

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

Date : 26 September 2017 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:37 pm	4:03 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:37 pm	4:03 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:37 pm	4:03 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:37 pm	3:15 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:37 pm	3:58 pm
Mr CHAN Kwok-keung, James	"	3:04 pm	3:26 pm
Ms CHAN Man-kuen	"	2:43 pm	4:03 pm
Mr CHING Cheung-ying, MH	"	2:38 pm	4:03 pm
Mr CHIU Chu-pong, Sunny	"	3:11 pm	3:58 pm
Mr CHIU Man-leong	"	2:37 pm	4:03 pm
Mr LAI Tsz-yan	"	2:37 pm	3:56 pm
Mr LI Sai-hung	"	2:37 pm	3:30 pm
Mr MOK Kam-kwai, BBS	"	2:37 pm	3:56 pm
Mr NG Kam-hung	"	2:37 pm	3:18 pm
Mr PUN Kwok-shan, MH	"	2:37 pm	3:45 pm
Mr TING Tsz-yuen	"	2:46 pm	3:55 pm
Ms TUNG Kin-lei	"	2:37 pm	4:03 pm
Mr WAI Hing-cheung	"	2:37 pm	3:45 pm
Mr WONG Fu-sang, Tiger	"	2:37 pm	4:03 pm
Mr WONG Ka-wing, MH	"	2:37 pm	3:51 pm
Miss WONG Ping-fan, Iris	"	2:37 pm	4:03 pm
Mr WONG Yue-hon	"	2:37 pm	4:03 pm
Mr YAU Man-chun	"	2:37 pm	2:51 pm
Mr YIP Wing	"	2:37 pm	3:58 pm
Mr YIU Ka-chun	"	2:42 pm	4:03 pm
Ms YUE Shin-man	"	2:37 pm	4:02 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council) 4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin)
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council) / Sha Tin District Office
Mr HO Ming-yin, Jim	Senior Transport Officer / Sha Tin / Transport Department
Mr YAU Kung-yuen, Corwin	Senior Transport Officer / Ma On Shan / Transport Department
Mr YIP Koon-keung, Ken	Senior Engineer / Sha Tin / Transport Department
Mr CHEUNG Wai-fung	Engineer / Sha Tin 2 / Transport Department
Mr TSANG Kwong-fook, Andrew	Engineer / Ma On Shan, Transport Department
Mr FUNG Ka-tsun, Simon	Regional Highway Engineer, New Territories Region / Sha Tin (2) / Highways Department

In Attendance

Mr CHOW Siu-yee
Mr LAM Chi-chung

Mr LEUNG Hon-kin

Mr LO Tit-kau, Terry

Mr KEUNG Man-hon
Mr Andy CHEUNG

Mr KWOK Chi-wai

Title

Housing Manager (Tai Po, North & Shatin) 4 / Housing Department
Officer-in-Charge, District Traffic Team, Sha Tin Police District /
Hong Kong Police Force
Deputy Officer-in-Charge, District Traffic Team,
Sha Tin Police District / Hong Kong Police Force
Assistant Manager (Operations),
The Kowloon Motor Bus Company (1933) Limited
Operations Officer, The Kowloon Motor Bus Company (1933) Limited
Operations Manager,
The Kowloon Motor Bus Company (1933) Limited
Operations Officer, New World First Bus Services Limited

In Attendance by Invitation

Mr CHENG Chi-wing, Ken
Mr CHUK Hau-yan
Mr LAU Ko-chun

Mr LAM Pui-mo, Kelvin

Mr PANG See-yuen

Ms CHUNG Fung-hing
Mr NG Siu-lung

Mr Alex WONG
Ms WONG Hiu-tung
Ms NAM Wai-man
Mr LOH Man-wai
Mr Martin POON

Title

Liaison Officer In-charge (West) 1, Sha Tin District Office
Liaison Officer In-charge (West) 1a, Sha Tin District Office
Assistant Division Commander (Operations) (Ma On Shan),
Hong Kong Police Force
Training and Staff Relations Officer (Shatin District),
Hong Kong Police Force
Commander of Sha Tin Ambulance Depot,
Fire Services Department
Executive Director, Sha Tin Sports Association
Director of Traffic Engineering and Planning,
LLA Consultancy Limited
Executive Director, The Cycling Association of Hong Kong, China
Event Manager, The Cycling Association of Hong Kong, China
Event Manager, The Cycling Association of Hong Kong, China
Event Coordinator, The Cycling Association of Hong Kong, China
Senior Sports Executive,
The Cycling Association of Hong Kong, China

Absent

Mr CHAN Nok-hang
Ms LAM Chung-yan
Mr LEE Chi-wing, Alvin
Mr LI Wing-shing, Wilson
Ms PONG Scarlett Oi-lan, BBS, JP
Ms TSANG So-lai
Mr CHENG Tsuk-man
Mr HUI Yui-yu, Rick
Mr LEUNG Ka-fai, Victor
Mr MAK Yun-pui
Mr SIU Hin-hong
Mr TONG Hok-leung
Mr WONG Hok-lai

Title

DC Member	(Application for leave of absence received)
”	”
”	”
”	”
”	”
”	”
”	(No application for leave of absence received)
”	”
”	”
”	”
”	”
”	”

Action

The Chairman informed the meeting that some people observing the meeting were taking photos, videos and sound recordings at the venue.

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 CHAN Nok-hang	Sickness
Ms LAM Chung-yan	Official commitment
Mr Alvin LEE	”
Ms Scarlett PONG	”
Ms TSANG So-lai	”
Mr Wilson LI	Out of Town

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

Discussion Item

Traffic Arrangement of Sha Tin Cycling and Distance Running Races cum Carnival 2017

(Paper No. TT 76/2017)

4. The Chairman welcomed representatives of the Sha Tin District Office (STDO) and relevant organisations to the meeting.

5. Representatives of the STDO and relevant organisation briefly introduced the contents of the paper.

6. Mr LI Sai-hung opined that although the event would be held on Sunday, some members of the public would still need to go to work or carry out different activities. He asked how many bus routes would be affected and whether there would be other effective ways to minimise the impact. He hoped that the Transport Department (TD) would post sufficient notices, inform members of the public in advance and communicate with members.

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

- (a) the system had failed to show his name on the list of speakers just now. He asked the Secretariat to communicate with the control room staff in advance;
- (b) he said that the issue was originally scheduled for discussion at the TTC meeting on 12 September. However, some attending members expressed their views on the routes of the event at the briefing session on 30 August and later the inter-departmental meeting on 6 September. Therefore, the Organising Committee of Sha Tin Cycling and Distance Running Races cum Carnival 2017 (Organising Committee) and relevant organisations and government departments needed to modify the routes again. He thanked the relevant organisations for heeding good advice. This special meeting had become possible thanks to the professional advice from Mr Corwin YAU as Senior Transport Officer

/ Ma On Shan and Mr Andrew TSANG as Engineer / Ma On Shan of the TD, as well as the assistance of the TTC Chairman;

- (c) the Organising Committee had revised the routes of the event many times. He asked how many meetings had been convened prior to the briefing session on 30 August to determine the routes, and which departments and staff had attended relevant meetings;
- (d) he enquired about the views and follow-up actions of the TD's senior engineers and senior transport officers as regards the junction capacity and public transport;
- (e) it was reported that the route of "Smart Rider" was arranged in a similar way as that for the dragon boat race. He wondered whether there would be enough space for emergency vehicles access on relevant road sections, when the consultant company could submit the report on temporary traffic diversion arrangements, and how relevant government departments would handle emergency relief work during the event; and
- (f) he was surprised to learn that a meeting had been held on 4 August prior to the one on 30 August this year. According to Mr Ken YIP, Senior Engineer / Sha Tin of the TD at the relevant meeting, the TD opined that it could choose to approve the relevant closure arrangements or not. He enquired about the TD's criteria for approving road closure arrangements. He was attending lecture on temporary traffic arrangements taught by Mr TANG Wai-leung, Acting Commissioner for Transport at present and he would like to ask Mr TANG how the said arrangements would be approved. He asked whether the routes subject to road closure were already confirmed and whether such road closure would have a negative impact on traffic. According to the original routes, several roundabouts in Ma On Shan would be closed. Some members had expressed their views on this; therefore the routes needed to be revised several times. He wondered what suggestions relevant engineers had put forward at the meeting on 4 August.

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

- (a) he pointed out that relevant organisations had revised the routes several times. The impact on Ma On Shan had been reduced. The diversion arrangement in the area along Yuen Wo Road was similar to that for the dragon boat race. So he believed it was not a big problem;
- (b) he wondered whether all diversion arrangements, once confirmed, could be uploaded to the Internet, so that DC Members could present them to the public later. He believed that such a practice could reduce complaints; and

- (c) he wondered there was enough space for bicycles at the turning point. And he asked how the dilapidated surfaces of Siu Lek Yuen Road and Yuen Wo Road would be handled in order to reduce accidents.

9. Ms Iris WONG pointed out that the proposed routes at present would have a smaller impact than before. She enquired about the arrangements for bus and green minibus (GMB) routes from Shek Mun and Ravana Garden to Sha Tin, especially those travelling via Yuen Wo Road. She enquired about the impact on GMB Routes 811A and 67A, which departed from Shek Mun at 6:15 am and 6:30 am, respectively. She asked how the drivers and the passengers would be notified about relevant arrangements.

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

- (a) when Yuen Wo Road was closed to traffic, buses travelling from Sui Wo Court in Fo Tan to Kowloon were supposed to take Tai Po Road towards Sha Tin Rural Committee Road before following the rest of the original route. He believed that the impact would be small, even smaller for return trips; and
- (b) he asked where the bicycles would leave after they passed the finish line.

11. Mr LAI Tsz-yan enquired about the arrangements of bus service diversion, in particular many of those travelling from or to Sha Tin Town Centre via Tai Chung Kiu Road, such as Routes 284 and 86K, when Tai Chung Kiu Road was closed.

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

- (a) he thanked the TD for heeding the related advice and making changes. He enquired the TD about its opinions for the plan; and
- (b) he opined that there was not any big problem with the arrangements as a whole. But he was concerned whether there would be any shuttle bus service between Sha Tin Town Centre and Yuen Wo Road. There were many churches in Lek Yuen and Wo Che. He believed that many residents needed to travel to the locations from across Sha Tin. He enquired about the progress of informing residents along Yuen Wo Road.

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

- (a) he enquired about the estimated number of participants in the event;
- (b) he enquired about the surface conditions of the roundabouts along cycling route (2), since cyclists would have to make turns and go downslope at related locations, and their performance might be compromised if there was a lot of rubble. He also enquired about the types of bicycles for the event;

- (c) he wondered whether the turning point of cycling route (4) was spacious enough for several bicycles to make the U-turn at the same time and whether the surface conditions of related slopes were good; and
- (d) cycling routes (6) to (9) could be prone to accidents if they were bumpy.

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

- (a) he wondered whether it was sufficient to reserve 8 to 15% of the traffic flow for emergency vehicles;
- (b) he asked whether the TD and the organiser had any communication with public transport operators, such as requiring the Mass Transit Railway Corporation (MTR) to make inspections in advance to prevent failures, in line with the road closure arrangements. Besides, he asked how bus companies and GMB operators would cooperate; and
- (c) he asked how affected members of the public would be notified.

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

- (a) he had been invited to the briefing session three times. The session was cancelled for the first two times, and his scheduled was affected as a result. He was concerned about the organiser's abilities to handle a big event, since it had made repeated changes to the time of just a simple briefing session; and
- (b) Sha Tin Town Centre was an important transportation hub in the district, and the traffic was especially busy on Sundays. Therefore, it was not enough to just consider the impact on residents in Sha Tin Town Centre. It was necessary to duly notify all members of the public in Hong Kong, including housing estates and organisations, such as churches, as well as motorists, as early as possible. He wondered whether relevant government departments had a timetable in that regard.

16. The views of Mr James CHAN were summarised below:

- (a) since road closure started late at night, he opined that relevant notices should be issued as early possible, especially to taxi associations; and
- (b) he had promised to attend the briefing session three times, but the first and second session were cancelled for no reason. The repeated rescheduling of the briefing session was undesirable.

17. Mr CHIU Man-leong said that the prevailing diversion arrangements were better than the original ones. The diversion arrangement at the road section between University Station and Ma On Shan would have a significant impact on circular bus

routes travelling between the two locations (such as 289K, 87K and some GMB routes), with a detour of 11 kilometres in total. Since many housing estates in Ma On Shan were far from railway stations, he requested the TD and bus companies to operate special trips.

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

- (a) he asked whether the traffic flow assessment listed in Table 5 was the result of the closure of 15 junctions at the same time or individually;
- (b) he advised against altering the route from the exit of Tate's Cairn Tunnel bound for the New Territories; and
- (c) he was concerned whether the related road closure arrangements would include the accesses to some housing estates.

19. Mr TING Tsz-yuen supported such a mega event but opined that the organiser should carry out large-scale publicity campaigns, including making announcements on the radio or television to inform the public of related traffic arrangements.

20. Mr Ken CHENG, Liaison Officer In-charge (West) 1 of the STDO gave a consolidated response as follows:

- (a) the Organising Committee met with relevant government departments, including the Hong Kong Police Force (Police), the TD, the Fire Services Department and the Highways Department (HyD) on 4 August, 30 August and 21 September, respectively. The Organising Committee also held a briefing session for Members of the STDC on 22 September regarding the temporary traffic arrangement for the event. The Organising Committee had originally planned to hold the briefing session on 4 September and had submitted the said arrangement for consultation with the TTC of the STDC on 12 September. However, the briefing session was rescheduled at short notice due to route changes. The Organising Committee apologised for the inconvenience caused to DC Members; and
- (b) the Organising Committee would notify all affected housing estates at two or three weeks prior to the event, once the TD confirmed relevant traffic arrangements.

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

- (a) upon consultation between the TD and the STDO, the organiser had made substantial adjustments to the routes of the races, so as to minimise the impact of the event on traffic and public transport services. On 19 September this year, the TD met with representatives of 20 public transport operators serving Sha Tin District, including franchised bus companies, GMB operators and residents' services operators, in order to give a briefing on the routes of the races, the period and scopes of road closure and the traffic diversion

arrangements for the day. Representatives of related public transport operators proposed and drafted some interim arrangements, as regards the revisions of routes, the setting up of temporary stops and the adjustment of service hours. The TD would review related proposals and would notify members of its decision as soon as possible;

- (b) the TD would issue notices on temporary traffic arrangements such as road closures and diversions. It would also announce provisional measures for public transport services. Related notices and information would be distributed to relevant government departments, District Offices and taxi / ordinary radio stations, as well as to TTC members via the Secretariat;
- (c) apart from notices at bus stands, the TD would also ask the MTR to broadcast announcements and post notices at University Station, starting from several days prior to the event, so that passengers would be aware of the bus and GMB service arrangements before the road closure was lifted;
- (d) the TD would try to ask management companies of the four tunnels linking Sha Tin District to have related information on their electronic displays for motorists' reference, before and on the day of the event;
- (e) due to the road closure at Tate's Cairn Highway southbound near University Station from early morning to 7:00 am on the day of the event, based on the increase in travel time of buses between University Station and Ma On Shan caused by the diversion, the TD might advise members of the public to use railways services to save time; and
- (f) in view of the temporary closure of some bus stands at Yuen Wo Road and Tai Chung Kiu Road, the TD would discuss with the Kowloon Motor Bus Company (1933) Limited (KMB) to operate some feeder routes in the area as circular ones during the event, in order to maintain services.

2.2. Mr Ken YIP gave a consolidated response as follows:

- (a) generally speaking, a junction capacity greater than 5% meant that a vehicle did not need to wait for more than one red light before passing through. The higher the percentage, the smoother the traffic flow was. The TD found the traffic capacity acceptable based on the current data;
- (b) the prevailing road closure arrangements were only preliminary proposals. The consultant company still needed to submit temporary diversion plans to the TD and the Police for discussion;
- (c) the schedule was tight for placing and retrieving traffic cones, traffic posts and water-filled barriers for the event. The consultant company needed to develop detailed operational guidelines, including a backup plan. For starters, the organiser might need to arrange for backup

trucks to retrieve the traffic cones;

- (d) the TD would set up electronic displays at the tunnels to inform motorists of road closure arrangements. In addition, the TD was working with the consultant on the feasibility of placing mobile electronic displays at important sections a week prior to the event; and
- (e) he clarified that the consultant company did not submit any traffic impact assessment (TIA) report on 4 August and had only specified relevant routes. Therefore, on the day of that meeting, he explained a number of principles for such road closure arrangements, such as taking the junction capacity into account, not obstructing accesses and avoiding circuitous detours. A few days before the meeting on 30 August, the consultant submitted a TIA report, referring to an important assumption in the traffic analysis, that the traffic flow could be reduced by 25%. He questioned the consultant company from the floor how they had reached such a conclusion.

23. Mr Simon FUNG, Regional Highway Engineer, New Territories Region / Sha Tin (2) of the HyD responded that HyD contractors would be asked to inspect the routes of the event and would make repairs if they found any bumpy or dilapidated sections prior to the races, in order to ensure the safety of participants.

24. Mr Alex WONG, Executive Director of the Cycling Association of Hong Kong, China (CAHK) gave a consolidated response as follows:

- (a) they had reported the problem of bumpy sections at related working group meeting. He believed that relevant government departments would follow up on the issue;
- (b) the total number of participants was expected to be 2 000, of whom 300 were regular contestants eligible for the cycling races. The remaining 1 700 were participants in the “Tour de Joy”. Persons who had not participated in any race organised by the CAHK, or the Hong Kong Cyclothon, or any other similar event, were required to take a test in order to prevent accidents caused by skill discrepancies between the participants;
- (c) considering the spatial limits at Ma On Shan Bypass, a relatively flat road section would be used as the turning point, so that the section before and after the turning point would be equally wide and that the space would be large enough for the U-turn. There would also be CAHK staff and notices notifying participants before they arrived at the turning point. In addition, the CAHK had hired a company to produce a reminder trailer for participants; and
- (d) the cycling races were expected to end at 7:00 am. Winners were expected to remain at Yuen Wo Road Sports Ground for the prize presentation ceremony, while other participants would be directed to leave for Tai Wai.

25. Mr NG Siu-lung, Director of Traffic Engineering and Planning of the LLA Consultancy Limited gave a consolidated response as follows:

- (a) they were now making plans for the temporary traffic arrangements, which were expected to be completed by the following week. The plans would then be submitted to the TD and the Police for approval, and once confirmed, would be forwarded to relevant members;
- (b) the slow lane of Ma On Shan Bypass would be converted into a temporary emergency access for related vehicles;
- (c) a meeting was held with relevant public transport operators on 19 September this year, and a preliminary proposal had been submitted for approval;
- (d) the reserved capacity at the junctions was the data of cumulative assessment, which included all the routes that vehicles would cover;
- (e) they hoped that electronic displays could be installed at tunnels one or two weeks before the event, in order to remind motorists of the traffic diversion arrangements on 12 November. They had tried to make the best arrangement as regards the diversion at the Tate's Cairn Tunnel leading to Sha Tin, in order to minimise the impact on the public; and
- (f) accesses to housing estates would not be closed. But the road closure might affect some facilities, such as the research unit of The Chinese University of Hong Kong in Hong Kong Science Park. The organiser had notified the affected institutions and would maintain communication with them for follow-up.

26. Mr Terry LO, Assistant Manager (Operations) of the KMB gave a consolidated response as follows:

- (a) nearly 60 bus routes would be affected by the diversion arrangements. Some routes might cover more sections to provide related services. For example, Route 80K might travel via Yuen Wo Road so that residents of Lek Yuen and Wo Che could go to Sha Tin Town Centre by bus; and
- (b) they would have discussion with the TD and the consultant company on the possibility of operating a bus route between University Station and Ma On Shan.

27. The Chairman requested the organiser to minimise the impact of the event, in line with members' suggestions on traffic diversion, safety measures and public transport services.

28. Members noted the above paper.

Date of Next Meeting

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

30. The meeting was adjourned at 4:03 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

November 2017