

Sha Tin District Council
Minutes of the 3rd Meeting of
the Traffic and Transport Committee in 2017

Date : 9 May 2017 (Tuesday)
Time : 2:39 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	2:39 pm	11:59 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:39 pm	11:59 pm
Mr HO Hau-cheung, BBS, MH	DC Chairman	2:41 pm	11:59 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:39 pm	11:59 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:39 pm	11:59 pm
Mr CHAN Kwok-keung, James	"	2:49 pm	10:28 pm
Ms CHAN Man-kuen	"	2:39 pm	11:59 pm
Mr CHAN Nok-hang	"	4:40 pm	11:59 pm
Mr CHENG Tsuk-man	"	2:39 pm	11:55 pm
Mr CHING Cheung-ying, MH	"	2:39 pm	11:59 pm
Mr CHIU Chu-pong, Sunny	"	2:39 pm	11:59 pm
Mr CHIU Man-leong	"	2:39 pm	11:59 pm
Mr HUI Yui-yu, Rick	"	2:39 pm	11:59 pm
Mr LAI Tsz-yan	"	2:39 pm	11:59 pm
Ms LAM Chung-yan	"	2:39 pm	11:59 pm
Mr LEE Chi-Wing, Alvin	"	5:18 pm	11:59 pm
Mr LEUNG Ka-fai, Victor	"	2:39 pm	11:59 pm
Mr LI Sai-hung	"	2:39 pm	11:59 pm
Mr LI Wing-shing, Wilson	"	2:39 pm	11:59 pm
Mr MAK Yun-pui	"	2:39 pm	11:59 pm
Mr MOK Kam-kwai, BBS	"	2:56 pm	11:57 pm
Mr NG Kam-hung	"	2:39 pm	11:59 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:39 pm	11:59 pm
Mr PUN Kwok-shan, MH	"	2:39 pm	11:59 pm
Mr SIU Hin-hong	"	2:39 pm	11:59 pm
Mr TING Tsz-yuen	"	2:39 pm	11:59 pm
Mr TONG Hok-leung	"	2:39 pm	11:59 pm
Ms TSANG So-lai	"	3:06 pm	11:55 pm
Ms TUNG Kin-lei	"	2:39 pm	11:59 pm
Mr WAI Hing-cheung	"	2:39 pm	11:59 pm
Mr WONG Fu-sang, Tiger	"	2:39 pm	11:59 pm
Mr WONG Hok-lai	"	2:39 pm	11:59 pm
Mr WONG Ka-wing, MH	"	2:39 pm	11:59 pm
Ms WONG Ping-fan, Iris	"	2:39 pm	11:59 pm
Mr WONG Yue-hon	"	2:39 pm	11:59 pm
Mr YAU Man-chun	"	2:39 pm	11:59 pm
Mr YIP Wing	"	2:39 pm	11:59 pm
Mr YIU Ka-chun	"	2:42 pm	11:59 pm
Ms YUE Shin-man	"	2:39 pm	11:59 pm

Present

Ms CHAN Cheuk-lee, Cherry
(Secretary)

In Attendance

Mr WONG Tin-pui, Simon
Mr HO Ming-yin, Jim
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, Paul

Mr CHOW Kwok-kee, KK

Mr LO Tit-kau, Terry

Mr LAM Sai-shu, Francis

Ms CHUNG Pui-yi, Penny

In Attendance by Invitation

Mr NG Wai-keung

Ms O Fong-wa, Julie

Mr SHIU Wing-kwok

Mr MAK Ting-pong

Ms FU Ka-man

Mr TANG Kam-kee

Mr KWOK Chun-sum, James

Ms LO Shuet-ye, Zoe

Mr FAN Chi-wing, Eric

Mr NG Kar-wai

Mr CHENG Wing-kit

Mr LAM Wai-man, Raymond

Title

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

**Time of joining
the meeting****Time of leaving
the meeting****Title**

Assistant District Officer (Sha Tin) / 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 (Tai Po, North and Sha Tin) (4) /
Housing Department
Officer in Charge / Traffic Team /
Sha Tin Police District / Hong Kong Police Force
District Operations Officer / Sha Tin Police District /
Hong Kong Police Force
Senior Operations Officer /
The Kowloon Motor Bus Co. (1933) Limited
Assistant Manager (Operations) /
The Kowloon Motor Bus Co. (1933) Limited
Senior Public Affairs Officer /
New World First Bus Services Limited and Citybus Limited

Title

Chief Highway Engineer 1 / Major Works /
Highways Department
Senior Engineer 1 / Universal Accessibility /
Highways Department
Engineer 1 / Universal Accessibility /
Highways Department
Senior Engineer / SCL 1 / Highways Department
Engineer / SCL 6 / Highways Department
Senior Engineer / Covered Walkway 1 /
Highways Department
Engineer / New Territories 4-2 / Highways Department
Engineer / Special Duty 2 / Transport Department
Senior Engineer / Railways 7 /
Electrical and Mechanical Services Department
Engineer / Railways 7/2 /
Electrical and Mechanical Services Department
Divisional Officer / Railway Development Strategy
Division / Fire Services Department
Building Surveyor / Railway 3 / Buildings Department

In Attendance by Invitation

Ms LAU Yuk-yee, Lydia

Mr LEUNG Wing-yuen, Walter

Mr LI Chiu-kit, Joe

Mr LEUNG Man-tik, Sean

Ms AU-YEUNG Tsz-ying

Mr CHUI Hon-keung

Mr LI Kin-lok

Mr CHAN Ying-kin

Ms YAU King-yee

Title

Housing Manager (Tai Po, North and Sha Tin) (1) /
Housing Department

Chief Engineer (Acting) / Sewerage Projects /
Drainage Services Department

Senior Transport Officer / Railway 6 / Transport Department

Assistant Public Relations Manager (External Affairs) /
MTR Corporation Limited

Senior Public Relations Officer (Projects and Properties) /
MTR Corporation Limited

Senior Liaison Engineer / MTR Corporation Limited

Public Affairs Manager /

New World First Bus Services Limited and Citybus Limited

Executive Director / AECOM Asia Company Limited

Director / AECOM Asia Company Limited

Action

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

Applications 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 Alvin LEE

Official commitment

Mr CHAN Nok-hang

Sickness

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

4. The Chairman said that some motions and questions had been put on hold for a long time because meetings of the TTC failed to be convened for lack of a quorum for many times, and therefore proposed adjusting the agenda to discuss the motions and questions first.

5. Members unanimously endorsed the above proposal.

Confirmation of the Minutes of the Meeting Held on 7 March 2017

(TTC Minutes 2/2017)

6. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of Transport Department (TD) proposed revising paragraph 115(d) of TTC Minutes 2/2017 to:

“..... the TD invited the interested parties to make an application by way of gazette notices on 25 November last year.....”.

7. The TTC accepted the proposed revision and confirmed the revised minutes.

Motions

Motion by Mr WONG Fu-sang, Tiger on the Introduction of Mark Deducting System arising from Traffic Congestion, Hindrance to Emergency Vehicles, and Road Safety caused Illegal Parking

(Paper No. TT 19/2017 revised)

8. The motion by Mr Tiger WONG was as follows:

“For a long time, law enforcement by the police under the principle of primacy sequence had failed to effectively improve traffic congestion caused by illegal parking of commercial and private vehicles in various districts of Sha Tin, which had seriously affected the daily life of local residents, endangered the safety of pedestrians crossing roads, hindered rescue operation by emergency vehicles, and caused the delay of the standard schedule or diversion of public transport... and so on. The problems were particularly serious in Tai Wai, Sha Tin Town Centre, Fo Tan, Shek Mun, Siu Lek Yuen and Ma On Shan and residents’ complaints were heard everywhere.

Due to serious traffic congestion and hindrance to emergency vehicles frequently caused by illegally parked vehicles in Sha Tin District recently, the Traffic and Transport Committee of the Sha Tin District Council requests the police to pay special attention to the problem of illegal parking and take action as follows:

1. strengthen enforcement action against illegally parked vehicles;
2. take enforcement measures against those illegally parked vehicles, which cause serious traffic congestion and hindrance to emergency vehicles’ access, by towing them before issuing fixed penalty tickets, and actively conduct a study on introducing a demerit point system against these cases;”

Ms CHAN Man-kuen seconded the motion.

9. Mr Thomas PANG supported the above motion. He had witnessed a van seriously blocking the way of buses in Sha Tin Town Centre and hoped that the police could deal with illegal parking in Sha Tin Centre Street as soon as possible to avoid hindrance to emergency vehicles.

10. Mr TING Tsz-yuen opined that towing vehicles away before issuing penalty tickets might put too much pressure on drivers and on the police and the TD during law enforcement. Since parking spaces were insufficient in Ma On Shan, towing vehicles away first may cause inconvenience to the public. Therefore, he proposed considering deleting the wording such as “towing them before” and emphasising the strengthening of law enforcement by the police.

11. Ms CHAN Man-kuen said that illegal parking had a great impact on traffic and some drivers did not realise this. She understood that lack of parking spaces was one of the causes of illegal parking, but the drivers were also responsible. She therefore hoped that apart from strengthening law enforcement by the police, relevant government departments may also work on other penalties for drivers illegally parking their vehicles.

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

- (a) he expressed his support and understanding for the above motion but considered it necessary to figure out whether the mark deducting system should be implemented against the vehicle owner or the driver;
- (b) Sha Tin was short of traffic wardens; and
- (c) the drivers were responsible for the parking location of their vehicles. Insufficient parking spaces was not an excuse for illegal parking. Commercial vehicles should also be treated equally. He therefore agreed to severely punish those who park illegally.

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

- (a) he considered illegal parking to be a problem throughout Sha Tin and therefore proposed that the scope of the motion should be extended;
- (b) insufficiency in parking spaces was not an excuse for illegal parking; and
- (c) the coordination between the police and the TD was not satisfactory, adding to the severity of illegal parking. He opined that the police should step up enforcement and consider blitz operations while the TD may consider notifying the police of places most affected by illegal parking, and that there should be further studies on whether the mark deducting system and the action of towing vehicles away before issuing penalty tickets should be implemented.

14. Ms TUNG Kin-lei supported the above motion. Once there was a fire in Chik Fu Street where illegally parked vehicles prevented the fire engines from accessing the accident location and hindered the rescue operation. She agreed on towing vehicles away before issuing penalty tickets because she believed advices have no deterrent effect.

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

- (a) he opined that vehicles parked at locations affecting public transport or pedestrian crossings should be towed away. Illegal parking was a problem throughout Sha Tin and therefore he proposed that the scope of the motion should be extended;
- (b) insufficient parking spaces was not an excuse for illegal parking; and
- (c) he asked if the TD would consider adding double yellow lines.

16. Mr Victor LEUNG opined that the action of towing vehicles away could be taken with discretion under different circumstances, but prompt handling was required when emergency rescue was affected.

17. Mr LI Sai-hung considered both the towing and the mark deducting system feasible ways to deal with illegal parking and that in the final analysis, poor law enforcement by the police was to blame. He did not understand why there were fewer traffic wardens in Sha Tin than those in Wan Chai. He hoped that relevant departments would face up to and solve the problems.

18. Mr WAI Hing-cheung together with the police representatives, discussed illegal parking with several estates in Sha Tin Town Centre after the Chinese New Year. Since then, police patrols in Sha Tin Town Centre had increased. However, there were still cases where enforcement was ineffective and penalty tickets were not issued. He agreed to the underlying spirit of the above motion, but opined that rigorous enforcement action should be taken under any circumstances without making exceptions.

19. Ms Iris WONG agreed to the above motion. Once there was a fire in Shek Mun where fire engines failed to access the accident location due to illegal parking. She thanked the TD and the police for stepping up their handling of illegal parking in Shek Mun in response to the demand. However, the existing ordinances were so lenient that they hindered enforcement by relevant departments. She therefore hoped that this motion would draw relevant departments' attention to illegal parking.

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

- (a) illegal parking was common in Wu Kai Sha Public Transport Interchange, affecting the traffic there and causing inconvenience to school children and the public. He considered that the police must enhance law enforcement; and
- (b) he supported the above motion in principle and agreed that illegal parking should not hinder emergency vehicles and endanger the safety of pedestrians crossing the streets. It was also true that parking spaces in Hong Kong were inadequate. The Government should start tackling this issue, including putting restrictions on purchase of new vehicles as well as reviewing the overall planning of parking spaces.

21. Mr James CHAN opined that there should be more traffic wardens and the issue of insufficient parking spaces should be brought to the Planning Department (PD).

22. Mr WONG Yue-hon proposed to change "the police" to "government departments" so as to cover road sections managed by the Housing Department (HD).

23. Mr LAI Tsz-yan opined that strengthening law enforcement might not be enough. The existing penalties had no deterrent effect on some drivers. He therefore suggested that the TD install closed-circuit televisions (CCTV) at places where illegal parking was common to prosecute all offenders.

24. Ms Scarlett PONG said that illegal parking could easily cause danger. The police should step up law enforcement and the PD also had the responsibility to increase parking spaces.

25. Mr SIU Hin-hong opined that strict penalties for illegal parking would help to change drivers' driving attitude. In addition, he proposed passing a law requiring that truck tail lifts must be clearly visible.

26. Mr Rick HUI opined that more traffic wardens patrolling the places where illegal parking was common would be more effective. Increased parking spaces might not necessarily be able to stop some drivers from parking illegally for the sake of convenience.

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

- (a) he agreed that those who park illegally should be severely punished. Under the present circumstances, only stringent penalties and action of towing away illegally parked vehicles could solve the problem;
- (b) the Fight Crime Committees in the 18 districts regularly met with the Commissioner of Hong Kong Police Force (HKPF). He had reflected the requests of the Sha Tin District Council (STDC). It was learnt that the HKPF had applied for hiring more traffic wardens. In addition, according to the existing regulations, the records of CCTV alone could not provide sufficient evidence for prosecution. The authority must change the existing system through legislation; and
- (c) he hoped that the PD would increase parking spaces in new buildings and consider increasing the ratio of parking space to plot area.

28. Mr PUN Kwok-shan opined that all government departments should properly handle the supporting facilities for large commercial vehicles.

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

- (a) he opined that the issue of illegal parking showed the Government's short-sightedness on traffic policies. He asked if the Government had considered how to deal with the growth of vehicles;
- (b) the unsatisfactory public transport was the reason why citizens wanted to purchase vehicles. He asked how the TD would improve bus services; and
- (c) he held that insufficient manpower had led to ineffective law enforcement by the police, though parking spaces in Hong Kong were indeed insufficient. He believed that illegal parking could only be solved by considering all the above problems.

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

- (a) as he had once moved a motion requesting the addition of traffic wardens or the employment of retired police officers, no request was made in this regard in this motion. The police often failed to dispatch officers to the scene after receiving complaints, and only gave advices instead of taking other actions. Therefore, he urged the police to step up law enforcement in the motion;

- (b) he only requested towing away illegally parked vehicles causing serious traffic congestion or obstructing the access of emergency vehicles before issuing penalty tickets;
- (c) he agreed that there was a lack of parking spaces in some areas, but sometimes the drivers still chose to park illegally even though there were parking spaces available. Therefore, the drivers were always responsible for parking illegally; and
- (d) he modified his motion as follows:

“Due to serious traffic congestion and hindrance to emergency vehicles frequently caused by illegally parked vehicles in Sha Tin District recently, the Traffic and Transport Committee of the Sha Tin District Council requests government departments to pay special attention to the problem of illegal parking and take action as follows:

1. strengthen enforcement action against illegally parked vehicles;
2. take enforcement measures against those illegally parked vehicles, which cause serious traffic congestion and hindrance to emergency vehicles’ access, by towing them before issuing fixed penalty tickets, and actively conduct a study on introducing a demerit point system against these cases;
3. improve parking facilities for large commercial vehicles in Sha Tin according to the town planning requirements.”

31. Mr Michael YUNG proposed changing “according to the town planning requirements” to “based on practical demand”.

32. Mr HO Hau-cheung agreed to the proposal made by Mr Michael YUNG in paragraph 31 above. The current standard of town planning was not satisfactory. The TD and PD should review the planning.

33. Mr Victor LEUNG said that though the Town Planning Board (TPB) said there were surplus parking spaces at Yue Tin Court, some residents had not yet been allocated parking spaces after applying for them for six months. He would continue to follow up with the HD and TPB.

34. Mr Tiger WONG modified his motion as follows:

“Due to serious traffic congestion and hindrance to emergency vehicles frequently caused by illegally parked vehicles in Sha Tin District recently, the Traffic and Transport Committee of the Sha Tin District Council requests government departments to pay special attention to the problem of illegal parking and take action as follows:

1. strengthen enforcement action against illegally parked vehicles;
2. take enforcement measures against those illegally parked vehicles, which cause serious traffic congestion and hindrance to emergency vehicles’ access, by towing them before issuing fixed penalty tickets, and actively conduct a study on introducing a demerit point system against these cases;

3. improve parking facilities for large commercial vehicles in Sha Tin based on practical demand.”

Ms CHAN Man-kuen seconded the motion.

35. The Chairman asked members whether they endorsed the motion in paragraph 34.

36. Members unanimously endorsed the motion in paragraph 34.

Motion by Mr WONG Yue-hon on Requesting the Government to Promote a Well-established Self-help Bicycle Hire System
(Paper No. TT 36/2017)

37. Mr WONG Yue-hon said that some people considered that “gobee.bike” had an impact on Sha Tin and all departments should take the initiative to liaise with each other and discuss solutions to the problem. Therefore, the motion was modified as follows:

“The Traffic and Transport Committee of the Sha Tin District Council has been all along supporting the Government’s development of a self-help bicycle hire system for the convenience of the public. However, it was regrettable that ‘gobee.bike’, an intelligent bicycle hire system, was hastily launched without thorough consideration and adequate consultation with different stakeholders and consequently disturbed the public! To stop the problem from worsening, the Committee requests all relevant departments to take appropriate action immediately to ease the problem and urges the Government to carry out a bicycle-friendly policy by actively advancing a well-established self-help bicycle hire system for the public to enjoy handier bicycle hire services.”

Ms Iris WONG seconded the motion.

38. Mr MAK Yun-pui said that some bicycles from “gobee.bike” were parked in non-bicycle parking spaces in addition to the parking spaces for bicycles in Lee On Estate, which caused inconvenience to residents. He had a meeting with “gobee.bike” yesterday and learnt that the company had met with the Government through another company on 13 April this year but it started parking bicycles in various places in Hong Kong on 19 April this year before any consensus was reached. He also asked “gobee.bike” to contact the Chairman and Vice-Chairman of the TTC. Being an STDC Member for six years, he had never learnt of any commercial organisations discussing bicycle sharing with the STDC. He held that parking of bicycles and related insurance matters were not well planned and that relevant companies were irresponsible. It was not appropriate to use public spaces for profit without seeking the consent of the Government.

39. Mr James CHAN said that four to five bicycles were seen parked on footpaths every 200 metres along the road section from Saddle Ridge Garden to Kam Fung Court, forcing pedestrians to use cycle tracks. He opined that the Highways Department (HyD) should make great efforts to clear away the bicycles parked randomly. He supported bicycle sharing, but it should not be implemented in this way.

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

- (a) as Sha Tin had been striving to clear away illegally parked or abandoned bicycles, it would be inevitable for the public to think that commercial bicycles were given favoritism in law enforcement. She hoped that the Government could enforce the law in a positive and fair manner;
- (b) the self-help bicycle hire system was designed for energy conservation and environmental protection. However, under this programme introduced by a private company, bicycles occupied public spaces and were abandoned everywhere. The Government should consider how to implement the programme and intervene in this issue. Measures common in other countries include setting up legal parking spaces and imposing penalties on illegal parking, overtime parking and abandonments; and
- (c) in the long run, she hoped the Government could improve the self-help bicycle hire system and cycle network.

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

- (a) he opined that the self-help bicycle hire system was worthy of consideration for the convenience of the public, but the authority should give careful consideration to this. At the meetings of the District Management Committee, government departments did not clearly state their support for this and did not answer how the Government would prosecute offenders for related cases and why private organisations were allowed to use government land for profit;
- (b) if the Government considered the self-help bicycle hire system to be effective and necessary, it should consider studying with non-profit making organisations to ensure the system is well managed to provide convenience for Sha Tin residents; and
- (c) he asked why the Sha Tin District Office (STDO) did not inform “gobee.bike” at the meeting that its way of operation might be unlawful and why it did not consult the STDC beforehand.

42. Mr SIU Hin-hong said that the self-help bicycle hire system currently piloted by private organisations could serve as a reference and model for the Government and might have a positive effect on future development of a self-help bicycle hire system.

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

- (a) he had been to Shenzhen to inspect the implementation of self-help bicycle hire system there and found that the problem was less serious than in Hong Kong because the streets in the Mainland were broader;
- (b) in the long run, he supported the implementation of a self-help bicycle hire system. This time the private company failed to communicate well with the Government and the STDC, resulting in relevant social problems and deterioration of illegal parking of bicycles. He hoped the Government could deal with this when the situation was still within control; and

- (c) in Taiwan, fixed bicycle parking spaces were set up for users of the self-help bicycle hire system to avoid illegal parking. He hoped the Government would consider relevant proposals and discuss with the private company.

44. Mr Victor LEUNG said that promotion of bicycle sharing was more successful in the Mainland, but bicycles were still parked randomly. He opined that too many bicycles might impose an unbearable burden on Sha Tin. In view of the severity of illegal parking of bicycles in Sha Tin, he hoped the Government could deal with it when the situation was still within control.

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

- (a) he asked when government departments met with “gobee.bike” and what was discussed, and if discussions were conducted, why they did not seek the opinions from STDC Members; and
- (b) he considered it unreasonable to occupy public spaces for private purposes and suggested that the Government face up to this issue.

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

- (a) it is said that a certain authority asked the government departments in Sha Tin to discuss with “gobee.bike”, but the time for discussion was too short that the programme was implemented before the departments could respond to it, which resulted in confusion;
- (b) it was unreasonable to occupy the public spaces for private purposes. Bicycles of “gobee.bike” were randomly parked in Sha Tin; and
- (c) some residents held that “gobee.bike” charged high rates and the programme might not be profitable in the long run. At present, the self-help bicycle hire system received complaints from bicycle shops, was not widely welcomed by the public and caused disorder. He hoped that the Government would deal with this as soon as possible.

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

- (a) currently, since “gobee.bike” was not widely used by the public, its impact was still limited. The Government should deal with it promptly and take preventive measures;
- (b) the Government should explain whether the occupation of public spaces for profit was lawful, immediately stop “gobee.bike” from further placing the bicycles in Sha Tin, and explain to “gobee.bike” that the mode of bicycle sharing in the Mainland was not suitable for Hong Kong;
- (c) he suggested the Government consider setting up a bicycle hire and return system at a fixed place in public housing estates to avoid illegal parking of bicycles and for easy transportation; and

- (d) he opined that the motion was a directional one and the Government might not act on it any time soon. He hoped that the Government and “gobee.bike” would implement bicycle hire and return system at a fixed place in public housing estates as well as private housing estates instead of letting users randomly park their bicycles.

48. Mr LI Sai-hung asked the department to explain why “gobee.bike” said it had consulted the STDC; he clarified that “gobee.bike” had never consulted the STDC. In addition, the STDO, District Lands Office / Sha Tin (DLO/ST) and the Food and Environmental Hygiene Department (FEHD) had always been active in dealing with illegally parked bicycles but failed to actively deal with bicycles of “gobee.bike” this time. Outside his office, 16 “gobee.bike” bicycles were parked at non-bicycle parking spaces. The DLO/ST did not take any enforcement action after receiving complaints. Given that there was a lack of parking spaces for bicycles, he wondered why the government allowed “gobee.bike” to occupy these spaces. He hoped that the Government could take the opportunity to amend the regulations so as to prevent private organisations from occupying parking spaces for public bicycles and the illegal parking of bicycles from deteriorating.

49. Mr Billy CHAN asked whether government departments had held meetings to discuss the issue related to “gobee.bike” since 13 April this year. He said that the Government had adopted different standards for handling of the randomly parked “gobee.bike” bicycles and of illegally parked bicycles of citizens. He clarified that the STDC did not support “gobee.bike” in the implementation of its self-help bicycle hire system. He agreed to improve cycle network and implement the self-help bicycle hire system, but considered it necessary to optimise the supporting facilities for bicycles first. He believed that the DLO/ST could take enforcement actions.

50. The views of Ms Scarlett PONG were summarised below:

- (a) at present, illegal parking of bicycles in Sha Tin could easily pose danger to the public. Therefore, the Steering Group on Strengthening the Tackling of Illegally Bicycle Parking in Sha Tin District under the STDO had been trying to make improvements through publicity and education activities. However, “gobee.bike” implemented its self-help bicycle hire system before improvements were made. The concept of the self-help bicycle hire system was good, but it should not be launched before the Government’s approval was obtained and a well-established management method was developed;
- (b) she opined that bicycle hirers should note that they instead of “gobee.bike” might be prosecuted for illegal parking of bicycles; and
- (c) the self-help bicycle hire system should be operated by a non-profit making organisation which should maintain good communication with the Government and work out a well-established operation method before implementation.

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

- (a) he agreed to the idea of bicycle sharing, but only when relevant operation was well regulated;
- (b) he asked when government departments met with “gobee.bike” and what was discussed;
- (c) bicycle hirers rather than “gobee.bike” would be prosecuted for illegal parking, but the company alleged that bicycle hirers were allowed to park bicycles; and
- (d) as bicycles of “gobee.bike” were parked everywhere, the illegal parking problem was serious. This would easily pose danger to passers-by. He asked how the DLO/ST and FEHD would deal with the issue.

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

- (a) according to him, it would take at least 24 hours for the FEHD to clear away the bicycles, and the DLO/ST and the police might need more time; and
- (b) he opined that government departments should draw lessons from the problems so far discovered for future promotion of the self-help bicycle hire system and study how to regulate the operation thereof, including the ratio of plot areas to the number of bicycles and the fares.

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

- (a) he asked which government departments met with “gobee.bike”, when they met, what was discussed and why they did not inform the STDC of this; and
- (b) a bicycle parked or abandoned illegally by a citizen would be cleared away while those who used public spaces for profit in the name of bicycle sharing were not held liable for the consequences, which reflected unfair law enforcement. He opined that the Government should take the opportunity to consider amending relevant regulations to close the legal loopholes.

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

- (a) “gobee.bike” did not consult the STDC for relevant programme. In this incident, there was a lack of transparency and proper arrangements, and bicycles were parked everywhere, causing the self-help bicycle hire system to disturb instead of benefiting residents;
- (b) the Working Group on Development of Major Transport Infrastructures and Cycle Network under the TTC once submitted a study report on the self-help bicycle hire system. He also hoped that the cycle network could be improved and even a self-help bicycle hire system could be implemented;

- (c) he asked whether the Government agreed to implement this self-help bicycle hire system. At present, the Government should stop the relevant company from continuing to add bicycles and inform the public of the rights and obligations related to the hire; and
- (d) he suggested that the Government increase the transparency of this issue, seek opinions from STDC Members and residents, explain whether the public-private partnership model should be adopted, and take the opportunity to promote a comprehensive and better self-help bicycle hire system.

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

- (a) he opined that the grey zone in law enabled “gobee.bike” to survive;
- (b) the existing way of dealing with illegally parked bicycles was to put notices on bicycles and clear them away if they are not removed within 48 hours. “gobee.bike” would place its bicycles back to the designated public parking spaces every night, making it difficult for the authority to take enforcement actions;
- (c) he held that the hire service (\$5 for half an hour) was cheap and the fact that users would not be held responsible for random parking made the problem of illegal parking of bicycles even worse; and
- (d) he opined that the Government should review its existing policy as soon as possible, order the company to suspend operation within a short period of time and solve the problem of illegal parking of bicycles in case that the deposit paid by the citizens would not be returned if the company was closed down in the future.

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

- (a) some citizens thought that bicycle sharing could bring convenience to the public. However, some thought that these bicycles would be parked illegally, occupying the bicycle parking spaces designated by the Government; and
- (b) too many bicycles from other districts had an impact on the community. As the Hong Kong Government’s laws on handling illegally parked bicycles were obsolete, the Government failed to clear away illegally parked bicycles. Therefore, he supported the motion. He was concerned that these unchained bicycles would pose danger to pedestrians and road users in typhoon days.

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

- (a) he thought that relevant government departments in Sha Tin had taken corresponding measures to assist “gobee.bike” in placing their bicycles and hoped the relevant departments would explain why the members were not aware of it;

- (b) he said that the DLO/ST had the right to clear away bicycles parked for more than 24 hours and did not understand why the bicycles of “gobee.bike” were not handled this way;
- (c) at present, charges of “gobee.bike” were roughly the same with bicycle rental shops, barely featuring the concept of sharing. He believed that if the service for the first half an hour was free, more people would benefit from this service;
- (d) the fact that “gobee.bike” did not need to pay rent was unfair to bicycle rental shops. In addition, he considered the deposit of \$399 too much;
- (e) he asked whether “gobee.bike” had applied for a patent; and
- (f) he asked the Government to consider proposals of sharing sites.

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

- (a) he did not think Sha Tin and Hong Kong as a whole were yet suitable for implementing the bicycle sharing programme. However, the general public hoped there would be well-established bicycle sharing services;
- (b) the outdated bicycle policy of the Government has resulted in unfair enforcement and poor management of bicycle parking; and
- (c) in his opinion, whether the purpose of bicycle sharing was for public transport or leisure should be considered. He hoped the Government would study whether the roads could be shared for bicycles.

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

- (a) on the one hand, the Government allocated funds to let the Strengthening Group on Strengthening the Tackling of Illegally Bicycle Parking in Sha Tin District under the STDO step up efforts to deal with illegally parked bicycles. On the other hand, the authority allowed “gobee.bike” to operate a paid bicycle sharing programme. If the company went bankrupt, citizens may lose the deposit; and
- (b) at present, there were five ordinances for handling bicycles parked illegally. However, most of the ordinances were difficult to be implemented. The contact person of “gobee.bike” contacted him only in advance of the meeting and had no other contact with him earlier. He asked when government departments met with “gobee.bike” and what was discussed; he said the claim that the STDC supported “gobee.bike” was unfair to the STDC.

60. Mr Simon WONG, Assistant District Officer (Sha Tin) of STDO clarified that the STDO first learnt of the plan of “gobee.bike” to promote bicycle hire services in Hong Kong through other departments on 11 April this year and was invited to attend the government meeting with “gobee.bike” on 13 April this year. At the meeting, the

STDO informed “gobee.bike” of the concern of the STDC and residents on illegal parking of bicycles in Sha Tin and lack of designated parking spaces for bicycles now. It was expected that the placing of 1 000 bicycles by “gobee.bike” would make worsen the situation of illegal parking of bicycles in the district. The STDO also reminded “gobee.bike” that appropriate measures should be taken to avoid worsening of illegal parking of bicycles in Sha Tin. The STDO would arrange for joint departmental clean-up operations of bicycles after receiving complaints. The STDO had been actively coordinating with relevant departments, including the DLO/ST, FEHD, HKPF and TD. After receiving complaints, they regularly conducted joint clean-up operations of illegally parked bicycles in various locations in the district. The two joint clean-up operations in May would include handling complaints about “gobee.bike”. The STDO would also work with the FEHD to consider how to expedite the handling of illegally parked bicycles under the existing ordinances.

61. Members unanimously agreed to cancel the application for leave of absence from Mr CHAN Nok-hang.

62. The Chairman asked members whether they endorsed the motion in paragraph 37.

63. The TTC endorsed the motion in paragraph 37 by 32 affirmative votes, 0 negative vote, 1 abstention vote and 1 member did not cast any vote.

64. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr MAK Yun-pui.

65. Mr Thomas PANG asked if it was appropriate to deal with the provisional motion on the same issue after passing the motion.

66. Ms Cherry CHAN, Executive Officer (District Council) 4 of STDO said according to Section 13(3) of the Sha Tin District Council Standing Orders (Standing Orders), Members of the Council shall not discuss any matter not included in the agenda at the meeting of the Council. No more than one discussion item, motion or question shall be raised by each Member at a meeting of the Council, except for provisional motions related to the agenda or the procedures for meetings. In addition, according to Section 13(4) of the Standing Orders, subject to the consent of the Chairman and over half of the Members of the Council present at the meeting, a Member may raise a provisional motion related to the agenda in the course of the meeting. As this motion was part of the agenda, there was no conflict between the relevant arrangement and the Standing Orders for the time being. It was learnt that the Education and Welfare Committee also had encountered similar situations earlier on.

67. Mr Rick HUI said that he also had a provisional motion which was more specific than the original motion. It was not the same and was about requesting the implementation of a bicycle hire and return system at a fixed place in public housing estates. He asked the Chairman to reconsider addressing his provisional motion.

68. The Chairman responded that the motion just had been passed. Members could propose provisional motions. However, if the the provisional motion was similar to the original motion in content, the Chairman would have the right to make a decision.

69. Members agreed to discuss the provisional motion proposed by Mr MAK Yun-pui.

70. Mr MAK Yun-pui proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council advises the Government to take stern enforcement action against commercial organisations which place bicycles in public space and public bicycle parking spaces for profits in the name of providing ‘bike-sharing’ services without prior consensus in society and government recognition, so as to prevent other companies of the same sort from causing a great deal of illegal parking with fabricated excuses, disturbing the public.”

Mr YIP Wing seconded the motion.

71. Mr WONG Yue-hon said “gobee.bike” had contacted him this morning. He asked why “gobee.bike” did not consult the STDC and government departments. “gobee.bike” replied that a few months ago they had sent letters to invite relevant government departments to meet, but did not receive any response. He held that “gobee.bike” did not realise that its operation involved social resources and public funds and thought that its operation would bring convenience to members of the public and the Government. He restated that “gobee.bike” was willing to further communicate with the members after learning about their views.

72. Mr MAK Yun-pui explained that since there should not be more than one seconder, he deleted the name of Mr WONG Yue-hon.

73. Ms Scarlett PONG proposed changing “disturbing the public” to “jeopardising public safety”.

74. Mr MAK Yun-pui accepted the proposal of Ms Scarlett PONG and added “and jeopardising public safety” after “disturbing the public” and deleted “advises”.

75. Ms CHAN Man-kuen considered the contents of the passed motion contradictory to those of this provisional motion.

76. Mr PUN Kwok-shan agreed to the provisional motion to be proposed by Mr Rick HUI. In addition, he considered the contents of the passed motion similar to those of this provisional motion.

77. Mr Michael YUNG held that the passed motion focused on improving the self-help bicycle hire system while the provisional motion of Mr MAK Yun-pui focused on handling illegal parking of bicycles and requesting vigilant enforcement actions. He considered the two motions drastically different.

78. Mr CHING Cheung-ying agreed with Mr PUN Kwok-shan. In his opinion, both the original motion and the provisional motion proposed by Mr MAK Yun-pui focused on strengthening management while the provisional motion to be proposed by Mr Rick HUI specifically stated that public housing estates should be the venue for hire and return. He suggested that the Chairman address the provisional motion with an open attitude.

79. Mr MAK Yun-pui said he was not aiming at any organisation and only hoped that similar issues would be dealt with in the future.

80. The Chairman explained that the original motion did not include “stern enforcement action” contained in the provisional motion proposed by Mr MAK Yun-pui but included the opinion of using public housing estates as the venue for hire and return in the provisional motion to be proposed by Mr Rick HUI.

81. Mr CHIU Man-leong asked whether it was possible to vote on whether to address Mr MAK Yun-pui’s provisional motion.

82. The Chairman explained that the TTC had just agreed to address the provisional motion proposed by Mr MAK Yun-pui.

83. Mr HO Hau-cheung proposed to add a verb to this provisional motion, and change “public bicycle parking spaces for profits” to “public bicycle parking spaces to make profits”.

84. Mr MAK Yun-pui accepted the proposals of members and modified his provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Government to take stern enforcement action against commercial organisations which place bicycles in public space and public bicycle parking spaces to make profits in the name of providing ‘bike-sharing’ services without prior consensus in society and government recognition, so as to prevent other companies of the same sort from causing a great deal of illegal parking with fabricated excuses, disturbing the public and jeopardising public safety.”

85. Ms Iris WONG proposed to change “place bicycles in” to “occupy”.

86. Mr MAK Yun-pui accepted the proposals of the members, but he considered it inappropriate to simply use public places for profit making purpose. The provisional motion was modified as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Government to take stern enforcement action against commercial organisations which occupy public space and public bicycle parking spaces to make profits in the name of providing ‘bike-sharing’ services without prior consensus in society and government recognition, so as to prevent other companies of the same sort from causing a great deal of illegal parking with fabricated excuses, disturbing the public and jeopardising public safety. ”

Mr YIP Wing seconded the motion.

87. Mr HO Hau-cheung opined that any business, as long as it was a social stakeholder, had the right to use public resources for profit. Therefore, he considered Ms Iris WONG’s proposal more appropriate.

88. Members unanimously agreed to cancel the application for leave of absence from Mr Alvin LEE.

89. The Chairman asked members whether they endorsed the provisional motion in paragraph 86.

90. The TTC endorsed the motion in paragraph 86 by 34 affirmative votes, 0 negative vote, 1 abstention vote and 2 members did not cast any vote.

91. Even though the Chairman had the power to decide whether or not to address provisional motions, Mr CHING Cheung-ying believed that the Chairman should ask the members whether they agreed to address the provisional motion proposed by Mr Rick HUI; he disagreed with the Chairman's criteria.

92. The Chairman explained that he had conveyed his views to Mr Rick HUI through staff of the Secretariat, saying that the original motion already covered the contents of his provisional motion and suggested revising the motion. He also asked Mr Rick HUI to express his opinions and asked the Secretariat to record such opinions.

93. Mr Rick HUI said he disagreed with the Chairman's ruling on his provisional motion but accepted his advice for the sake of peace.

94. Mr Wilson LI said the contents of Mr Rick HUI's provisional motion differed from those of Mr WONG Yue-hon's provisional motion. Since Mr Rick HUI hoped the Chairman would reconsider his provisional motion, he opined that the Chairman should give the decision power to the committee. He said that he and Mr CHING Cheung-ying had pressed the button to speak before moving to the next agenda so it has not been moved on to the next agenda.

95. The Chairman said he had made his decision and moved on to the next agenda.

Questions

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)

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

- (a) because meetings of the TTC failed to be convened for lack of a quorum or MTR Corporation Limited (MTR) did not send representatives to attend the meeting, this question had been delayed until today. Prior to the merger of the two railway corporations, the Kowloon-Canton Railway Corporation had been sending permanent representatives to attend TTC meetings. He asked why MTR did not send any staff to attend the meetings in the past and whether it would send staff to attend all the meetings and respond to members' questions in the future;
- (b) he asked MTR why it failed to explain which housing estates were within 500 or 1 000 metres of the railway station. He believed that when installing MTR Fare Savers, MTR should have made corresponding calculations;

- (c) he asked whether MTR had adequate manpower to handle emergency situations;
- (d) he asked the Fire Services Department (FSD) and Buildings Department (BD) what the criteria were adopted for approving MTR's emergency response measures and fire and emergency escapes;
- (e) he asked MTR to supplement in the form listed by him information about the questions not answered by it previously and asked relevant departments of the Safety and Security Coordinating Committee (Committee) to provide the ordinances and codes cited at the time of approval; and
- (f) he asked what it meant that there was sufficient time for all to escape, whether it varied with each station, and what standards were adopted for stations that were remotely controlled.

97. Mr Sean LEUNG, Assistant Public Relations Manager (External Affairs) of MTR gave a consolidated response as follows:

- (a) MTR sent staff to attend the meeting of the TTC on 8 November 2016 to provide the latest details of the Shatin to Central Link (SCL) Project and to answer enquires from members. After the completion of relevant agendas, all attending representatives did not leave and waited for the questions and answers session. Due to a lack of quorum until about 8 pm, the relevant questions were deferred to the next meeting. Subsequently, on 6 January 2017, MTR provided a written response regarding the meeting dated 10 January 2017. As MTR arranged for STDC Members to visit the eight-car trains that were about to be put into operation of the Ma On Shan Line on the day following the meeting (i.e. 11 January) and answer questions raised by members, it failed to send representatives to attend the meeting held on 10 January. MTR had always attached great importance to the opinions of the STDC on services provided by MTR. If issues relating to the operation and services of MTR are to be discussed at the meetings in the future, MTR would try its best to arrange for representatives to attend the meetings as in the past;
- (b) MTR had adequate manpower for daily operation at each station. MTR also had a mechanism to mobilise manpower to relevant station if a major incident happens. After the suspected arson case at Tsim Sha Tsui Station, they had set up a high-level review committee and submitted a report to the Government on 25 April, offering short-term and mid-and-long term proposals to improve arrangements for handling emergencies; and
- (c) since MTR did not know from which part of the railway stations or estates the range of 500 or 1 000 metres was calculated, it was difficult for MTR to provide relevant data. MTR had tried its best to provide the information requested.

98. Mr CHENG Wing-kit, Divisional Officer (Railway Development Strategy Division) of the FSD gave a consolidated response as follows:

- (a) the railway project was supervised by the Committee which was responsible for coordinating the safety and security matters relating to railway stations and related structures so as to ensure the safe operation of railway premises and facilities. The Committee was chaired by representatives from the Railway Branch of the Electrical and Mechanical Services Department (EMSD). Other members include representatives from the FSD, BD, HyD, HKPF and MTR; and
- (b) in approving the means of escape in stations, members of the Committee would make reference to the relevant ordinances of various departments to review the proposals/plans submitted by MTR, including the fire safety strategy, station design, passenger flow, fire service installations and fire-resistant structures. The result would be informed by the Chairman of the Committee by letter. The FSD would formulate the relevant requirements based on the existing Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures and the Code of Practice for Fire Service Installations and Equipment and with reference to the Code of Practice for Fire Safety in Buildings 2011 issued by the BD.

99. Mr Raymond LAM, Building Surveyor / Railway 3 of BD responded that, the BD was a member of the Committee and would examine and approve the means of escape in stations, means of access and fire-resistant structures in accordance with the Code of Practice for Fire Safety in Buildings 2011 and other standards. There should be adequate means of escape within the railway stations to enable all anticipated number of people to leave the fire scenes safely under the worst case scenarios.

100. The Chairman asked relevant departments and organisations to follow up the requests raised by the questioner after the meeting.

(Post-meeting note: Mr CHENG Wing-kit, Division Officer / Railway Development Strategy Division of the FSD added that the FSD would examine and approve the relevant requirements based on the existing Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures and the Code of Practice for Fire Service Installations and Equipment and with reference to the Code of Practice for Fire Safety in Buildings 2011 issued by the BD. A copy of the Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures was also submitted to Mr Michael YUNG for reference. In addition, the Railway Branch of the EMSD had made a written response to the question raised by Mr Michael YUNG. Mr Raymond LAM, Building Surveyor / Railway 3 of the BD also added that, the BD would examine and approve the means of escape in stations, means of access and fire-resistant structures in accordance with the Code of Practice for Fire Safety in Buildings 2011 and other standards. The relevant standards might also be found in paragraphs 2.1.2, 2.1.3 and 2.1.4 of the Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures.)

Question to be Raised by Mr WONG Hok-lai on Safety and Service Quality of Green Minibus Route No. 63

(Paper No. TT 20/2017)

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

- (a) he praised the TD staff responsible for the relevant routes for their hard work. It was learnt that the operator was financing to provide a concessionary fare of \$2 for the elderly over the age of 65 or eligible persons with disabilities. He asked the operator when it would formally join the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (\$2 Concession Scheme) and asked about the consequences of not joining the scheme; he hoped that the Government would require the operator to join the scheme;
- (b) he asked the TD whether it knew the operator did not provide the \$2 fare concession throughout the day;
- (c) green minibus (GMB) Route No. 63 had insufficient runs and unsatisfactory hygiene conditions. Insects were often found in the compartments. He asked if the TD had reminded the operator to improve the hygiene conditions;
- (d) he said on behalf of Mr LI Sai-hung, that he learnt the elderly did not benefit from the scheme because GMB Route No. 63 did not bear the label advertising the \$2 Concession Scheme. In addition, since salaries of the overnight route drivers were paid on the basis of the number of trips instead of on an hourly basis, drivers often drove at high speed to increase the number of trips, which could easily lead to accidents; and
- (e) he opined that the TD should review the method of examining and approving the franchises of GMB.

102. Mr LI Sai-hung said according to the usual practice of the TTC, members usually press buttons after the announcement by the Chairman; he hoped the Chairman would follow the past practice.

103. The Chairman agreed with Mr LI Sai-hung.

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

- (a) she had been following up issues related to GMB Routes No. 63 and 64 for more than five years. 99% of the GMBs in Hong Kong had joined the \$2 Concession Scheme except for this operator. She hoped that the TD would follow up with earnest efforts; and
- (b) the service attitude of drivers of GMB Routes No. 63 and 64 was unsatisfactory and the problem of lost trips was severe. However, the TD still extended their franchise. Route No. 82B offered only limited service and could not serve as an alternative route. She insisted on bus competition to serve the "Six-Mei Area"; and she requested the provision of whole-day service of Route No. 82B, namely, increasing four trips to five trips during morning peak hours and changing the time of the last run from 8 pm to 10 pm.

105. Mr James CHAN said due to the cancellation of residents' bus Route No. NR828, GMB Route No. 801 would pass through Chung On Estate. However, there was no indication of minibus stop in Chung On Estate on the first day of service and no minibuses of Route No. 801 passed through Chung On Estate in the morning during the week. The operator did not fulfill its commitment. He hoped the TD would endeavor to monitor the service of GMB Route No. 801. Despite the unsatisfactory services provided by GMB Routes No. 801 and 63, the TD did not introduce any penalty system.

106. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD gave a consolidated response as follows:

- (a) the operator was now financing to provide a concessionary fare of \$2 for the elderly over the age of 65 or eligible persons with disabilities. The operator of Route No. 63 still had to handle its financial, operational and management matters in order to qualify itself for the \$2 Concession Scheme. The TD would continue to provide all necessary assistance as much as possible. If the operator wanted to cancel its self-financing \$2 concessionary fare, it must obtain the TD's approval in advance;
- (b) the TD had been receiving inquiries on the inadequate service of Route No. 63 and had conducted an investigation. The findings of the TD's investigation can be found in its written response. And he might follow up with the relevant members for details;
- (c) the TD would review the service of Route No. 82B in a timely manner; and
- (d) the TD was studying the feasibility of requiring all GMB operators to join the \$2 Concession Scheme. The licence of GMB Route No. 63 would be renewed in June 2020.

107. Mr Corwin YAU said that due to the closure of the residents' bus Route No. NR828 from 1 April this year, the TD contacted the operators of GMB Routes No. 801 and 808A providing similar services and required them to intensify their services. He apologised for the imperfect alternative services provided by the GMB operator in the early days after closure of Route No. NR828. He had observed the service of GMB in Chung On Estate during morning peak hours and found that the operator was able to ensure a run every half an hour. He also found the service remained to be improved. The TD therefore talked to the operator again, which improved its service in early April.

108. Mr WONG Ka-wing opined that Mr James CHAN's speech was outside the scope of the agenda and the Chairman should stop the relevant members from speaking and allow other members who had opinions that were more closely related to the issues on the agenda to speak.

109. The Chairman believed that Mr James CHAN's speech was related to the unsatisfactory GMB service referred to in Question (e), which was similar to GMB Route No. 63. In addition, the Chairman said that apart from renewing the licence, he hoped the TD would take other opportunities to require operators to join the \$2 Concession Scheme such as when increasing fares.

Question to be Raised by Ms YUE Shin-man on Illegal Parking at Wo Che Estate
(Paper No. TT 21/2017)

1 1 0. The views of Ms YUE Shin-man were summarised below:

- (a) she considered the situation on Tak Hau Street in Wo Che Estate similar to that in Sha Tin Centre where there was an accident earlier. There were often large container trucks and small and medium trucks loading and unloading goods on the roadside. The police, the HD and Link Asset Management Limited (Link) should address the issue;
- (b) the security officers of the HD had not actively dealt with the illegal parking of vehicles. Most of vehicles parked in the dedicated loading and unloading areas in Jusco were private cars and there were no drivers in the cars. Therefore, she considered the reply to the entire question unsatisfactory; and
- (c) she opined the HD was ineffective in law enforcement. Once there was a police car parked at Tak Hau Street and no vehicles were parked illegally thereafter, which showed that such arrangement had some deterrent effect. She hoped the police would make efforts to follow up with the issues.

1 1 1. The views of Mr WONG Yue-hon were summarised below:

- (a) impounding vehicles first in Wo Che Estate might cause more traffic congestion and a fine should be imposed. He had witnessed prosecutions by the HD but hoped that HD would step up prosecution and that other staff would be able to make prosecutions in addition to the task force;
- (b) many outsiders often visited Wo Che Plaza. However, due to the shortage of parking spaces in Wo Che Estate, the roads in the estate were often congested. He therefore hoped that the HD, TD and Link would study how to improve the road design in the estate and solve the problem of insufficient space at bus stops; and
- (c) some of the vehicles had to ride over lanes due to obstructions caused by vehicles parked illegally on the road. He requested that the HD contact STDC Members of that district as soon as possible after a complete road improvement plan was prepared.

1 1 2. Mr NG Kam-hung opined that on the issue of public housing estates, both the HD and Link should send representatives to attend the meeting to answer questions. The Chairman should send invitations next time. In addition, it was often difficult to judge whether illegal parking in Hin Keng Estate was within the managing scope of the HD or Link. He asked how to determine whether illegal parking in the estate was within the managing scope of the HD or Link.

1 1 3. The Chairman asked the Secretariat to invite stakeholders relevant to the question to attend meetings in the future.

114. Ms Lydia LAU, Housing Manager (Tai Po, North and Sha Tin) (1) of the HD gave a consolidated response as follows:

- (a) in 2002, an additional building - King Wo House was added to Wo Che Estate. After that, Fung Wo Estate was also completed and the population increased by about 4 500. In addition, Wo Che Plaza became more and more attractive to visitors. However, the roads were still in old design and the road area was not expanded;
- (b) some of Link's merchants did not unload in the loading and unloading area designated by Link partly because the drivers illegally parked on the estate roads for the sake of convenience and partly because of lack of space in the designated loading and unloading space and height restriction at the entry gate. The HD had studied with the TD on the illegal parking of trucks. It was expected that the broken double yellow lines markings and traffic signs would be added at junctions of Tak Hau Street on May 25 to facilitate the action of impounding vehicles. In addition, the HD would also add traffic signs and manpower for Tak Hau Street and Fung Shun Street for road management. Apart from task forces, estate staff could also take law enforcement actions in accordance with established procedures;
- (c) the car parks in Wo Che Estate and the designated loading and unloading places for merchants were managed by Link. The roads in the estate passing through such places were managed by the HD, which would be responsible for handling any illegal parking here; and
- (d) since 2017, the HD had impounded 40 vehicles and issued 121 penalty tickets.

115. Mr KK CHOW, District Operations Officer / Sha Tin Police District of the HKPF responded that enforcement actions would be taken against serious traffic congestion. Regarding the situation at Tak Hau Street, the HKPF would try to provide assistance where resources permitted.

116. The Chairman asked when the HD would add broken double yellow lines and traffic signs at the relevant locations. He also hoped that the HD would complete the relevant works as soon as possible and work with Link and relevant STDC Members to deal with the illegal parking of trucks in the estate. In addition, the HKPF should step up law enforcement.

(Post-meeting note: adding of broken double yellow lines at junctions of Tak Hau Street was completed on 19 May.)

Question to be Raised by Ms WONG Ping-fan, Iris on Insufficient Motorcycle Parking Spaces in Sha Tin
(Paper No. TT 22/2017)

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

- (a) nowadays, there were more and more motorcyclists, but the number of parking spaces for motorcycles in Sha Tin had only increased by about 400 in the past four years, which was not enough. She asked about the criteria adopted by TD to increase or reduce the number of parking spaces for motorcycles. Taking Shek Mun for example, there were only 12 parking spaces for motorcycles at On Sum Street but the number of motorcycles parked illegally far exceeded this figure;
- (b) the TD explained that there was no place for adding motorcycle parking spaces and the police did not take strict law enforcement actions. She asked whether the TD and HyD would consider adding parking spaces under the flyovers; and
- (c) she said that the title deeds of some private estates had no provision of motorcycle parking spaces and suggested that the TD find suitable locations to add motorcycle parking spaces before submitting the results to the TTC for discussion.

118. Mr WONG Yue-hon said that the motorcycle parking spaces in Sha Tin accounted for a very small portion of all motorcycle parking spaces in Hong Kong but the department did not take any actions to add parking spaces. He asked if the department would consider building a large parking facility, including motorcycle parking spaces, and advised the TD to require the PD to change planning standards and consider building a large number of parking spaces in new communities.

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

- (a) he wondered the reason why the TD did not consider increasing the number of motorcycle parking spaces was that the motorcycle parking spaces were free. He asked if the TD would consider adding motorcycle parking spaces in green belts or vacant lands of MTR;
- (b) he asked if there were any dedicated teams responsible for prosecuting motorcyclists who park illegally; and
- (c) he asked whether there was any objective criteria for determining the need to increase the number of motorcycle parking spaces.

120. Mr TONG Cheung, Engineer (Sha Tin 1) of the TD gave a consolidated response as follows:

- (a) the Hong Kong Planning Standards and Guidelines (Standards and Guidelines) specified the requirements for motorcycle parking spaces. Developers should provide motorcycle parking spaces when developing properties. The TD would consider setting up motorcycle parking spaces for public use on public roads to meet the demand without prejudice to traffic flow and road safety. However, the department once received complaints from the public against the proposed locations;
- (b) if there were temporary parking lots, the TD would set up parking spaces for motorcycles in response to demand. The overall demand standard was

set forth in the Standards and Guidelines. The TD would also take note of the actual road conditions; and

- (c) depending on factors such as geographical environment, traffic conditions, road safety and the demand and supply of parking spaces, the TD would consider the suitability of spaces under the flyovers for use as parking spaces if the spaces fall under the category of “road”. In addition, 10 motorcycle parking spaces would be set up by the TD at the roadside of On Sum Street.

1 2 1. Mr KK CHOW responded that as soon as any complaint was received, the police would handle the illegal parking of motorcycles or other vehicles without any discrimination.

1 2 2. The Chairman hoped the TD would review whether the Standards and Guidelines were outdated and encouraged members to recommend suitable locations to the TD.

1 2 3. The Chairman asked members whether they agreed to address the provisional motion proposed by Ms Iris WONG.

1 2 4. Members agreed to discuss the provisional motion proposed by Ms Iris WONG.

1 2 5. Ms Iris WONG proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to immediately conduct a comprehensive review of the space under the footbridges and flyovers in Sha Tin District and a study on providing parking spaces for motorbikes in order to solve the prolonged problem of insufficient parking spaces for motorbikes. The results should be submitted to the Sha Tin District Council for deliberation.”

Mr PUN Kwok-shan seconded the motion.

1 2 6. Mr WONG Yue-hon supported considering the addition of parking spaces for motorcycles in the community and advised considering spaces besides those under the footbridges and flyovers.

1 2 7. Mr PUN Kwok-shan said the motion focused on the spaces under footbridges and flyovers and the TD had already responded regarding other spaces.

1 2 8. Mr Michael YUNG asked if only motorcycle parking spaces would be considered and suggested perhaps some of the spaces under the footbridges and flyovers could be used as parking spaces for other vehicles.

1 2 9. Mr TING Tsz-yuen advised that “The results should be submitted to the Sha Tin District Council for deliberation” should be placed before “in order to solve the prolonged problem of insufficient parking spaces for motorbikes”.

1 3 0. Ms Iris WONG said the motion mainly focused on motorcycles. She accepted the advice of Mr TING Tsz-yuen and modified her provisional motion as follows:

“the Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to immediately conduct a comprehensive review of the space under the footbridges and flyovers in Sha Tin District and a study on providing parking spaces for motorbikes. The results should be submitted to the Sha Tin District Council for deliberation in order to solve the prolonged problem of insufficient parking spaces for motorbikes.”

Mr PUN Kwok-shan seconded the motion.

131. The Chairman asked members whether they endorsed the provisional motion in paragraph 130.

132. Members unanimously endorsed the provisional motion in paragraph 130.

Question to be Raised by Mr CHIU Man-leong on the Fatal Accident of Bus Route No. 681

(Paper No. TT 23/2017)

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

- (a) he opined that the TD and bus companies should consider improving the design of buses so as to enhance their safety;
- (b) the TD and HyD should take measures to make bifurcating kerbs more conspicuous;
- (c) according to the Guidelines on Bus Captains Working Hours, Rest Times and Meal Breaks (“the Guidelines”) issued by the TD to franchised bus companies, bus captains had excessively long working hours and inadequate rest time. He hoped that the TD and bus companies could review the Guidelines and reduce the working hours of bus captains to less than 10 hours;
- (d) given that the driver involved in the accident was a part-time employee, he advised bus companies not to hire part-time bus captains. He was concerned that part-time bus captains who took another job on rest days would be fatigued when returning to the work of bus captains;
- (e) he asked about the width of the bus involved in the accident, the size of the widest new model of bus, and the restriction set by the TD on the bus width. He hoped that the TD would give its response in matters arising after the meeting; and
- (f) he asked the department to follow up the speed limits on Lei Yue Mun Road and consider using crash cushions.

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

- (a) bus companies should check whether bus captains had sleep apnea every year; and

- (b) he advised adding cat's eyes to the pavement.

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

- (a) according to the video recording, on the day of the accident the bus driver drove into the wrong lane and therefore had to turn quickly. The bus then crashed into the kerbs and was overturned. He enquired whether installing anti-vibration materials at kerbs would be considered after this accident;
- (b) he asked if government departments had referred to the latest standards adopted in foreign countries such as adopting a fault-tolerant design when designing the roads;
- (c) he asked if the safety of the old road design would be examined;
- (d) he said that the working hours of bus captains specified in the Guidelines were too long, resulting in inadequate rest time. In addition, he asked whether bus captains driving different types of buses would add to the danger of driving; and
- (e) he asked whether the bus involved in the accident had applied for a width exemption and whether it had a width of 2.55 metres.

136. Mr LI Kin-lok, Public Affairs Manager of New World First Bus Services Limited and Citybus Limited (NWFB and Citybus) gave a consolidated response as follows:

- (a) the design of buses and compartments of NWFB and Citybus was in compliance with the requirements of the TD and the safety standards. Every new bus model had to undergo type approval and inspection by the TD at the time of registration;
- (b) after the police investigation is completed, NWFB and Citybus would consider whether there was room for improvement in the light of the results;
- (c) NWFB and Citybus had always followed the Guidelines issued by the TD to franchised bus companies and ensured that bus captains had enough time to rest. Working hours were rarely up to the 14-hour limit in the Guidelines at NWFB and Citybus. Under normal schedules, bus captains' average working and rest hours was about 10 hours;
- (d) the bus captains of NWFB and Citybus had to pass medical examinations at the time of entry, including pulmonary X-ray examination, urine test, visual acuity and hearing test, blood pressure test, total cholesterol test, electrocardiogram (ECG) and fasting blood glucose test. Upon entry, bus captains aged 50 or above were required to undergo the above medical examinations annually (ECG only applied to bus captains aged 50, 54, 57 and 60 or above). Bus captains who suffered from sleep apnea, stroke,

heart disease (including those who had undergone a surgery) and were required to take regular medications for diabetes or high blood pressure must undergo annual medical examinations, including ECG regardless of their age;

- (e) some bus captains may need to drive on more than one route within a day. NWFB and Citybus had been following the schedule for many years and maintained smooth operation. They only arranged for the bus captains to drive on their familiar routes;
- (f) at present, the company had approximately over 3 000 full-time bus captains and over 400 part-time bus captains. According to records from October to December 2016, the average total monthly working hours of part-time bus captains were about 33 000, accounting for only 3.7% of the total working hours of all bus captains. They would provide route driving and captain training to all bus captains. The bus captain involved in the accident joined as part-time bus captain in April 1993 and had been driving Route No. 681 since and was familiar with the route; and
- (g) as far as he knew, the width of the bus in the accident was about 2.5 metres.

(Post-meeting note: among the NWFB and Citybus fleet, the width of the widest bus was 2.55 metres and the width of the bus in the accident was 2.51 metres.)

1 3 7. Mr Corwin YAU gave a consolidated response as follows:

- (a) on the day of the accident, the bus captain worked for a total of 1 hour and 38 minutes from the start of work to the occurrence of the accident. The day before the accident was the rest day of the bus captain and therefore he believed the accident had nothing to do with the length of working hours. He would report members' opinions on the long working hours of bus captains to relevant teams; and
- (b) to his understanding, the width of the bus in the accident was 2.55 metres.

1 3 8. Mr Simon FUNG, District Engineer (New Territories) / Sha Tin (2) of the HyD responded that the kerb at Lei Yue Mun Road was designed as a ramp to minimise the damage to drivers and passengers when uncontrolled vehicles hit the guard rails. The HD had also installed crash cushions on highways with the speed limit of 70 kilometres per hour. As Lei Yue Mun Road was not one of such highways, the current design of the kerb met the relevant standards. The HyD and TD would improve the facilities at this place according to the actual situation.

Matters Arising

Response of Government Departments and Organisations to Matters Arising from the Previous Meeting
(Paper No. TT 30/2017)

1 3 9. The views of Mr YAU Man-chun were summarised below:

- (a) the TD and the bus company did not give any response as to when the number of trips of Routes No. 47A, 83X or 83A in Shui Chuen O Estate could be increased. The shortage of transport services in Shui Chuen O Estate had affected the traffic in Sha Kok, Jat Min, Pok Hong and Wong Uk. He asked when the TD and the bus company would improve the transport services in Shui Chuen O Estate;
- (b) the bus company had not yet drawn lines on the bus stop to help residents wait in line;
- (c) he asked whether the TD could send staff to inspect the following locations daily, including Route No. 288 in Sha Tin Town Centre, Route No. 287X in Mong Kok, Routes No. 47X and 80X in Sha Tin Wai. He held that the runs of Route No. 170 were reduced quickly but the progress made in increasing the service in Shui Chuen O Estate was very slow; and
- (d) he asked the TD and the bus company whether the passenger volume of Route No. 288 in Sha Tin Town Center or Route No. 287X in Mong Kok had reached the standard for increasing the number of runs based on the current data collected during peak hours.

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

- (a) the shortage of transport services in Shui Chuen O Estate had affected the traffic in Sha Kok, Jat Min, Pok Hong and Wong Uk, particularly Route No. 80X. He asked when the Kowloon Motor Bus Company (1933) Limited (KMB) would increase the number of runs;
- (b) he said residents chose to travel by MTR, perhaps because of its lower fares. He hoped that the bus company would actively consider bringing their fares to be on par with or lower than those of MTR; and
- (c) he asked why the number of runs of Route No. 170 was reduced rapidly and what relevant mechanism was.

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

- (a) in his opinion, the lack of runs of Route No. 80X had been a long-standing problem and the increase of runs should not merely depend on the transport services in Shui Chuen O Estate;
- (b) KMB's services were not satisfactory but was still granted franchise, so it should shoulder social responsibilities;
- (c) he asked whether there were any changes to Routes No. 240X and 249X and when the runs of Route No. 240X would be increased; and
- (d) he asked how many bus routes in the entire Sha Tin District had adopted sectional fares and when sectional fares would be fully implemented.

142. Mr WONG Hok-lai said for a long time, the transport services in Shui Chuen O Estate had not been improved in response to the population growth in the estate; instead, the runs of Route No. 170 was reduced immediately after the opening of the South Island Line, thus reducing the bus runs to Hong Kong Island from Tai Wai. He asked about the mechanism for increasing and reducing the runs and whether it was possible to increase the number of bus stops for Route No. 170 to increase service capacity.

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

- (a) he said the department and the bus company did not respond as to whether Route No. 982X would depart from a midway stop and how to cope with the simultaneous arrival of Route No. 982X buses from Yu Chui Court and Shui Chuen O Estate respectively;
- (b) the department and the bus company did not respond as to what to do with the long waiting time for buses of Route No. 286X in the evening and the arrangement of the departure of Route No. E42 from a midway stop;
- (c) some residents said runs of Routes No. N42 and NA41 were insufficient;
- (d) some residents said that the evening return runs of Route No. 89B and runs of Route No. 86A were insufficient, while buses of different runs of Route No. 81C often arrived at the stop at the same time. He hoped the TD and the bus company would follow up;
- (e) for a long time, multiple transport services in the district had not been improved, and public complaints about delays and lost trips were not responded to. He wondered whether the bus company was pretending to be deaf, or was trying to muddle through by adding displays and seats to continue the franchise, as KMB did. In addition, the runs of Route No. 170 were reduced immediately after the opening of the South Island Line. The bus company concluded that there were fewer passengers than usual before and after the Lunar New Year in February. He opined that the passenger volume should be recalculated to decide whether to reduce the runs of Route No. 170; and
- (f) Sun Ming House in Sun Chui Estate or Hung Mui Kuk Road should provide the largest passenger volume for most bus routes. He asked whether the bus company's field staff or investigators wore uniforms when they were on duty. In addition, he would like to know whether the TD would conduct a separate survey of the passenger volume before or after the bus company's investigation for verification.

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

- (a) the NA route was discussed at last year's meeting of the TTC. The TD later said in a letter in December that the route would be put on trial for six months until 30 June this year. He asked about the passenger volume during the trial period and the subsequent operating arrangements;

- (b) the Bus and Railway Branch of the TD had not made long-term plans for the traffic in the New Development Areas;
- (c) he asked how the TD would regulate the operators of GMBs. For example, in his constituency, GMB Route No. 807A was often complained about its poor services;
- (d) some residents welcomed the opening of Routes No. 980X and 981P. However, the number of runs on relevant routes was still insufficient. He asked if the TD and the bus companies would consider increasing the number of runs and reach a consensus as soon as possible on the overtime mechanism; and
- (e) at present, there was a difference of 20 minutes between the last departure of Routes No. NA40 and NA41. He asked whether the two routes could be scheduled to depart at the same time and whether the route of Route No. NA41 was the same as the current one.

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

- (a) Routes No. NA40 and NA41 benefited Sha Tin but their services needed to be improved;
- (b) he requested the TD to urge the GMB Route No. 807 Series to improve its services, including stop arrangements; and
- (c) after the opening of Routes No. 980X and 981P, the number of runs rapidly increased from four to eight and six respectively. However, no further increase was made thereafter. Therefore, he suggested that the TD and the bus companies improve their services as soon as possible and eventually provide full-time services.

146. Mr Rick HUI asked the bus companies how the passenger load factor was calculated and whether the TD had a monitoring mechanism to ensure that the data obtained was accurate.

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

- (a) during the trial run of Long Win Bus Company Limited (Long Win) Routes No. NA40 and NA41 for nearly half a year from 17 December last year, the overall passenger volume of Route No. NA40 was considerable and therefore it was expected to continue its operation; as for Route No. NA41, the passenger volume from Sha Tin to the airport was roughly the same as that of NA40, but the passenger volume from the airport to Sha Tin was smaller. As many passengers taking flights arriving in the midnight would leave the terminal after 1 am, the departure time of Route No. NA41 at the airport may be deferred by about 15 minutes to serve more passengers. The current journey time of the two routes was also close to 90 minutes, so there were no plans to change the routes at the moment. In addition, due to increased passenger

trips during the Easter holiday, Long Win increased the runs of Routes No. NA40 and NA41 for Easter holiday this April;

- (b) the TD earlier issued two warning letters to the operators of GMB Route No. 807 Series to urge them to improve their services. The TD would discuss with the operator on the scheme to improve services in the short term;
- (c) he would discuss with the bus companies on improving the services of Routes No. 980X and 981P according to the needs of passengers;
- (d) after the submission of an application by KMB, the TD would review the impact on passengers of KMB's adjustment of the runs of Route No. 86 and the increase of runs of Route No. 240X and complete the review and approval work as soon as possible; and
- (e) if the TD had any doubt about the data submitted by the bus companies, it would get to know the reasons from the bus companies and would arrange independent investigations as the case may be to verify the reliability of the data.

148. Mr Jim HO gave a consolidated response as follows:

- (a) the TD was working with the bus companies to follow up the services of Routes No. 83A, 83X and 982X and he hoped the arrangement would be implemented as soon as possible. With the improvement of services on Routes No. 83A and 83X, it was believed that the situation of Route No. 80X would be improved;
- (b) according to the data in May, the passenger volume of Route No. 47A was less than 50%; the authority would discuss with the bus company about improvement plans;
- (c) he would follow up with the relevant members after the meeting about the transport services in Shui Chuen O Estate; and
- (d) most stops with the largest passenger volume of bus routes passing through Hung Mui Kuk Road were along the Lion Rock Tunnel. The TD's method of investigation was about the same as that of the bus companies.

149. Mr Francis LAM, Assistant Manager (Operations) of KMB gave a consolidated response as follows:

- (a) KMB would pay close attention to the bus services in Shui Chuen O Estate and, if necessary, might redeploy its backup resources to divert passengers as soon as possible. He hoped that some arrangements for increasing the runs would be implemented in the second to third quarters;

- (b) if bus services in other districts, such as stops of Routes No. 80X, 89B, 86A and 982X, would be affected by Shui Chuen O Estate, he would consider the need of adjusting relevant services;
- (c) they would urge relevant staff to draw lines for stops as soon as possible so that passengers could wait in line for buses; and
- (d) they had field staff conducting passenger surveys at sub-stations with the largest passenger volume on the route. The field staff would work out the total number of passengers for this trip based on the total number of passengers seated per bus and the number of passengers standing at the front and rear of the lower deck. After completing the survey of each bus, the field staff would check with the regulators to confirm that there were no lost trips. The total passenger volume and the average passenger volume of the route for that time period could be worked out based on these figures, so as to know the service level of the route.

150. Mr LI Kin-lok responded that NWFB and Citybus had various ways of making statistics of the passenger volume, including making statistics at stops with the largest passenger volume, which was similar to that of KMB. Another method was to dispatch investigators to take the bus and record the number of passengers boarding and alighting at each stop.

151. The Chairman hoped that the bus companies would be able to answer the questions of members at the next meeting.

Discussion Items

PWP Item No. 4399DS Relocation of Sha Tin Sewage Treatment Works to Caverns - Improvement Works to Mui Tsz Lam Road in Ma On Shan and Temporary Traffic Arrangements during Construction Stage
(Paper No. TT 31/2017)

152. The Chairman welcomed the representatives of the Drainage Services Department (DSD) and the consultant company to the meeting.

153. The representatives of the DSD gave a brief introduction of the paper.

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

- (a) he was pleased to see a community liaison group soon to be set up by the department and the use of a temporary flyover across A Kung Kok Street for traffic arrangements during construction, which was expected to reduce the impact on the traffic of A Kung Kok Street in due time;
- (b) he noted that there would be changes to the junction of Mui Tsz Lam Road and advised the department to make appropriate arrangements to reduce the impact on drivers;

- (c) he hoped that the temporary cycle track could be used permanently after the works were completed. In addition, he hoped that the department would take the opportunity to optimise the conditions of the temporary cycle track;
- (d) he hoped the height of the site hoardings would be increased;
- (e) he hoped that the authority would try its best to cut down the land area of Area 73 to make more room for residents. At present, some blocks of Kam Tai Court had an open view of Area 73. He hoped that the authority could try its best to cover the construction materials and machinery and lay green plants on it; and
- (f) he hoped that the authority would minimise the number of trees to be removed and consult the STDC on the replanting of trees.

155. Mr MOK Kam-kwai said there was a shortage of drinking water in Mui Tsz Lam Village earlier on and there was no septic tank there. He hoped that the authority would consider the construction of a trunk sewer. In addition, vehicles were often parked on Mui Tsz Lam Road and there was no parking space in Mui Tsz Lam Village. He asked if the authority could consider setting up some parking spaces.

156. The views of Mr Alvin LEE were summarised below:

- (a) he was pleased to see the DSD communicating well with the area in recent years and a community liaison group soon to be set up on the project. He hoped to join the group;
- (b) he asked about the estimated runs of construction vehicles carrying stones, and he held that these construction vehicles should not affect the traffic on Ma On Shan Road and A Kung Kok Street;
- (c) he asked about the schedule for blasting caverns and carrying stones; and
- (d) Mui Tsz Lam Road was popular among the cyclists. He hoped the authority would pay attention to the safety of construction vehicles carrying stones and cyclists.

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

- (a) he appreciated the consultancy work conducted by the DSD on this project;
- (b) he asked how the blasting process would affect the structure of the surrounding buildings;
- (c) he asked about the monitoring to be done so as to prevent the sites where the materials were placed from being used by criminals;
- (d) he asked why the office space had to be set outside instead of inside the cavern, what impact the new buildings would have on the landscape and

the surroundings, and whether the mimic diagram could be provided. It was learnt that there was no administrative building located outside the cavern in Stanley; and

- (e) he was worried that after the diversion, the place would become a black spot for illegal parking and even hinder the access of construction vehicles. He suggested the authority properly communicate with the police.

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

- (a) he appreciated the new proposals put forward by the DSD and the consultant company as well as the consultancy work on the project;
- (b) he asked whether, in the long run, the temporary driving route could serve as a slip road as an alternative route to A Kung Kok Street in the future; and
- (c) he asked if this project could help solve the problem of potable water supply and sewer discharge in Mui Tsz Lam Village.

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

- (a) A Kung Kok Street was a dual two-lane road. Any traffic accidents or road congestion would affect the major roads to and from Sha Tin and Ma On Shan. He asked if the proposed temporary merging lane from A Kung Kok Street to Ma On Shan Road was in compliance with standards. If so, whether road improvement works would be considered so that vehicles could reach Ma On Shan Road through the junctions at A Kung Kok Street when necessary;
- (b) he asked whether the temporary diversion lane from Ma On Shan Road to Area 73 was in compliance with standards. If so, whether using the entrance of the slip road for future development would be considered to facilitate the residents travelling from Ma On Shan Road to Area 73 and he wanted to know how and when the authority would explain to the STDC after the study;
- (c) he asked about the width of the temporary footpath and cycle track and whether they could be rebuilt as a wide footpath in the future and whether the street lamps at the above location would be handled by the relevant departments. In addition, he would like to know if the cycle track's grade of inclination complies with safety standards; and
- (d) he asked about the latest vehicle flow data on Tate's Cairn Highway, Ma On Shan Road and A Kung Kok Street and asked whether vehicle flow statistics would be made again before the construction to find out the difference from previous statistics made for traffic impact assessment.

160. Mr Walter LEUNG, Chief Engineer (Acting) / Sewerage Projects of the DSD gave a consolidated response as follows:

- (a) during the peak period of the cavern construction project, an average of about 2.6 construction vehicles carrying stones would drive into and out of the construction site every minute. Based on the observations, the peak hours of A Kung Kok Street ended at 9:30 in the morning and started at 5:30 in the afternoon;
- (b) it was estimated that the cavern blasting works would last for five years and the peak period would be the third and fourth years. During the construction period, the section of Mui Tsz Lam Road connecting A Kung Kok Street would not be closed. Vehicles carrying stones would enter and leave the construction site through the temporary flyover to reduce the use of A Kung Kok Street and Mui Tsz Lam Road. As a result, the chances of bicycles meeting construction vehicles carrying stones would be slim;
- (c) the main cavern blasting works would be conducted within about one kilometre of Nui Po Shan. Preliminary assessment showed that the blasting works would have no impact on the surrounding buildings. Despite this, before construction they would conduct detailed inspections of the buildings in the vicinity and monitor them during the blasting;
- (d) site supervisory staff would ensure the safety in the site;
- (e) the daily sewage treatment capacity of Stanley cavern sewage treatment works was about 10 000 cubic metres; by contrast, Nui Po Shan cavern sewage treatment works was expected to deal with a daily sewage flow of 340 000 cubic metres, which showed a large difference between the two. In addition, Nui Po Shan cavern sewage treatment works was an industrial site. Therefore, after consideration, the authority considered it better to locate the administrative building outside the cavern;
- (f) it was learnt that the Water Supplies Department had plans to install fresh water pipes in Mui Tsz Lam Village. In addition, the Environmental Protection Department (EPD) had already incorporated Mui Tsz Lam Village into its village sewerage scheme and would build trunk sewers in the village where resources permitted. In the meantime, they would maintain communications with the villagers about viable trunk sewer routes;
- (g) they would further study the proposal of changing temporary transport arrangements into long-term road plans. They would discuss with the TD and relevant departments and follow up with relevant members;
- (h) they had been liaising closely with the TD on temporary traffic arrangements to ensure that the design met the road safety standards;
- (i) they had already reduced the area of land required for Area 73 and could explore the feasibility of further reductions;

- (j) they would continue to follow up on the issue of whether the alternative cycling trails and footpaths could be permanently used and how the parking spaces in Mui Tsz Lam Village and the administration building outside the cavern and other basic facilities would be integrated into the community. In addition, they would set up a community liaison group before construction to maintain communication with residents and stakeholders in the vicinity;
- (k) the environmental impact assessment report approved by the EPD set out the number of trees to be removed and replanted. At the time of replanting, they would contact the community liaison group again;
- (l) they would include the condition of paying attention to the landscape in Area 73 in the contract with the contractors ; and
- (m) they noticed that the last section of the proposed temporary cycle route was a ramp. Therefore, relevant signs would be set up to remind cyclists to get off there.

1 6 1 . Members unanimously endorsed the above paper.

The Next Phase of the “Universal Accessibility” Programme
(Paper No. TT 32/2017)

1 6 2 . The Chairman welcomed the representatives of the HyD to the meeting.

1 6 3 . The representatives of the HyD gave a brief introduction to the paper and supplementary information.

1 6 4 . The views of Mr Tiger WONG were summarised below:

- (a) he received a reply from the HyD on 8 March this year, in which the site where he had proposed adding a lift in 2012 was again mentioned. In fact, he was informed in 2014 that the owners’ corporation of Kwong Yuen Estate rejected his suggestion for safety reasons and therefore he no longer proposed the location for the construction of lifts;
- (b) he was proposing the construction of lifts in order to make it easier for the elderly and those in need to travel by public transport; and
- (c) the HyD and HD should incorporate the footbridges of estates under the Tenants Purchase Scheme (TPS) constructed between 1982 and 1994 into the “Universal Accessibility” Programme. According to the information provided by the HD, 22 105 public rental flats had been sold at a discount of 70% to 80%. 411 public rental flats with the regrant premium paid off had been sold. So the Government held most of the ownership.

1 6 5 . The views of Mr YIU Ka-chun were summarised below:

- (a) he asked if the walkway “across Tate’s Cairn Tunnel Toll Plaza (ST04)” could be treated as a public walkway to be repaired and maintained by the HyD after the franchise of Tate’s Cairn Tunnel expired in the second half of 2018, and then be included in the “original plan” of the “Universal Accessibility” Programme. If so, he suggested not including the project in the selections to be made at this meeting and asked the HyD to immediately include the project in the “original plan” in due time;
- (b) the walkway “Connecting Exit B of Ma On Shan Rail City One Station with the Main Block of the Prince of Wales Hospital”, one of the proposed projects by the Government under the “Provision of Covers for Pedestrian Walkways” Programme, was related to the walkway “across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station (NF414)”. If the above two projects were not selected, he hoped they could be included in the second phase of the expansion project at the Prince of Wales Hospital (PWH); and
- (c) his party had been striving for the construction of lifts for the walkway “across Sha Kok Street near Sha Kok Estate (NF137)”.

1 6 6. The views of Mr TING Tsz-yuen were summarised below:

- (a) he asked whether the Government had set a goal of completing all projects under the “Universal Accessibility” Programme and making good use of the resources allocated;
- (b) he appreciated that the department that provided supplementary information in response to members’ comments; and
- (c) there was a heavy pedestrian flow within a distance of 500 metres from the walkway “across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4 (ST06)”, but there was only one escalator available, and the mall was cramped. He believed this project would benefit the first to fourth phases of Sunshine City, Yiu On Estate and its residential care homes for the elderly and Kam Hay Court. He asked members to support the proposal.

1 6 7. Ms LAM Chung-yan said that many TPS estates were built on hillsides, making it difficult for the elderly to climb up. For example, the uphill road to the third phase of Hin Keng Estate included a long stairway. Most of the households who purchased public housing estates flats had little savings. Eased Government policies would benefit more residents.

1 6 8. Mr Sunny CHIU hoped members would support the construction of lifts for the walkway “across Sha Kok Street near Sha Kok Estate (NF137)”. The walkway “across Sha Kok Street near Sha Kok Estate (NF137)” ranked the 6th in terms of pedestrian flow. Sha Kok Estate, Jat Min Chuen and Pok Hong Estate were built in the early 1980s and accommodate a large number of elders, accounting for about 10% of the elderly in Sha Tin. The average age of residents here was 49. In addition, there were eight elderly centres nearby. If this project was selected, more residents including those in Shui

Chuen O Estate would be benefited. He asked whether the walkway “across Tate’s Cairn Tunnel Toll Plaza (ST04)” need not be selected this time if the HyD would incorporate the construction of lifts for this project into the “original plan” of the “Universal Accessibility” Programme.

169. Mr LAI Tsz-yan said the walkway “across Tai Chung Kiu Road near Belair Garden (ST03)” had waited for many years before finally being included in the list of candidate pedestrian walkways of the next phase of the “Universal Accessibility” Programme. Apart from the footbridge, the nearest crossing of Belair Garden was 100 metres away and some of the elderly people had to cross seven roads. Therefore, he hoped members would support the project.

170. Mr WONG Hok-lai asked if there was a funding ceiling for this scheme and if the total cost of projects selected did not exceed such ceiling, could more than three projects be selected for Sha Tin District.

171. Mr YIP Wing opined that the Government was well-funded and asked whether more resources should be devoted to the construction of lifts to benefit people with disabilities. He hoped members would select the walkway “across Sai Sha Road near Chung On Estate (NF299)”.

172. Mr CHENG Tsuk-man appreciated that the HyD provided sufficient supplementary information. He held that the Government launched the “Universal Accessibility” Programme in 2012 with the intention of benefiting people with disabilities and the elderly. The HyD then collected statistics on the pedestrian flow in the vicinity of the projects for reference. However, earlier on it did not provide information on the population of elderly persons nearby and facilities for the elderly or people with disabilities, which was slightly less thoughtful. He asked why the Government only allowed the STDC to select three projects in each phase of the programme rather than implement the programme according to actual needs. He considered this a move to pass the responsibility to the STDC. He hoped members would select the walkway “across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285)”.

173. Mr NG Kam-hung believed that \$1 billion was enough for the completion of all the projects in Sha Tin by the HyD. He said that half of the 22 projects were related to the railway. He asked why the paper did not include Hin Keng Station of the SCL which was expected to commence operation in the third quarter of 2018. He hoped that the HyD could implement three projects in a year.

174. Mr WONG Yue-hon believed that the construction of one lift for the walkway “across Sha Tin Rural Committee Road near Sha Tin Centre Street (NF63)” would make it easier for the public to go to Wo Che from Lucky Plaza via footbridge. Since Sha Tin Market was very near to Lucky Plaza, he did not understand why it was proposed to add two lifts respectively for the two locations. He asked if the authority would consider only building one lift in Sha Tin Market, which would reach the second floor and then connect a ramp to the footbridge. In his opinion, the HyD should consult with the FEHD to ensure no wastage of resources.

175. Mr MAK Yun-pui opined that consideration should be given to the number of non-profit making organisations and elderly centres in the vicinity and the safety of

elderly people and persons with disabilities during the project period. For the walkway “across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285)”, the number of homes and elderly people far exceeded those of other projects. In addition, there were also many regional centres, elderly persons and people with disabilities in the vicinity of the walkway “across Sha Kok Street near Sha Kok Estate (NF137)”.

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

- (a) in his view, the “Universal Accessibility” Programme was intended to make it easier for all to use the roads. However, the Government only allowed the STDC to choose three projects per term in response to the recommendations in the Policy Address. He believed that Sha Tin should be granted more than three projects as it has a population larger than any other areas. He did not understand the Government’s allocation criteria. He hoped that the Chairman would inform the Government of the projects which were voted down at this meeting and strive to gradually implement them each year or carry them out in concert with other public works projects with reference to the widening works of the Tai Po Road;
- (b) in his opinion, the HyD should analyse the priorities of the lifts to be built, rather than leave it to the discretion of the STDC; and
- (c) he made his choice based on the number of beneficiaries, whether the walkway was connected to the railway station, the median age of the relevant STDC constituencies and the number of facilities for the disabled without being affected by any other factor. In addition, he opined that quotas should be distributed equally to Sha Tin, Tai Wai and Ma On Shan.

177. Mr HO Hau-cheung asked how many projects were waiting under the “original plan” and when it was estimated that additional lifts would be built for the footbridge “across Tate’s Cairn Tunnel Toll Plaza (ST04)”.

178. Mr Thomas PANG said the construction of additional lifts for the footbridge “across Tate’s Cairn Tunnel Toll Plaza (ST04)” should be considered at the meeting if it was considered important.

179. Ms CHAN Man-kuen said at the meeting held in November 2013, they moved a motion to request the construction of lifts for the footbridge “across Tate’s Cairn Tunnel Toll Plaza (ST04)” and the motion was endorsed by all members. Therefore, she hoped that the relevant project would be dealt with as soon as possible.

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

- (a) the 2016 Policy Address specified that no more than three existing walkways in each district could be selected to be projects carried out in the next phase of the “Universal Accessibility” Programme. The HyD had consult with the District Councils in the 18 districts according to the above policy. Therefore, it was not practicable to increase the quota for

the construction of lifts for walkways in Sha Tin. In view of the uniqueness of each district and the fact that District Councils were most familiar with the situation in their districts, the authority invited the District Councils for each district to set priorities for the new projects proposed by the public in the district. He believed that the TTC would give full consideration to the advices given by the members on the respective projects and select no more than three existing walkways for implementation at the next phase of the Programme according to the actual situation in the district;

- (b) some members proposed constructing a lift for the Kwong Yuen Estate footbridge. Although the project was not included in the projects to be carried out at the next phase of the “Universal Accessibility” Programme, it did not mean that the authority considered the project worthless. As the footbridge was located within the area of Kwong Yuen Estate, the authority had referred the latest correspondence from the relevant members to the HD for follow-up;
- (c) according to the established policy, three projects could be selected for each district. The maximum cost for each lift construction project was \$75 million. However, it was not allowed to select more than three projects just because the cost of these projects was low;
- (d) the number of lifts to be constructed for each project could not be determined until the project consultants conducted a detailed feasibility study and preliminary design. The authority would consult the TTC again on the design schemes in due course; and
- (e) Tate's Cairn Tunnel Company Limited was currently responsible for the maintenance and management of the footbridge across Tate's Cairn Tunnel Toll Plaza. Upon the expiry of the Tate's Cairn Tunnel's franchise in the second half of 2018, the relevant facilities at Tate's Cairn Tunnel would be handed over to the Government for management, by which time the footbridge would be a public walkway to be repaired and maintained by the HyD. As the footbridge was not equipped with ramps or lifts at present, the project would be included in the “original plan” of the “Universal Accessibility” Programme in due course.

181. Ms Cherry CHAN briefed on the voting procedure. A vote by secret ballot would be conducted. The three projects with the highest number of votes would become one of the projects for implementation at the next phase of the “Universal Accessibility” Programme. She immediately announced the start of the vote.

182. Ms Cherry CHAN announced the end of the vote. Some members suggested that the TTC proceed with the agenda while the Secretariat was counting the votes.

183. Mr Thomas PANG advised selecting two members to supervise the counting of votes.

184. Ms Iris WONG and Mr TING Tsz-yuen supervised the counting of votes.

185. The Chairman announced that the TTC would proceed with the agenda while the Secretariat was counting the votes.

186. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr Tiger WONG.

187. Members agreed to discuss the provisional motion proposed by Mr Tiger WONG.

188. Mr Tiger WONG proposed the following provisional motion:

“Background:

The ‘Universal Accessibility’ Programme currently carried out by the Government is in great demand. However, many footbridges located at public housing estates and estates under the Tenants Purchase Scheme (TPS) of the Hong Kong Housing Authority are not eligible and hence a large number of public housing residents cannot benefit from it. Therefore, the Traffic and Transport Committee of the Sha Tin District Council requests that:

1. it is necessary for the Government to include the footbridges located within the areas of public housing estates and TPS estates in the consideration for the ‘Universal Accessibility’ Programme;
2. for those projects not selected for the current stage of the ‘Universal Accessibility’ Programme in Sha Tin, it is necessary for the Government to include them in the ongoing improvement works of the relevant departments and continue to study improvement plans.”

Ms LAM Chung-yan seconded the motion.

189. The Chairman asked members whether they endorsed the motion in paragraph 188.

190. Members unanimously endorsed the provisional motion in paragraph 188.

191. Ms LAM Chung-yan hoped a letter regarding the provisional motion could be sent to the authority.

192. Mr Thomas PANG advised to send a letter to the Chief Executive-elect regarding the provisional motion.

193. Mr Billy CHAN agreed with Mr Thomas PANG.

194. The Chairman asked members whether they agreed to send a letter to the Chief Executive-elect in the name of the TTC.

195. Mr Thomas PANG opined that a letter should not be sent to the next Chief Executive before the minutes of this meeting were confirmed.

196. The Chairman asked members whether they agreed to send a letter to the next Chief Executive in the name of the TTC.

197. Members agreed to send a letter to the next Chief Executive in the name of the TTC.

198. Mr NG Kam-hung asked whether the letter would be given to members.

199. The Chairman said that members would be informed if there was any reply, and the contents of the letter would be the provisional motion just endorsed.

200. After the counting of votes by the Secretariat was completed, the Chairman announced that TTC had selected existing walkways “across Sha Kok Street near Sha Kok Estate (NF137)”, “across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285)” and “across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4 (ST06)” as projects for implementation at the next phase of the “Universal Accessibility” Programme.

(Note: as counting of votes took time, the poll results as mentioned in paragraph 200 above were announced during the discussion of Paper No. TT 33/2017 “Provision of Covers for Pedestrian Walkways” at the meeting of the TTC.)

Provision of Covers for Pedestrian Walkways
(Paper No. TT 33/2017)

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

202. The representatives of the TD gave a brief introduction of the paper.

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

- (a) he provided suggestions at the request of the residents; he understood that the pedestrian flow at relevant location was not necessarily the largest but could not accept the proposal of providing covers for the subway of Che Kung Temple to the railway station because it was not connected to a public transport interchange;
- (b) he said now that the STDO knew that the STDC of the last term was dissatisfied with the fact that the authority requested the STDC to select projects, why the STDO had not tried to persuade the HyD into changing such request. In addition, if he were the Chairman, he would first ask the authority to properly handle the matter before submitting the proposal to the TTC for discussion; and
- (c) he asked the authority to provide scheme 9 “San Tin Village No. 38 to San Tin Village No. 75” for members to choose from.

204. Ms Scarlett PONG would like everyone to support scheme 1 “from Exit A of MTR Fo Tan Station to Ficus Garden Lok King Street Exit”. Due to technical difficulties, a feasibility study for the District Minor Works programme was not conducted for this place. In addition, the distance involved in this scheme was the longest among all schemes.

205. Mr PUN Kwok-shan said that scheme 7 “along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade” was proposed by Mr Rick HUI and him. This proposal should be the best solution given the pedestrian flow, the number of constituencies covered, the connection to the transport hub and the technical feasibility.

206. Mr Rick HUI said he put forward a scheme jointly with Mr PUN Kwok-shan. The routing of scheme 7 was from the “octopus” flyover on the side of sitting-out area along Hung Mui Kuk Road and Tin Sum Street, via the Tin Sum Street Footbridge to Sun Chui Estate and connecting the second floor entrance of New Jade Shopping Arcade. According to the STDO’s District Minor Works programme, a covered walkway of about 60 metres was planned to be built near this site. Scheme 7, if selected, would be complementary to this plan. In addition, pedestrian flow involved in the scheme was large and the construction cost of it might enable it to fall under Category D items. This could expedite the project.

207. Mr YIU Ka-chun said that the scheme 2 “Connecting Exit B of Ma On Shan Rail City One Station with the Main Block of the Prince of Wales Hospital” proposed by him was to make it easier for the public to visit PWH and the railway station. If his proposal was not selected, he hoped that the government departments could consider optimising the walkways to and from PWH and the railway station when planning the second phase of the expansion project at PWH.

208. Mr Alvin LEE hoped that members would support scheme 8 “the Grand Central Plaza crossing at Pai Tau Street connecting the ramp access of MTR Sha Tin Station.” This scheme would benefit the residents and citizens travelling to and from Tin Liu Village, Pai Tau Village, Sheung Wo Che Village and Ha Wo Che Village, Po Fook Hill, Grand Central Plaza and Government Offices.

209. Mr SIU Hin-hong said that scheme 1 “from Exit A of MTR Fo Tan Station to Ficus Garden Lok King Street Exit” would benefit residents in many districts including Royal Ascot, Lok Lo Ha Village, Jubilee Garden and residents in the vicinity. In addition, this scheme would reduce the frequency of taking short trip buses and encourage residents to walk more, which was both environmentally friendly and conducive to the reduction of traffic congestion.

210. Mr CHENG Tsuk-man said he was dissatisfied that the Government asked the STDC to select projects but would conduct a feasibility study for only one project. The Government once said that the bridge in scheme 1 “from Exit A of MTR Fo Tan Station to Ficus Garden Lok King Street Exit” was not strong enough to support superstructure. He asked whether the Government had improved its supporting strength, and if not, why the scheme could be discussed at the STDC meeting.

211. Mr WAI Hing-cheung said that years before he had sought to provide cover for the walkway “from the footbridge connecting Man Lai Court (upstream of Shing Mun River) to Exit A of MTR Tai Wai Station via Shing Ho Road” (i.e. scheme 4). However, his proposal was not implemented as the pedestrian flow of scheme 4 and scheme 1 did not meet the standard set by the Government. Although the standard was eased for “Provision of Covers for Pedestrian Walkways” Programme, the STDC was asked to conduct screening, which was not good for community harmony.

212. Mr WONG Yue-hon considered that the period with peak pedestrian flow in scheme 8 “the Grand Central Plaza crossing at Pai Tau Street connecting the ramp access of MTR Sha Tin Station” was not during morning peak hours but the office hours. Therefore, he considered it inappropriate to make statistics of the peak pedestrian flow during morning peak hours. Scheme 8 would benefit members of the public going to Government Offices to handle matters.

213. Mr LI Sai-hung said over the years many residents of Sun Chui, Golden Lion, King Tin and even Kak Tin had hoped that the cover for walkway would be built at Hung Mui Kuk Road near Sun Chui. Therefore, in June last year, he proposed building a cover from the “octopus” flyover at the Sun Chui section of Hung Mui Kuk Road to under the bridge of Hung Mui Kuk Road at Tsui Tin Street through District Minor Works. Scheme 7 “along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade” and his proposal partially overlapped but in scheme 7 the Sun Chui Estate section was only connected to the New Jade Shopping Arcade via lifts but not to other places. If scheme 7 was implemented, would residents need to go to Hung Mui Kuk Road through Tin Sum Tsuen and then back to Sun Chui, Golden Lion, King Tin and Kak Tin Tsuen? The Assistant District Officer of STDO told him that there were many underground facilities on the proposed section of District Minor Works and asked if he would insist on his proposal. He said he would not withdraw his proposal, but his proposal was not discussed at the meeting. If scheme 7 was implemented, he asked if his proposal would be adopted to connect the unlinked sections through District Minor Works.

214. Mr WONG Hok-lai said that Sha Tin had a large population but was only granted a quota of three projects. It was unreasonable to build a cover for only one walkway. He advised on the construction of a cover at the GMB bus stop at Exit A of Tai Wai MTR Station through District Minor Works. However, the staff of the Secretariat told him that there were many underground facilities. He asked whether it would be the same with this programme, that the selected projects would not be approved due to technical infeasibility. He also asked what to do with the three selected projects if all of them are technically infeasible. He considered that the authority should conduct a feasibility study on all the proposed projects before submitting them to the STDC for consideration.

215. Mr NG Kam-hung asked why the Government did not provide cover for all proposed projects but asked the STDC to make selections. All proposed projects were necessary. He was dissatisfied that different government departments shifted the responsibility of prioritising and selecting projects to the STDC. In addition, he asked if the “Universal Accessibility” Programme and the “Provision of Covers for Pedestrian Walkways” Programme would complement each other. He opined that it was a waste of time to discuss the projects when no data on project cost and feasibility was available. He opined that the authority should be cautious in responding to the question of whether it was technically feasible to start a project in a place with underground public facilities.

216. Mr YIP Wing considered that lifts and walkway covers were facilities that must be provided, and that the Government had the ability to carry out all the proposed works without letting the STDC make a choice. He hoped that members would support scheme 3 “from the Exit C of Heng On Station of the MOS Rail (Sai Sha Road) to under the flyover at Chung On Shopping Centre.”

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

- (a) he said that the authority did not provide cost estimates for various schemes;
- (b) schemes 1 and 7 might need to be coordinated with the proposed works of District Minor Works and the Home Affairs Department (HAD). Since the TD and the HAD might have different standards for the provision of cover, he asked how the two departments would coordinate in design;
- (c) given that funding was not in place for the District Minor Works of the STDC when the TD and the HyD started the works, he asked whether the project in scheme 1 would be continued;
- (d) he asked about the criteria adopted by the authority for selecting the time to make statistics of the pedestrian flow and whether they were the same as the “Universal Accessibility” Programme;
- (e) he hoped that the STDO would follow up with the EMSD on the control room problem occurred at the meeting; he wondered why the entire system would be powered down and why the system was not equipped with an uninterruptible power supply system to power the entire set of electronic equipment in the case of power failure. In addition, he asked how to ensure that recording backups were still available when the recording system failed and how to avoid similar situations and what the solutions were; and
- (f) he believed that the authority must clearly explain the project approval criteria. In scheme 2 “Connecting Exit B of Ma On Shan Rail City One Station with the Main Block of the Prince of Wales Hospital”, the middle section was not cohesive because it was interrupted by the traffic light. Therefore, he understood why the proponent of scheme 9 did not understand the reason why the authority did not approve the project. He opined that the authority lobbied hastily.

218. Mr TANG Kam-kee, Senior Engineer / Covered Walkway 1 of the HyD gave a consolidated response as follows:

- (a) he said the authority had not yet estimated the cost of each scheme at the preliminary stage. According to preliminary estimates, a cover of about 200 metres would cost \$30 million;
- (b) if scheme 7 “along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade” was selected, they would liaise with the HAD to make coordination regarding the appearance and construction time. As long as the scheme was selected, the authority would definitely commence works; and
- (c) based on past experience, it might still be technically feasible to build covers at places where there were underground public facilities. The

authority could attempt to make design breakthroughs. They had sent staff to the proposed sites of the eight schemes for investigation, and preliminarily found that these schemes were technically feasible.

219. Ms Zoe LO, Engineer / Special Duty 2 of the TD gave a consolidated response as follows:

- (a) according to the Policy Address, existing resources were only enough to add cover for only one walkway in each district;
- (b) if the second phase of the programme was to be implemented in the future, they would consider the views of the STDC and the public;
- (c) after the STDC selected and prioritised the three projects, they would conduct studies on the top-ranked project and, if technically feasible, report the results to the STDC before proceeding with the project. If they found it technically infeasible or there were other problems, they would immediately study the project ranked the second and report to the STDC about the proposed scheme that could be implemented. If none of the three projects was feasible, they would also report to the STDC or ask the STDC to select other projects;
- (d) the TD counted the pedestrian flow for each district during busy hours between 7 am and 9 am and at locations closer to the public transport stations in the proposed schemes. The number of elderly people in the statistics was counted visually; and
- (e) among the nine schemes, eight schemes met the conditions specified in the Policy Address and were connected to the exits of the railway stations directly or through existing covered walkways. According to the project approval criteria of the authority, as suggested in the Policy Address, the start or end of the walkways must be connected to a public transport interchange or railway station. As the start or end of walkway in scheme 9 was not connected to a public transport interchange or a railway station, it did not meet the criteria in the Policy Address.

220. Mr Simon WONG gave a consolidated response as follows:

- (a) he remembered that the proposal related to HAD mentioned in the attached drawings of scheme 7 “along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade” was put forward by Mr LI Sai-hung through District Minor Works. As the site was within the reserved drainage area and there were many underground public facilities, the relevant proposal was withdrawn on the same date with the consent of Mr LI Sai-hung and not submitted to the working group and the Committee for discussion. However, if Mr LI Sai-hung wished to re-submit the proposal through District Minor Works, the STDO could handle it and submit the collected data, such as those about the underground public facilities, to the working group and the Committee for consideration; and

- (b) a preliminary inspection showed that digital recording of that day was still available. In addition, audio tapes were also available at the Secretariat for backup. They would work with the EMSD to study the uninterruptible power supply system, investigate the incident and work on improvement measures with relevant departments.

221. The Chairman proposed to first vote on whether to vote on “Provision of Covers for Pedestrian Walkways” or not.

222. Mr Thomas PANG said that the meeting was continued late to the night just for voting.

223. Mr PUN Kwok-shan considered it appropriate to vote.

224. The Chairman proposed conducting the voting procedure and requested the Secretariat to explain the voting procedure.

225. Ms Cherry CHAN briefed on the voting procedure. Members present would vote by secret ballot. Each member could only select up to three projects and enter the points of “1”, “2” or “3”, with “3” being the highest priority. After calculating the total points for all projects, the three projects with the highest scores would be the proposed schemes for Sha Tin and would be prioritised according to the scores obtained. A consultant engineering company hired by the Government would first study the feasibility of the project with the highest score. If the proposed routing was technically feasible, the project would be formally approved. If the scheme was not technically feasible, the scheme of the second highest-scoring project would be studied, and so on and so forth.

226. Mr PUN Kwok-shan asked whether the project with the most number of “3” would rank first, the project with the most number of “2” would rank second, and the project with the most number of “1” would rank third.

227. Ms Cherry CHAN explained that according to the current proposed voting method, a member could select only one but could not select more than three projects. The method of calculating the total score for all projects was adding the scores given to each project by the members. So the project with the largest number of “3” might not rank first.

228. Mr WONG Hok-lai pointed out that there were 9 projects in the counting table but scheme 9 was not to be considered. He asked whether scheme 9 would be included in the ballot.

229. Ms Cherry CHAN explained that scheme 9 on the counting table had been deleted and that there were only eight projects in the ballot.

230. Mr CHING Cheung-ying asked why scheme 9 was deleted.

231. Ms Zoe LO explained that the scheme must meet the criteria set out in the Policy Address that the start or end of the walkways must be connected to a public transport interchange or railway station. If the walkway in scheme 9 was to be connected to Che Kung Temple Station, the length of the cover would exceed 500

metres, which did not conform to the design guidelines for “Provision of Covers for Pedestrian Walkways”.

232. Ms CHAN Man-kuen considered that the project receiving the largest number of “1” should rank first, and so on. The method of accumulating points was not suitable.

233. The Chairman explained that if the first, second and third projects were to be voted on by rounds, the project ranked third might have more votes than that ranked second.

234. Mr Billy CHAN asked whether “3” or “1” should be given to the project ranked first in one’s mind. He considered the method okay, for calculation by adding the scores would also tell the project with the most number of “3”.

235. Mr MAK Yun-pui opined that there was no problem with calculation by adding scores.

236. Mr PUN Kwok-shan opined that the first, second and third projects should be voted on round by round.

237. Mr Thomas PANG said that the method proposed by the Secretariat was fair.

238. Mr TONG Hok-leung said the method proposed by the Secretariat may result in the following situation: a project given “2” by all members may be weeded out by another project voted for by fewer members but given higher scores. As a result, the acceptance of the project would be reduced.

239. Ms Cherry CHAN said the proposed method was to strike a balance between the number of members voting for the project and the importance of the project in the mind of members.

240. Mr HO Hau-cheung asked whether the method of voting was proposed by the authority or the Secretariat. Had a similar situation appeared in other districts if it was proposed by the authority.

241. Mr Michael YUNG said that he, the Chairman and the Secretariat had discussed the members’ considerations and agreed that there might be such concerns. He opined that the TTC had different opinions on different voting methods and suggested that members put forward their proposals and then reach a consensus among the members. They were not necessarily required to follow the method outlined by the Secretariat and may even leave the issue to the next meeting.

242. Mr NG Kam-hung opined the paper of the authority was quite brief and the STDC had not yet reached a consensus on the voting method. Therefore, he proposed leaving the issue to the next meeting.

243. Ms LAM Chung-yan proposed to vote the first, second and third projects round by round.

244. Mr MAK Yun-pui opined that each voting method might be unfair in a certain respect and members should first reach a consensus.

245. Mr Thomas PANG said the meeting was held on 9 May 2017, and asked if the meeting went on after the midnight, whether the meeting should be adjourned first to ensure its validity. In addition, he opined that members should trust each voter and each voting method might be unfair in a certain respect.

246. Mr Wilson LI believed that all voting methods had their pros and cons, but he agreed to the method proposed by the Secretariat.

247. The Chairman asked members whether they agreed to vote on the voting method first.

248. The TTC endorsed the voting method proposed by the Secretariat by 27 affirmative votes, 1 negative vote and 8 abstention votes.

249. Ms Cherry CHAN announced the start of the vote.

250. The Chairman announced the end of the vote.

251. Mr Thomas PANG proposed adjourning the meeting at 11:59 pm on 9 May 2017.

252. The Chairman proposed that the TTC proceed with the agenda while the votes were being counted, and asked two members to supervise the counting.

253. Ms Iris WONG and Mr CHAN Nok-hang were responsible for supervising the counting.

254. The Chairman announced that the TTC would proceed with the agenda while the Secretariat count the votes.

255. After the counting of votes by the Secretariat was completed, the Chairman announced that the TTC selected the following three routing schemes and prioritised them:

Priorities	Schemes	Routing details
1	1	From Exit A of MTR Fo Tan Station to Ficus Garden Lok King Street Exit
2	7	Along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade
3	4	From the footbridge connecting Man Lai Court (upstream of Shing Mun River) to Exit A of MTR Tai Wai Station via Shing Ho Road

(Note: since counting of votes took time, the poll results as mentioned in paragraph 255 above were announced during the discussion of Paper No. TT 39/2017 “The Change in Passengers Travelling Pattern after the Commissioning of the South Island Line (East) and the Revised Proposals of the Public Transport Re-organisation Plan” at the meeting of the TTC.)

Revised Member Lists of Working Groups under the Committee
(Paper No. TT 34/2017)

256. Members unanimously endorsed the revised list of members of the Working Group on Development of Major Transport Infrastructures and Cycle Network.

Annual Work Plans and Funding Applications Submitted by Working Groups under the Committee
(Paper No. TT 35/2017)

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

Information Items

Progress Report of the Transport Department
(Paper No. TT 37/2017)

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

- (a) he praised the TD for its active handling of the change of operators of GMB Routes No. 65A, 65K, 65S, 67A and 67K. He hoped that operators could improve the runs and vehicle arrangements; and
- (b) no improvement had been made as to Routes No. 89X and 49X passing Yu Chui Court and other routes seeking to provide full-time service. He hoped the TD, KMB and NWFB and Citybus would arrange for the provision of full-time service of Routes No. 682B and 982X as soon as possible.

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

- (a) he thanked the TD for the change of operators of GMB Routes No. 65A, 65K, 65S, 67A and 67K and the provision of concessionary fares; and
- (b) he hoped that Route No. 86K would adopt sectional fares as soon as possible.

260. Mr CHIU Man-leong thanked the TD and the bus companies for quickly increasing the number of runs of Route No. 981P from two to four. However, since the runs were still insufficient, he hoped that TD and the bus companies would increase runs during peak hours, such as at 7:30 am and at dusk.

261. Ms CHAN Man-kuen thanked the TD for its active handling of the GMB issues in Kwong Yuen and Kwong Hong Area. Residents expressed their appreciation for the service provided by the new operator for the time being. However, the service of GMB Route No. 808 was unsatisfactory with frequent lost trips and insufficient runs. She hoped that the TD could improve the service.

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

- (a) he praised the TD for improving the services of Routes No. 682 and 682P so that residents in Wu Kai Sha could enjoy full-time service; and
- (b) he hoped that runs of Routes No. 980X and 981P could be increased as soon as possible.

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

- (a) he said that Mr Corwin YAU and staff of the TD (New Territories East) arranged for the change of operators of GMB Routes No. 65A, 65K, 65S, 67A and 67K. He held that the TTC would appreciate officials who worked hard for Sha Tin; and
- (b) in addition to extension of service time, he hoped that the quality of service would be improved to meet the needs of the residents.

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

- (a) he thanked members for their support in TD's work and their valuable opinions which allowed the smooth changeover from the old operators to new ones for GMB Routes No. 65A, 65K, 65S, 67A and 67K; and
- (b) the TD would discuss with the bus companies on increasing the runs of Routes No. 980X and 981P according to the needs of passengers.

Reports of Working Groups
(Paper No. TT 38/2017)

265. Members noted the above paper.

Information Papers

The Change in Passengers Travelling Pattern after the Commissioning of the South Island Line (East) and the Revised Proposals of the Public Transport Re-organisation Plan
(Paper No. TT 39/2017)

266. The Chairman welcomed the representatives of the TD to the meeting.

267. The representatives of the TD gave a brief introduction of the paper.

268. Mr YAU Man-chun opposed that the TD did not enhance the service for Shui Chuen O Estate despite much delay and immediately cut down the runs of Route No. 170.

269. Mr Billy CHAN said he did not understand why the runs of Route No. 170 were cut down given that the railway line did not cover Wah Fu, Aberdeen and Tin Wan. As the TD said it would implement the scheme in late May, he asked how he could oppose it.

270. Mr WONG Hok-lai asked why the runs were cut so sharply for a mere 3.5% decrease in the passenger volume of Route No. 170. He asked whether other cross-harbor bus services would be provided for residents in Tai Wai.

271. Mr Rick HUI opposed to the reduction of runs of Route No. 170. He said that in February some passengers were trying to take buses of both Route No. 170 and MTR South Island Line for comparison. He hoped the TD would put aside the scheme and consider it carefully.

272. The Chairman said the time was up for the meeting held on 9 May 2017 and declared the meeting closed and that papers not discussed at this meeting would be dealt with by circulation. He thanked all the members and the representatives of government departments for staying until the meeting ended.

Date of Next Meeting

273. The next meeting was scheduled to be held at 2:30 pm on 11 July 2017 (Tuesday).

274. The meeting was adjourned at 11:59 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

July 2017