidents;
- (c) if streetlights went out at night, a call to hotline 1823 might not bring about a timely solution. He asked whether the contractors provided maintenance services at night and made performance pledges on handling complaints about the streetlight out; and
- (d) he asked whether the electricity cables in Sha Tin District needed to be replaced and whether organisations causing damage to electricity cables needed to bear legal liabilities.

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

- (a) there were two streetlight outs at the vehicular entrance of Tin Sum Village near Lung Hang Estate, for one of which a call was made to 1823. He asked if the HyD knew the causes for the outs;
- (b) he asked how many streetlight control boxes there were; and
- (c) he asked how the maintenance contractors' range of services was divided.

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

- (a) as far as she knew, there were 6 to 7 streetlight outs in Bik Woo area in the past six months. She got the contractor's phone number after so many twists and turns but the contractor failed to take action promptly. She wanted to know the performance pledges set by the HyD or the contractors for dealing with complaints of streetlight out; and
- (b) she asked whether the emergency maintenance phone number could be posted under the lamp posts to facilitate reporting by the public.

88. Mr WOO Yan-ho, Maintenance Engineer / 2-1 / Lighting Division of HyD gave a consolidated response as follows:

- (a) according to the department's records, during July to October last year, four streetlight failures were reported around the Hong Kong Heritage Museum and Man Lai Court, which were consistent with the members' records. However, the entire record of October could not be provided in the last reply in early October. The department's records basically came from the inspection by the maintenance contractors and complaints from the public;

- (b) some failures were caused by the damage to the underground electricity cables;
- (c) after a thorough examination, it was found that in areas with streetlights controlled by Control Box PL00133, including Hong Kong Heritage Museum, Shatin (Tai Wai) General Out-patient Clinic, Sha Tin Government Secondary School and Man Lai Court, underground electricity cables at seven locations were damaged. Relevant damage repair was completed on 9 November, and the streetlights in the vicinity had returned to normal operation;
- (d) 1823 was now a hotline for government departments to handle complaints, through which cases could be effectively referred to the HyD for follow-up. The scope of service provided by the streetlight maintenance contractors covered the entire Sha Tin district. They had emergency maintenance phone numbers. The HyD would study whether such phone numbers could be disclosed to members. If possible, he would notify members after the meeting;
- (e) the HyD would follow up problems of Tin Sum Street and Bik Woo area after the meeting and reply to relevant members;
- (f) generally speaking, the maintenance contractors would complete maintenance works within 24 hours upon receipt of the notification of streetlight failures. If a failure was caused by damage to the underground electricity cables, where the environment permitted, we would temporarily replace the damaged cables with overhead cables to light up the streetlights and arrange for maintenance of underground electricity cables as soon as possible. All of the maintenance contractors provided 24-hour services. At present, two teams were responsible for patrols at night to see if any streetlight went out and arranging for maintenance work. Given the necessity of road digging for repairing the damaged underground electricity cables, the HyD would try to arrange for the works to be carried out in daytime to reduce the noise nuisance caused to the public; and
- (g) underground electricity cables were protected by pipes and normally there would not be any problem. The damages to underground electricity cables were mainly caused by other works. The HyD would continue to improve the public lighting system. However, it was difficult to replace underground electricity cables for the entire district within a short time. In addition to regular inspections conducted every year, the HyD would also pay attention to areas where the streetlights went out frequently, so as to make early arrangements for corresponding maintenance or improvement work.

(Supplementary information after the meeting: In response to members' requests, members may also call the emergency maintenance hotline (9276 8122) of the current maintenance contractor "Lee & Co. Engineering" of Lighting Division, Highways Department, in Sha Tin District in case of emergency. The current maintenance contract would expire on 30 September 2018.)

Question to be Raised by Mr YIU Ka-chun on the Arrangements for Route No. 982X
(Paper No. TT 62/2016)

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

- (a) Route No. 182 and Route No. 170 were the cross-harbour bus routes first put into service in Sha Tin District, while Route No. 982X was very popular. There was a wide gap between their passenger volumes during morning rush hours. After 8 am, there were still citizens needing to cross the harbour for work, indicating that there was a need for bus routes travelling to Hong Kong Island via the Western Harbour Crossing (WHC). However, the responses from the TD and bus companies let him down;
- (b) he hoped that the TD and bus companies could use Route No. 982X to re-plan the cross-harbour bus service in Sha Tin; and
- (c) the morning special Route No. 982X had been well received by residents heading towards Hong Kong Island for work since it was put into service. In response to the population intake to Shui Chuen O Estate, the routes operating in the morning in recent years were divided into two groups: departing from Shui Chuen O Estate and Yu Chui Court, respectively. Given that the increased frequency was still insufficient to meet the demand, he strongly urged the TD and bus companies to consider extending the routes heading towards Hong Kong Island to Tin Hau area, increasing the frequency and providing whole-day service to facilitate residents.

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

- (a) no progress had been made in introducing Route No. 980X and Route No. 981P. He asked when the TD could provide details. The stations for inbound and outbound journeys of the above routes were different. He asked whether the starting points for the inbound journeys could be extended;
- (b) the number of outbound runs of Route No. 982X had been increased to 12 but no inbound service via WHC was yet available. Route No. 182X did not fully meet the passengers' demand for fast routes. He considered that the two bus companies should study the issue of the inbound service of Route No. 982X and asked whether the TD could advise piloting the inbound service of Route No. 982X in the Bus Route Planning Programme for the coming year;
- (c) he was concerned about who would be responsible for the Kowloon Motor Bus Company (1933) Limited's (KMB) services in Sha Tin District; and
- (d) he hoped that the TD's' representatives in Sha Tin District would convey the appeals of residents in Sha Tin District to the Bus and Railway Branch of the TD.

91. Mr CHIU Man-leong hoped that the TD and bus companies could expeditiously start operating the bus routes fully discussed with the TTC, such as Routes No. N287, 981P and 980X.

92. Mr LEE Shut-hang, Senior Officer (Planning and Development) of The Kowloon Motor Bus Co. (1933) Ltd. (KMB) gave a consolidated response as follows:

- (a) KMB knew the competitiveness of Route No. 982X and had therefore been discussing with the affiliated bus companies on the feasibility of enhancing its service; and
- (b) they were negotiating the implementation details of Routes No. 980X and 981P with the New World First Bus Services Limited and Citybus Limited (NWFB and Citybus), with the hope that the routes could be put into service in the first quarter of this year.

93. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of TD, responded that the TD had received the application from KMB, NWFB and Citybus regarding Routes No. 980X and 981P. The TD would study whether the application submitted by the bus companies met the members' requirements and passengers' needs, and would complete examination and approval as soon as possible. If there was a definite date for implementation, the TD would inform members as early as practicable.

94. Ms Penny CHUNG, Senior Public Affairs Officer of NWFB and Citybus, responded that the company had all along kept a close watch on the service of Route No. 982X and knew that the passenger flow was increasing, so it added new service departing from Shui Chuen O Estate. The company would continue to negotiate with the KMB in a bid to provide residents with more customised services.

Question to be Raised by Ms CHAN Man-kuen on Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
(Paper No. TT 63/2016)

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

- (a) she asked about the number of operators involved in the minibus routes which had not yet participated in the "Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" (Scheme);
- (b) she asked what the TD had done over the past two years to facilitate the participation of the Minibus Routes No. 65A and 65K in the Scheme. Residents thought that it was unfair that the above minibus routes had not participated in the Scheme;
- (c) in a paper presented to the Legislative Council, the Labour and Welfare Bureau said that it would request new minibus operators to participate in the Scheme. She asked whether this clause has a binding effect on the said 12 minibus routes. If not, what were the reasons? In addition, she urged the TD to reply after the meeting why the department could not introduce

a new clause for mandatory participation in the Scheme upon contract renewal;

- (d) she wanted to know the concession offered by the operator of Minibus Route No. 63 series on a self-financing basis; and
- (e) she advised the TD to promote the participation of Green Minibus (GMB) Routes No. 63A, 63B, 63K, 63S, 64A, 64K, 65A, 65K, 65S, 66K, 67A and 67K in the Scheme.

96. Ms TUNG Kin-lei asked the TD whether it had any measures to urge the operators who had not yet participated in the Scheme to participate in the Scheme as soon as possible and whether the Government was unable to supervise the operators. She suggested that the TD consider setting up a demerit point system to supervise the operators. She asked how the operator of Minibus Route No. 63 series offered a concessionary fare of \$2 on a self-financing basis. It was learned that the above operator had been operating as an unlimited company and therefore it was unable to participate in the Scheme. Its service had always been unsatisfactory. Instead of letting the above operator continue to operate Minibus Route No. 63 series and offer concessions on a self-financing basis, it was better to select a new operator through tendering.

97. Mr TONG Hok-leung said that among the 12 minibus routes not participating in the Scheme, six of them (including Route No. 63 and 64 series) were run by the same operator. The elderly and persons with disabilities in Mei Chung Court, Mei Tin Estate, May Shing Court, Park View Garden, Granville Garden and Tai Wai New Village had not enjoyed the concessionary fare of \$2 for two years, which was unfair to them. So he asked the Government how to compensate them. The TD said that upon contract renewal, operators were only required to meet the basic standards of service, regardless of whether they had participated in the Scheme or not. He asked the TD to explain in detail how the operator of Minibus Route No. 63 series offered a concessionary fare of \$2 on a self-financing basis. The service provided by the above operator so far had been unsatisfactory and its financial position was not transparent.

98. The Chairman considered that the TD had the right and responsibility to supervise and keep guard and should endeavour to make minibus operators participate in the Scheme, so as to avoid being unfair to some members of the public.

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

- (a) the monies allocated for the Scheme were public funds. The TD was obligated to request operators participating in the Scheme to meet the audit conditions set by the Government, so as to prevent abuse of the concessionary scheme. The TD had been communicating with operators who had not yet participated in the Scheme and would provide the operators with all necessary assistance, so that they could participate in the Scheme as early as possible; and
- (b) the 12 minibus routes which had not yet participated in the Scheme were run by two minibus operators. The lost trip rates of Routes No. 65A, 65K, 65S, 66K, 67A and 67K were extremely high during 2015 and 2016

due to the labour disputes involved by their operators. The TD had taken corresponding follow-up actions and openly invited appropriate operators to apply for operating the above routes in the form of gazette notices on 25 November last year. Upon completion of the selection process, the selected operators must join the Scheme. The TD hoped that the new operators could start service on 1 April this year.

100. Ms Lisa LIU, Senior Transport Officer / Sha Tin of TD gave a consolidated response as follows:

- (a) the TD had always encouraged the Minibus Route No. 63 series to participate in the Scheme. To ensure the proper use of public funds, the TD requested that operators must meet certain conditions before participating in the Scheme. Operator of Minibus Route No.63 series said it would participate in the Scheme and provide a written undertaking that it would offer concessions on a self-financing basis from 1 April 2017. The TD had provided proactive assistance to facilitate its participation in the Scheme as soon as possible; and
- (b) the self-financing concession offered by operator of Minibus Route No.63 series was similar to interchange concession or student fare concession.

101. The Chairman suggested first discussing the question raised by Mr LAI Tsz-yan since Mr Michael YUNG left the chair temporarily.

Question to be Raised by Mr LAI Tsz-yan on Flat Section Fares of Bus Routes in Sha Tin
(Paper No. TT 65/2016)

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

- (a) he asked whether the TD had the power and responsibility to monitor the bus companies' fares and to encourage them to offer section fares;
- (b) KMB did not provide any information regarding passengers having to take routes with higher fares due to different charges. In his view, KMB failed to determine the section fares of individual bus routes based on the travelling patterns of passengers as stated in its reply;
- (c) he asked about the decrease in profits by the implementation of section fares and the impact on profitability of routes implementing flat section fares;
- (d) the fares for the same distance of Bus Routes No. 86K and 89X were \$6.1 and \$5.4, respectively, while those of GMB Routes No. 67K and 67A and Bus Routes No. 284 and 299X were \$3.8. He asked KMB how it determined the fares for relevant sections of similar bus routes and other means of transportation; and
- (e) the routes from Sha Tin Town Centre to Lek Yuen, Wo Che Estate and Fo Tan had implemented flat section fare arrangement, while the bus routes

running on Tai Chung Kiu Road had not implemented such arrangement. He wanted to know why.

103. Ms CHAN Man-kuen said that the fares of Bus Routes No. 83K and 49X differed by almost a dollar. If the fares of the two routes were similar, the crowdedness of one of the routes and the demand for increasing frequencies would be relieved. She asked whether the TD and bus companies had seriously considered implementing flat fares for the same road section.

104. Mr LEE Shut-hang gave a consolidated response as follows:

- (a) KMB conducted regular surveys on the passenger flow of each route and considered the impact of flat section fares for short-distance feeder routes in the district. However, since operating and commercial data were included, relevant information could not be disclosed at the meeting;
- (b) KMB had implemented flat section fare arrangement for some routes in Sha Tin District and would consider implementing such arrangement for other routes as appropriate; and
- (c) in studying the arrangement for flat section fare of Route No. 86K, KMB would consider the fares paid by long-distance and short-distance passengers, waiting time, on-board time, level of comfort and other factors. Route No. 86K had a relatively long route, with target passengers coming mainly from Ma On Shan. Route No. 284 roughly overlapped with Route No. 86K from Tai Chung Kiu Road. Therefore, he hoped to encourage passengers from Ravana Garden and its neighboring areas to take Route No. 284 to Sha Tin Town Centre.

105. The Chairman said that he understood the members' requests and the issue had been discussed for many years. He hoped that the TD and bus companies could set out a timetable for the implementation of flat section fares, otherwise, he hoped they could explain why.

Question to be Raised by Mr YUNG Ming-chau, Michael on the Signalling Systems of the MTR's "East West Corridor" and "North South Corridor"
(Paper No. TT 64/2016 (Revised))

106. Mr Michael YUNG thanked the Electrical and Mechanical Services Department, Buildings Department and Fire Services Department for sending representatives to attend the meeting, showing their respect for the STDC. He might send thank you letters after the meeting. This question mainly associated with the MTR and HyD, whose representatives however did not attend the meeting due to official duties, showing a lack of respect for the STDC. In addition, he was dissatisfied with the fact that the relevant departments had not responded to the question related to the areas of railway stations. He asked the Secretariat to follow it up. He said a quorum was not present.

107. As the number of attendees still fell short of the quorum after 15 minutes, the Chairman declared the meeting adjourned at 7:51 pm and decided to defer the question "the Signalling Systems of the MTR's 'East West Corridor' and 'North

South Corridor”” for consideration at the next meeting and deal with the *Progress Report of the Transport Department, Reports of Working Groups, Report on the Progress of Works of the Highways Department, The Change in Passenger Travel Pattern after the Commissioning of Kwun Tong Line Extension and the Latest Arrangement of the Public Transport Service Re-organisation Plan, 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

108. The next meeting was scheduled to be held at 2:30 pm on 7 March 2017 (Tuesday).

109. The meeting was adjourned at 7:51 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

March 2017