

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2018

Date : 9 January 2018 (Tuesday)
Time : 2:35 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YUNG Ming-chau, Michael (Vice-Chairman)	DC Member	2:35 pm	7:20 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:35 pm	7:07 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:35 pm	5:38 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:35 pm	5:39 pm
Mr CHAN Kwok-keung, James	"	4:30 pm	5:42 pm
Ms CHAN Man-kuen	"	2:35 pm	7:20 pm
Mr CHAN Nok-hang	"	2:35 pm	5:36 pm
Mr CHING Cheung-ying, MH	"	2:35 pm	7:20 pm
Mr CHIU Chu-pong, Sunny	"	2:35 pm	5:36 pm
Mr CHIU Man-leong	"	2:35 pm	7:20 pm
Mr HUI Yui-yu, Rick	"	2:35 pm	5:36 pm
Mr LAI Tsz-yan	"	2:35 pm	5:41 pm
Ms LAM Chung-yan	"	2:35 pm	7:20 pm
Mr LEE Chi-wing, Alvin	"	5:22 pm	7:08 pm
Mr LEUNG Ka-fai, Victor	"	2:35 pm	6:05 pm
Mr LI Sai-hung	"	2:35 pm	6:01 pm
Mr LI Wing-shing, Wilson	"	2:35 pm	6:04 pm
Mr MAK Yun-pui	"	3:51 pm	5:36 pm
Mr NG Kam-hung	"	2:35 pm	5:31 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:40 pm	5:36 pm
Mr PUN Kwok-shan, MH	"	2:35 pm	3:54 pm
Mr SIU Hin-hong	"	2:35 pm	6:10 pm
Mr TING Tsz-yuen	"	2:35 pm	5:36 pm
Mr TONG Hok-leung	"	2:35 pm	7:20 pm
Ms TSANG So-lai	"	2:35 pm	6:05 pm
Ms TUNG Kin-lei	"	2:35 pm	7:20 pm
Mr WAI Hing-cheung	"	2:35 pm	7:20 pm
Mr WONG Fu-sang, Tiger	"	2:35 pm	7:20 pm
Mr WONG Hok-lai	"	2:35 pm	5:42 pm
Mr WONG Ka-wing, MH	"	2:35 pm	7:16 pm
Ms WONG Ping-fan, Iris	"	2:35 pm	7:20 pm
Mr YAU Man-chun	"	2:35 pm	3:57 pm
Mr YIP Wing	"	2:35 pm	5:36 pm
Mr YIU Ka-chun	"	2:35 pm	7:20 pm
Ms YUE Shin-man	"	2:35 pm	5:35 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council) 4 / Sha Tin District Office		

In Attendance

Mr WONG Tin-pui, Simon
 Mr YUEN Chun-kit, Derek
 Mr HO Ming-yin, Jim
 Mr YAU Kung-yuen, Corwin
 Mr YIP Koon-keung, Ken
 Mr CHIU Sung-ko
 Mr HU Yue-ming, Alan
 Mr LEE Sze-yan, Sam
 Mr NG Kin-fung

Mr LIU Chi-kwong

Mr NG Kok-hung, Edmund

Mr CHOW Siu-yee
 Mr CHOW Kwok-kee, KK
 Mr LAM Chi-chung

Mr LO Tit-kau, Terry

Mr LI Shuet-hang

Mr Andy CHEUNG
 Ms CHUNG Pui-yi

In Attendance by Invitation

Mr YUEN Tat-yung, Zorro

Mr MOK Chung-wang, Dennis

Mr KEA Tak-lai, Terry

Mr CHENG Ping-cheung
 Mr Adams AU
 Mr YUEN Kin-yip, Alan
 Mr CHEUNG Kam-chin

Mr CHAN Kin-hong

Mr HUI Fai-wing

Mr LEE Pui-hung
 Mr YEUNG Lok-man, Icarus

Mr CHAN Shui-yu, Alex

Title

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

Title

Chief Engineer / North 2 /
 Civil Engineering and Development Department
 Senior Engineer / 7 (North) /
 Civil Engineering and Development Department
 Engineer / 13 (North) /
 Civil Engineering and Development Department
 AECOM Consulting Services Limited
 AECOM Consulting Services Limited
 Senior Civil Engineer (4) / Housing Department
 Senior Electronics Inspector / Transport, Security & Central
 Services 3 / Traffic Aids & Signals / Electrical and Mechanical
 Services Department
 Engineer / Transport, Security & Central Services 3/1 /
 Electrical and Mechanical Services Department
 Senior Superintendent (Public Columbaria Project Team) /
 Food and Environmental Hygiene Department
 Principal & Chief Engineer / MVA Hong Kong Limited
 Senior Transport Officer / Tunnels & Tsing Ma 4 /
 Transport Department
 Engineer / Tsuen Wan & Shatin / Transport Department

<u>Absent</u>	<u>Title</u>	
Mr LI Sai-wing (Chairman)	DC Member	(Application for leave of absence received)
Mr CHENG Tsuk-man	”	(”)
Mr MOK Kam-kwai, BBS	”	(”)
Mr WONG Yue-hon	”	(”)

Action

Mr LI Sai-wing, the Chairman, was unable to attend the meeting due to other commitments. According to Section 34(3) of the “Sha Tin District Council Standing Orders” (Standing Orders), if the Chairman was absent, the Vice-Chairman shall take up the duty of the Chairman. Therefore, the meeting of the day would be chaired by Mr Michael YUNG, the Vice-Chairman. The Vice-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 Vice-Chairman said that the Secretariat had received applications for leave of absence in writing from the following members:

Mr LI Sai-wing	Attendance at another meeting of an organisation under the Mainland Government outside Hong Kong
Mr CHENG Tsuk-man	Official commitment
Mr Alvin LEE	”
Mr MOK Kam-kwai	”
Ms Scarlett PONG	”
Mr WONG Yue-hon	”

(Post-meeting note: Ms Scarlett PONG and Mr Alvin LEE arrived at the meeting at 2:40 pm and 5:22 pm, respectively.)

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

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

(TTC Minutes 7/2017)

4. Members unanimously confirmed the above minutes of the meeting.

5. The Vice-Chairman asked members to note that Ms Scarlett PONG arrived at the meeting.

Matters Arising

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

(Paper No. TT 1/2018)

6. Members noted the above paper.

7. The Transport Department (TD) could only note members' views on the Bus Route Planning Programme (BRPP) 2018-2019 of Sha Tin District, since no representative of the TD's Bus and Railway Branch was present and the planning programme was not on the agenda. The Vice-Chairman suggested that members seize the time to discuss other issues.

Discussion Items

Updates on Traffic Review on Major Roads in Sha Tin and Proposed Alignment of Trunk Road T4

(Paper No. TT 2/2018)

8. The Vice-Chairman welcomed representatives of the Civil Engineering and Development Department (CEDD) to the meeting.

9. Representatives of the CEDD briefly introduced the paper.

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

- (a) he supported the expeditious construction of Trunk Road T4 (the T4) to alleviate traffic congestion throughout the Sha Tin District. In Ma On Shan and the whole of Sha Tin, the traffic congestion during morning and evening peak hours caused inconvenience and economic loss to residents;
- (b) this proposal was better than the original one, since it would improve the landscape for The Riverpark and Scenery Court;
- (c) the Hong Kong Heritage Museum was very close to the T4. He enquired how to ensure that the construction, including the noise, would not disturb the daily operation of the museum, and what mitigation measures would be taken;
- (d) he asked whether bridge piers would be built on top of Shing Mun River;
- (e) he opined that short-term mitigation measures would not be enough. Currently, four traffic lanes were converted to three at the merging point of the traffic flows from Tai Po and North District on Ma On Shan Road and Tate's Cairn Highway. He suggested maintaining four-lane traffic after the merging point, so as to widen the section of Tate's Cairn Highway between the Sha Tin Hospital and Ah Kung Kok Fishermen Village;
- (f) congestion often occurred at the diverging point of the Tate's Cairn Highway leading to the Lion Rock Tunnel (LRT) and to the Tate's Cairn Tunnel (TCT). Some motorists changed lane frequently. He hoped that the CEDD would take short-term measures to prevent lane-changing at the diverging point;

- (g) he found it difficult to understand why the tendering, consultation and design work would take five years. He opined that the T4 project was of great urgency and should commence as early as possible in 2021; and
- (h) given the rising population of North East New Territories in the future, he hoped that the Government would consider the construction of a bypass circumventing Sha Tin to prevent the entry of traffic flows from Tai Po and North District which caused traffic congestion.

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

- (a) the problem of traffic congestion in Sha Tin concerned the whole of New Territories East, including Tai Po District. At the same time, the traffic in Sha Tin affected by other districts also caused congestion. Tai Po Road (Sha Tin Section) was congested during morning and afternoon peak hours and therefore its widening should not be delayed. Traffic congestion in Ma On Shan was also very serious and needed to be addressed as soon as possible; and
- (b) he asked whether the elevated section near the Hong Kong Heritage Museum could be changed to underground tracks on the east and the west banks of Shing Mun River instead. He also enquired about the depth of Shing Mun River and about the condition of underground facilities. He hoped that the proposal would not delay the project. If congestion problems remained in Sha Tin after the completion of the T4, it would be necessary for the CEDD to conduct studies in this regard.

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

- (a) there was serious traffic congestion in Sha Tin due to the rapid increase in the number of vehicles and the heavy traffic on several major trunk roads. Therefore, he opined that the T4 should be built as soon as possible and that the current proposal was acceptable as a whole. When the Sha Tin District Council (STDC) discussed the T4 about a decade ago, the main concerns were visual impacts and the fully elevated design. If the Government had been amenable and had come up with the current proposal by adopting underground lanes at Tsang Tai Uk at that time, he believed that the arrangements for the T4 project would have been much smoother. Now he only hoped that the Government could make amends and build the T4 as soon as possible;
- (b) he opined that the view from the road bend at Scenery Court towards the Hong Kong Heritage Museum was a bit unsightly. He suggested that visual improvements to the design of the footbridge be made;
- (c) he requested the installation of left-turn traffic lights for Chun Shek and Sha Tin Wai at Tsang Tai Uk at the exit of LRT Road leading straightforward to Lion Bridge, right to Tsang Tai Uk, and left to Chun Shek and Sha Tin Wai. He said that he had put forward such a

request more than a decade ago and at a briefing session a couple of months before. He did not accept the CEDD's claim that such left-turn traffic lights could not be installed;

- (d) he opined that the current design already featured the maximum optimisation for The Riverpark. He hoped that the junction of Sand Martin Bridge bound for the footbridge at Sha Tin Market could be optimised as soon as possible; and
- (e) he opined that 10 years would be too long from the commencement to the completion of the project under the current proposal.

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

- (a) local residents had been waiting for the T4 for over a decade. But he opined that it would be better late than never. In view of traffic congestion in many parts of Sha Tin, he agreed that the Government should improve the road network in the district as soon as possible through building the T4 and other measures;
- (b) he welcomed the current T4 optimisation proposal put forward by the CEDD. However, he hoped that the CEDD would first conduct sufficient public consultation with residents in the neighbourhood, the STDC and Members, instead of simply distributing consultation papers to owners' corporations to solicit written opinions. The CEDD should actively consider reasonable opinions and consult with relevant stakeholders to reach the greatest consensus; and
- (c) he agreed on the switch to the tunnel-type road design, but he suggested full enclosure noise barriers be used for the section between the Hong Kong Heritage Museum and The Riverpark.

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

- (a) he asked whether the tunnel of Sha Tin Road westbound on the T4 would start from Tsang Tai Uk and then connect to Eagle's Nest Tunnel (ENT) and Shing Mun Tunnels (SMT). He opined the T4 would mainly serve residents in Ma On Shan and Sha Tin East. Therefore, he suggested that the Government take the opportunity to address congestion problems on the Tate's Cairn Highway and Trunk Road T6, so that traffic flows from Ma On Shan could go directly to the T4 via LRT Road; and
- (b) he hoped that the T4 project would commence as soon as possible.

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

- (a) she thanked the CEDD for the briefing to the STDC a couple of months ago and for communicating with and heeding the advice of relevant Members and residents, so as to solve some of the problems;

- (b) she supported the T4 project and hoped that it could be implemented as soon as possible. As a large road improvement project in Sha Tin for nearly a decade, the T4 was expected to encounter unprecedented difficulties. Therefore, she hoped that the CEDD would set up a community liaison working group;
- (c) compared with the previous proposal about a decade ago, the current design would be closer to the Hong Kong Heritage Museum. She was worried that the relics inside the museum would be affected by the noises and shocks from the construction;
- (d) she agreed that a traffic review should be conducted on main roads in Sha Tin along with the T4 project. And she was happy to see that the project would solve some of the problems at Shek Mun Interchange. Besides, she hoped that the consultant company would find out the reasons behind the frequent traffic accidents at the road bend of the Tate's Cairn Highway spur line turning left onto Shek Mun Interchange bound for Tai Chung Kiu Road;
- (e) she thanked the CEDD and the consultant company for jointly inspecting the site at 7:30 am for traffic flow statistics. And she was happy to see that the CEDD was about to add a lane to On King Street bound for Tai Chung Kiu Road and to widen the road junction and both sides of On Sum Street. However, she was concerned that there would be traffic jams at Tai Chung Kiu Road and Shek Mun Interchange. Therefore, she proposed widening the junction of On Ping Street and On Sum Street from a two-lane to a three-lane road, with two lanes turning left onto On Sum Street bound for Tai Chung Kiu Road, and a third one turning right, which hopefully could alleviate the traffic congestion at On Ping Street; and
- (f) Ever Gain Centre at On Muk Street was at a cul-de-sac. She wondered whether the section could be connected to Tai Chung Kiu Road in order to ease the traffic congestion at On Lai Street. At present, the junction of Ravana Garden and On Lai Street was signalised, with certain time for pedestrians to cross the road. Therefore, she opined that there would be dozens of seconds for vehicles to travel from On Muk Street onto Tai Chung Kiu Road.

16. Mr YAU Man-chun said according to the paper, there were three locations in Sha Tin with very busy traffic during morning peak hours in 2016, and there would be 5 such locations in 2021. He hoped that the T4 project would be implemented as soon as possible. However, in view of the long construction period, he believed that even when it was completed, the T4 would solve only part of the congestion problem in Sha Tin. He opined that there was no single government department to handle urban planning issues such as housing development, population and traffic growth, and road design at the macroscopic level. He did not understand why the STDC opposed the T4 project more than a decade ago. But he opined that the Government should not just blame the STDC.

17. Mr YIP Wing agreed on the T4 project and hoped that it would commence as soon as possible without further delay. Last year, Route Nos. 980X and 981P provided Ma On Shan residents with a convenient service to and from Central and Admiralty. During the test ride, he found that the routes took 10 to 15 extra minutes to the ENT via Tai Chung Kiu Road bound for Tai Po Road (Sha Tin Section), with many vehicles and traffic lights on the way. Therefore, he opined that a highway bypassing busy road sections in Sha Tin Town Centre and leading to the ENT and the SMT was necessary in Ma On Shan. At present, most residents of New Territories East would use the TCT and the LRT during morning peak hours, resulting in long traffic queues at the 2 tunnels. He believed that the T4 would help divert traffic flows bound for Kowloon West, Hong Kong West and even Central, so as to alleviate the traffic congestion at the TCT and the LRT.

18. Mr Sunny CHIU agreed that the T4 project should be implemented as soon as possible in order to alleviate traffic congestion in Sha Tin. He pointed out that the full enclosure noise barriers proposed in the 2007 proposal only covered part of Pok Hong Estate and half of the units in Pok Tak House, which was not perfect in his opinion. He advised the CEDD against considering taking measures only upon noise complaints arising from the increasing traffic flows after the completion of the T4. He suggested that the full enclosure noise barriers be extended to Pok On House at this stage. At present, some of the buildings in Pok Hong Estate were only protected with vertical noise barriers. He had written to the CEDD and requested the extension of the noise barriers. However, the CEDD only replied that a study had been conducted for the T4 project in this regard. Taking this opportunity, he suggested extending the noise barriers and adopting the full enclosure type.

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

- (a) according to the landscape impact analysis of the T4 in paragraph 13 of the paper, the current proposal was to stay far away from Scenery Court and Sha Tin Town Centre. He wondered what “far away from” actually meant, and enquired about the difference in distance to the point closest to Scenery Court under the original and the current proposals;
- (b) the viaduct in the original proposal had a height of 12 to 13 storeys. He asked how much lower it would be in the current proposal. According to the new proposal, the tunnel-type design could reduce the height of the T4 section on LRT Road. He asked how much it would be reduced. He did not understand why the CEDD could provide an exact figure about 10 years ago but could not do so at present;
- (c) he enquired about the difference in the traffic flow on Tai Po Road (Sha Tin Section) compared to that a decade ago. He learned 10 years ago that the congestion on Tai Po Road (Sha Tin Section) was not entirely caused by traffic flows from Sha Tin, since 70% of the road users came from Tai Po and North District. He wondered whether the current data was different from that a decade ago;

- (d) when the Government proposed the T4 a decade ago, it said that the project was of great urgency and that there was not much room for modification, hoping that the STDC could settle for it. He wondered why there were so many proposed optimisations now, including the tunnel-type design, and whether there was room for optimisation at present;
- (e) he pointed out that since the CEDD had reserved three joints at the T3 and Tsing Sha Highway for the T4, it had been telling the public that the T4 was the only option. Ten years ago, he proposed diverting the traffic flows from Tai Po and North District before they entered Sha Tin, so as to ease the congestion on Tai Po Road (Sha Tin Section). But it was ignored by the CEDD. In view of the expected increase in traffic flows from Tai Po and North District, the viaduct design would be necessary in future road construction even if it was not needed in the T4 project. He wondered why the CEDD did not consider building bypasses in Tai Po and North District 10 years ago but was considering doing so now;
- (f) he hoped that the tunnel-type design would be used in more road construction projects; and
- (g) he asked the CEDD to identify the locations of the viaduct piers, so that members of the public would be aware of their impact.

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

- (a) she supported the T4 project and hoped that it could commence as soon as possible. Apart from the improvement measures at Tai Chung Kiu Road and Fo Tan Road, she opined that vehicles travelling along Shan Mei Street should be allowed to turn left for The Grandville, in addition to turning right onto Fo Tan Road. She believed this would reduce the traffic flows into Fo Tan Road;
- (b) she wondered whether the tunnel-type design could be adopted at more sections of the T4. She also opined that the footbridge in front of Hong Kong Heritage Museum was an eyesore. Besides, she hoped that there would be more layout plans for members to understand the impact of the facilities on the landscape of Shing Mun River after completion;
- (c) she hoped that public consultation activities could be launched and implemented as soon as possible; and
- (d) she opined that the CEDD should studying the feasibility of diverting traffic flows from Tai Po and North District as soon as possible, so as to reduce the burden on Sha Tin Town Centre.

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

- (a) he wondered whether the tunnel-type design could be adopted at more sections of the T4;
- (b) he enquired about the CEDD's expectation of the increase in the number of vehicles during the ten-year period of the T4 construction. He wondered whether the completed T4 would not be able to accommodate the new vehicular flow;
- (c) he asked whether only the vehicles in Sha Tin would use the road and how many vehicles would be coming from Tai Po and North District. He also wondered whether the Government would consider building a tunnel connecting Tai Po and North District with Kowloon; and
- (d) he asked whether controlling the growth in the number of vehicles would be considered; otherwise the construction of new roads would fall behind the increases in population and traffic flows.

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

- (a) he opined that the T4 should not be the sole solution to congestion problems in the district. An improved road network and better bus and railway services would be more important;
- (b) when the old proposal was gazetted, the Government received about 800 public submissions. Now, the CEDD submitted a new T4 proposal, presumably in view of the increasingly aggravating traffic congestion, with an optimised design for connection between the T3 and the T4, including the adoption of the tunnel-type design;
- (c) he enquired about the consultation arrangements, and about the amount of funding to be sought from the Legislative Council (LegCo);
- (d) the T4 would mainly benefit residents in Ma On Shan, Sai Kung and Yuen Chau Kok. He opined that there should be noise barriers from the Yu Chui Court section of Sha Lek Highway to the Pok Hong Estate section of LRT Road; and
- (e) he hoped that the CEDD could maintain close communication with the STDC and consult the STDC on a regular basis.

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

- (a) he supported the T4 proposal and opined that it was better than the previous one. He also opined that the project should not be delayed. He asked when the CEDD expected the T4 to be completed and put into service;
- (b) he believed that the T4 was one of the measures to alleviate traffic congestion in Sha Tin. However, he wondered whether the CEDD

would impose certain restrictions on the significant number of vehicles;

- (c) he opined that there had been a sharp deterioration in the past few months in the traffic conditions in New Territories East, including Sha Tin, Tai Po and North District, especially Ma On Shan. He hoped that the completed T4 would be able to ease traffic congestion and save travelling time for members of the public. The four-lane configuration was adopted at some sections of Tolo Highway. He opined that the CEDD could consider designating a lane exclusively for public transport at some sections; and
- (d) he hoped that the CEDD would assess the impact of the tunnel-type design on Shing Mun River.

24. Mr NG Kam-hung wondered whether the completed T4 would be sufficient to cope with the increasing vehicular flow, if the construction period should last a decade. The T4 would be “stacked” onto an existing viaduct. He wondered whether any new road would be stacked further onto it in the future. He wondered whether the CEDD had considered adopting the tunnel-type design at more sections, since the T4 was mostly underlain by granite, which would be suitable for tunnelling.

25. Mr Rick HUI quoted a report in 2014 as saying that private cars accounted for 40%-60% of the total traffic flow but carried only 16% of the passenger volume on the road. By contrast, buses and light buses carried about 71% of the passenger volume on the road but took up only 25% of the total traffic flow. While it was necessary to build the T4, he hoped that the CEDD would consider whether it was necessary to control the vehicular flow and optimise the public transport system and transport subsidies, or reduce public transport fares. He believed that if the Government used the infrastructure expenditure as subsidies for public transport, it would be conducive to the policy of controlling the increase in the number of private cars.

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

- (a) he agreed on the T4 project and welcomed the relocation of a section of the T4 alignment near Tung Lo Wan Village to the vicinity of the industrial estate, so as to minimise the impact of the project on residents. However, he hoped that the section near Scenery Court and the Hong Kong Heritage Museum could be fitted with full enclosure noise barriers;
- (b) he enquired about the construction schedule of the T4. In view of the growing population in the region, he was concerned that the T4, with a proposed construction period of 10 years, would be inadequate by the time of its completion. Therefore, he hoped that the T4 could be completed as soon as possible; and
- (c) he opined that the cure for traffic congestion was to control the vehicular flow, such as restricting the number of private cars.

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

- (a) he pointed out that while the CEDD said the public and the STDC would accept the T4 proposal, it would take about 10 years to complete the works. He wondered whether the construction period could be shortened and what other measures were up the CEDD's sleeve to address traffic congestion problems in Sha Tin;
- (b) the vehicular flow was expected to increase along with the development of North East New Territories, the completion of the Liantang Boundary Control Point and the widening of Tolo Highway. He asked about the CEDD's other measures to deal with the traffic flows from Tai Po and North District;
- (c) he was aware that the CEDD would brief the LegCo Panel on Transport on the widening of Tai Po Road (Sha Tin Section) on 19 January in order to seek the Panel's support. He asked whether the CEDD was confident in securing funding approval from the LegCo within the financial year, and if not, what the CEDD would do;
- (d) at present, there was only a two-lane road to lead vehicles from Ma On Shan into the three-lane Shek Mun Interchange, which easily caused traffic congestion. There was no exclusive lane for vehicles travelling along A Kung Kok Street to move onto the Tate's Cairn Highway swiftly. He asked the CEDD for a possible solution;
- (e) before the T4 was available, according to the proposal on traffic distribution among the 6 tunnels, more vehicles from Sha Tin and Ma On Shan might opt for the ENT. And in order to do so, they needed to travel via the Tate's Cairn Highway, Sha Lek Highway, Sha Tin Road and LRT Road. He wondered whether the CEDD had assessed the necessity to widen the Tate's Cairn Highway and LRT Road and to designate bus-only lanes;
- (f) members were concerned that the alignment of the T4 might have an impact on the Hong Kong Heritage Museum and the landscape. They were also concerned about the arrangements for the public consultation, the community liaison working group, and the noise barriers on Sha Tin Road and Sha Lek Highway. They also wondered whether the completed T4 could still handle the traffic flows from Tai Po and North District. He hoped that the CEDD could answer those questions in detail; and
- (g) he asked how the CEDD would rationalise views in the local community and long-term planning issues, and whether it would consider the noise problem of road connections when conducting the environmental impact assessment (EIA). Besides, he asked whether a community liaison working group would be set up for the T4 project, as in the case of Tai Po Road (Sha Tin Section), so as to communicate with stakeholders in the neighbourhood and to avoid objections during the gazettal process.

28. Mr Zorro YUEN, Chief Engineer / North 2 of the CEDD gave a consolidated response as follows:

- (a) the T4 would mainly direct traffic flows from Ma On Shan to the SMT and Tsing Sha Highway, so that vehicles did not need to travel via the few main roads in Sha Tin Town Centre, such as Tai Chung Kiu Road and Shatin Rural Committee Road. Therefore, he opined that the traffic in the Sha Tin District would improve after the T4 was completed;
- (b) in the design process, the CEDD would pay special attention to the impact of noises and shocks on the Hong Kong Heritage Museum. And the CEDD had previous experience in carrying out large-scale construction projects near historic relics;
- (c) the CEDD had examined the possibility of constructing a sunken portion near the Hong Kong Heritage Museum. However, the current connections of the T4 with Tsing Sha Highway and the SMT were well above the ground, with a height of 6 to 8 storeys. Therefore, the sunken portion design might not be technically feasible. Besides, the CEDD had studied the possibility of building the alignment under Shing Mun River. However, in view of the high building density in Sha Tin, it would be difficult to find a suitable location for the exit which would require a spacious spot. Road joints were not necessary for the T4. However, if they were used, the impact on the traffic of other road sections would be reduced. The current proposal did not include the use of the connection near Tung Lo Wan Village either;
- (d) the CEDD would study the feasibility of optimising the road bend outside Scenery Court, including the addition of noise barriers;
- (e) the CEDD would consider adding noise barriers based on the results of the upcoming EIA;
- (f) the CEDD would pay attention to the situation of Shing Mun River during the construction;
- (g) the CEDD would work with the TD to study in detail the problems about the junction of the TCT and the LRT, the conversion of Ma On Shan Road from a four-lane-to-three-lane road to a four-lane-to-four-lane one, as well as the improvement in facilities at LRT Road bound for Chun Shek, the Sand Martin Bridge junction, the Tate's Cairn Highway, On Ping Street and On Sum Street, etc.;
- (h) the CEDD hoped that the T4 consultancy study could commence in mid-2018. Regarding the traffic improvement works in Sha Tin, the CEDD would carry out the roundabout improvement works in the near future, in addition to the feasibility study on Shek Mun Interchange. The CEDD would consult the LegCo Panel on Transport to solicit support on 19 January, and it was expected to seek funding approval from the LegCo Finance Committee between March and May this year

for the widening of Tai Po Road (Sha Tin Section). If things went well, the widening works could commence in mid-2018. According to initial estimate, if the widening project could start within the year, it would be completed in 2022 or 2023. The widening of the Tai Po Road (Sha Tin Section) and the T4 were both large-scale projects. If everything went well, the T4 would commence after the widening works were completed. The consultancy study was expected to last 2 to 3 years. Apart from the EIA, the completed proposal would also need to be gazetted, for which the CEDD would need to set aside time as well;

- (i) the T4 would be situated at about 60 to 70 metres from Scenery Court under the original proposal. In the current proposal, the westbound section of the T4 was the closest to Scenery Court, with a distance of about 100 metres between them. And the elevated section of the T4 would be about 25 metres high, as tall as an eight-storey building, which was significantly lower than that under the original proposal;
- (j) the CEDD would submit the data to relevant departments upon completing the traffic impact assessment (TIA) on the T4. In the long run, the TD and the Highways Department (HyD) were preparing a report on major transport infrastructure beyond 2030 to review the issues of major trunk roads, inter-district road networks and railways;
- (k) the CEDD would continue to consult the public on the T4. If the research report could be completed in 2018, he hoped that there would be a more detailed proposal for more comprehensive public consultation in 2019. When the works of Tai Po Road (Sha Tin Section) commenced, the CEDD would set up a community liaison working group to discuss with the stakeholders the construction arrangements at each stage; and
- (l) it initially appeared that about 40% of the traffic from Tai Po and North District went to Kowloon via Sha Tin.

Motions

Motion by Mr HUI Yui-yu, Rick on Requesting the Transport Department to Study the Retrofitting of Covers for the Pedestrian Walkway at Hung Mui Kuk Road (near Sun Chui Estate Section)
(Paper No. TT 3/2018)

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

- (a) according to the “Transport Planning and Design Manual” (“the Manual”), the criterion for retrofitting covers for a pedestrian walkway was that a minimum pedestrian flow was required to reach 4 000 passers-by per hour for at least 3 hours on working days. But it did not elaborate on the counting method or the length of covers for an eligible walkway. He had counted the pedestrian flow of the walkway at Hung Mui Kuk Road (near Sun Chui Estate section),

according to the standard in “the Manual”. The said walkway had several access points. He had counted the pedestrian flow at 3 of the access points for 2 hours on a working day and recorded a total number of 3 800 passers-by. Although he had not obtained data for the other 2 access points, he believed the total pedestrian flow should exceed 4 000 passers-by per hour during peak hours. The TD said that they would only count the pedestrian flow at 1 point of the related section and they got a result of only about 1 000 passers-by per hour for the said walkway. Since retrofitting covers for a pedestrian walkway was intended to provide a covered passage for residents to travel among major venues, he wondered why the TD only counted the pedestrian flow at 1 point of the walkway;

- (b) he hoped that the TD would count the pedestrian flows at different locations in different ways. He believed that if the TD could review its method of counting, it would be conducive to retrofitting covers for pedestrian walkways throughout the territory; and
- (c) he moved the following motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to study the retrofitting of covers for the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section).”

Mr Billy CHAN seconded the motion.

30. Mr TONG Hok-leung pointed out that members had proposed a number of locations for retrofitting covers for pedestrian walkways at the TTC meeting on 9 May 2017. However, due to limited resources, only 3 locations had been chosen for further study. He supported the retrofitting of covers for the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section). And he suggested that the Government review the needs for covers at other proposed locations apart from the 3 selected ones. He would move an amendment since other proposed locations in the Sha Tin District should be considered as well.

31. Ms TUNG Kin-lei understood that the mover hoped to fight for a more comfortable access for residents. However, there had been a consensus at the TTC meeting on 9 May 2017. She opined that it would only be fair if the motion included other proposed locations or else suggested that the TD review its standard for counting.

32. Mr HO Hau-cheung pointed out that at the TTC meeting on 9 May 2017, members had selected 3 walkways and the second proposed location was involved in the current motion. He opined that if the TD carried out a study as per the motion, the said walkway would pre-empt other proposed locations selected at the meeting that day. However, the motion did not mention this problem. He asked members to consider requesting the TD to study the locations proposed on 9 May 2017 and to retrofit related covers as soon as resources permit.

33. Mr Ken YIP, Senior Engineer / Sha Tin of the TD said that the TD had counted the pedestrian flow at the walkway mentioned in the motion, albeit in a manner not necessarily the same as Mr Rick HUI's. The existing standard applied to the entire territory. If the motion was passed, relevant persons in charge from the TD would study the possibility of optimising the standard.

34. Mr TONG Hok-leung moved the following amendment:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department to conduct a comprehensive review so as to expedite the retrofitting of covers for all the pedestrian walkways in the Sha Tin District with pedestrian flow reaching the standard stipulated in the ‘Transport Planning and Design Manual’.”

Mr HO Hau-cheung seconded the amendment.

35. Mr TING Tsz-yuen supported the proposal to review the standard in “the Manual”. However, he opined that the amendment lacked the intent of the original motion. He wondered whether the amendment should be based on and suggested the mover include the meaning of the original motion.

36. Mr Rick HUI opined that the background of his motion clearly stated his doubt over the TD's counting method for the pedestrian flow. And the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section) was an example of a location that he requested a pedestrian count of, which the TD might use as a reference for counting the pedestrian flow of an area rather than a point. If, after considering his motion, the TD was willing to adopt his counting method for identifying pedestrian walkways to be retrofitted with covers, then it would set a precedent for cases and benefit other districts. He objected to the amendment, saying that the proposal in his motion was different from the one discussed at the TTC meeting on 9 May 2017 and would not affect the resources involved in the latter.

37. Mr YIU Ka-chun said that he did not object to the background of the original motion. However, he supported the amendment since it would cover the suggestions of Mr Rick HUI and other members.

38. Mr HO Hau-cheung understood that Mr Rick HUI would like to set a precedent with his example. However, the amendment which Mr TONG Hok-leung moved and which he seconded requested the TD to conduct a review more directly, which would benefit residents in not only Mr Rick HUI's constituency but other constituencies as well.

39. Mr TONG Hok-leung pointed out that members had proposed a number of locations for retrofitting covers for pedestrian walkways at the TTC meeting on 9 May 2017. He did not object to Mr Rick HUI's proposal but hoped that it could benefit more residents. He opined that it was not feasible to include the “Hung Mui Kuk” case into his amendment since the amendment would be lengthy if all the proposed locations were included.

40. Mr MAK Yun-pui objected to members' opposing for the sake of opposition and suggested that votes be cast as soon as possible.

41. The Vice-Chairman referred to Orders 19-21 of the Standing Orders regarding an amendment and suggested that the Secretariat make an interpretation first.

42. Ms Cherry CHAN, Executive Officer (District Council) 4 of the Sha Tin District Office said that according to Order 21 of the Standing Orders, the Chairman was required to determine whether an accepted amendment to the motion contradicted the original motion.

43. The Vice-Chairman said an amendment would directly negate the original motion if their contents were contradictory to each other. The amendment concerned did not exclude the retrofitting of covers for the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section). It just requested the Government to review the related standard in "the Manual" and to retrofit covers for eligible walkways. The STDC would handle the original motion if the amendment was not passed.

44. Mr TONG Hok-leung requested recording the names of supporting and opposing members. Four members supported his suggestion.

45. Mr TING Tsz-yuen agreed that the benefits of all residents in Sha Tin should be taken care of. However, he opined that the amendment was different from the original motion. And he would move another amendment if the mover of the first amendment disagreed with the addition of "the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section)".

46. Ms TUNG Kin-lei opined that the contents of the amendment matched the background of the original motion, instead of constituting a direct negation simply because the name of an access was not included.

47. The Vice-Chairman received Mr TING Tsz-yuen's amendment and opined that it did not directly negate Mr TONG Hok-leung's.

48. Mr TING Tsz-yuen said that he did not mean that Mr TONG Hok-leung's amendment directly negated the original motion but only opined that the 2 differed in content. He moved the following amendment:

"The Traffic and Transport Committee of the Sha Tin District Council urges the Transport Department to study the retrofitting of covers for the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section), and to conduct a comprehensive review of the standard stipulated in the 'Transport Planning and Design Manual'."

Mr CHAN Nok-hang seconded the amendment.

49. Mr LI Sai-hung said that he had proposed the retrofitting of covers for the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section)" as a district minor works project. And he had suggested that the TD retrofit the related covers. The TD had later inspected the site and made a response. Therefore, he

suggested the word “study” be changed to “re-study” in the amendment.

50. Mr YIU Ka-chun said that as far as he remembered, the proposal for the second priority adopted at the TTC meeting on 9 May 2017 involved the retrofitting of covers “along the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section)”, although the proposed location was near Tin Sam Village. He also remembered that at the pre-meeting where Mr LI Sai-hung was also present, it was proposed that the CEDD consider retrofitting covers on the other side at the same time. But the idea was rejected. Therefore, the CEDD would only consider retrofitting covers on one side of the pedestrian walkway on Hung Mui Kuk Road (near Sun Chui Estate section). If Mr TING Tsz-yuen insisted on including “the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section)” in his amendment, he would also hope to include “Ngan Shing Street in the vicinity of Prince of Wales Hospital”. Therefore, he opposed Mr TING Tsz-yuen’s amendment. He opined that the first amendment had already covered all the walkways recommended by the TTC.

51. Mr TONG Hok-leung said that there were many requests, and it would be unnecessary for each member to move a motion. He opined that his amendment already covered all the requests and was less controversial.

52. Mr LI Sai-hung clarified to avoid misunderstanding that he was not present with Mr YIU Ka-chun on any other occasion except for STDC meetings.

53. Mr HO Hau-cheung pointed out that 9 locations were proposed at the TTC meeting on 9 May 2017. All of them, except Mr CHING Cheung-ying’s, were considered by members. Eventually, the top priority had been given to Lok King Street, as proposed by Mr SIU Hin-hong and Ms Scarlett PONG, followed by Hung Mui Kuk Road, as proposed by Mr PUN Kwok-shan and Mr Rick HUI. If the proposed location with the top priority was found to be infeasible upon CEDD’s study, then the location proposed by Mr PUN Kwok-shan and Mr Rick HUI would be review. Therefore, the location was also of a high priority. He opined that the other pedestrian walkways were of equal urgency. If Mr Rick HUI’s motion was related to the item of the second highest priority adopted at the TTC meeting on 9 May, it might disturb the priorities set at that meeting. If the motion was indeed passed, he wondered how the CEDD would prioritise the items. While he supported the essence of Mr Rick HUI’s motion, he opined that it would be fairer to give comprehensive consideration to all the locations ever proposed. He considered it inappropriate to mention a specific location in the motion.

54. Mr Rick HUI said that the proposal mentioned in his original motion was different from what had been discussed at the TTC meeting on 9 May 2017. He opined that no resolution at this meeting would affect the proposal put forward at that meeting. He simply considered the TD’s method of counting pedestrian flow outdated. Also, he included the example of the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section) because his proposed counting method was suitable for the location. If his motion was passed and the TD considered using his counting method, top priority would not necessarily be given to the pedestrian walkway at Hung Mui Kuk Road (near Sun Chui Estate section). Therefore, he could not understand the benefits of moving a more abstract amendment.

55. The Vice-Chairman asked the original mover and the members moving the amendments to discuss the related motion first, and he adjourned the meeting for 5 minutes.

56. The Vice-Chairman said that before the adjournment, he had asked the original mover, the amendment movers and the related seconders to first discuss the feasibility of merging the contents concerned. He asked Mr TING Tsz-yuen whether they had reached a consensus. He also enquired the TD about the differences between the methods of counting the pedestrian flow adopted by Mr Rick HUI and the TD respectively.

57. Mr Ken YIP said that according to the prevailing standard, to retrofit covers for a pedestrian walkway required a pedestrian flow of 4 000 persons for at least 3 hours during peak hours. The TD counted the pedestrian flow at the cross section where the greatest pedestrian flow was expected to occur, while Mr Rick HUI counted all the pedestrians entering the proposed area. Therefore, if the area proposed to be retrofitted with covers was large enough, the related standard was likely to be met, which was different from the TD's current practices,

58. Mr TING Tsz-yuen said that he would withdraw his amendment upon discussion with Mr TONG Hok-leung.

59. The Vice-Chairman said that according to Order 22 of the Standing Orders, after discussion but before voting, no motion shall be withdrawn except with the unanimous consent of the members present (excluding abstentions). He asked whether members agreed with Mr TING Tsz-yuen's withdrawal of his amendment.

60. Members unanimously agreed with Mr TING Tsz-yuen's withdrawal of his amendment.

61. Mr TONG Hok-leung accepted members' suggestions and revised his amendment as follows:

“The Traffic and Transport Committee of the Sha Tin District Council urges the Transport Department to conduct a comprehensive review so as to expedite the retrofitting of covers for all the pedestrian walkways, including Hung Mui Kuk Road (near Sun Chui Estate section), in the Sha Tin District with pedestrian flows reaching the standard stipulated in the ‘Transport Planning and Design Manual’ and for all the proposals put forward but not yet selected at the meeting of the Traffic and Transport Committee on 9 May 2017.”

Mr LI Sai-hung seconded the amendment.

62. The Vice-Chairman enquired whether members endorsed the amendment in paragraph 61.

63. Members unanimously endorsed the amendment in paragraph 61.

64. The Vice-Chairman received Mr James CHAN's comments on the deliberation procedure. He explained that he did not announced unanimous endorsement until he had asked and confirmed that members did not have any objection or abstention. Members might listen to the audio recording if they had different opinions.

65. Mr James CHAN asked the Secretariat whether the Standing Orders stipulated the amount of time allowed for the Chairman of the STDC or a committee to enquire about members' objection or abstention.

66. Ms Cherry CHAN responded that the Standing Orders did not state a time limit for the Chairman's enquiry.

67. The Vice-Chairman asked members to note that Mr Alvin LEE arrived at the meeting. He pointed out that the Chairman would handle any member's request for the use of the electronic voting system or an open ballot accordingly. If no member made such a request, then the Chairman would generally asked whether there was any objection or abstention, according to the Standing Orders and the STDC's practices. If not, then a motion would be deemed to be endorsed unanimously.

68. Mr James CHAN opined that the STDC was probably the largest DC of Hong Kong, which was also an international city. He felt disappointed that the Standing Orders did not specify the amount of time allowed for the Chairman of the STDC or a committee to enquire about members' objection or abstention. He opined that the general public would not accept such an arrangement.

69. Mr Thomas PANG opined that the current STDC had been serving for 2 years. Voting at meetings of the STDC and its committees had been conducted by means of enquiry, when there were no objections or abstentions. And Mr James CHAN had also attended related meetings. In case of any dissenting views, the electronic voting system would be used. He pointed out that the mover and the seconder of the amendment just passed belonged to the pro-establishment and the pan-democratic camps respectively, and that they had reached an agreement by discussion during the adjournment. He opined that the Vice-Chairman had handled the case the usual way. He would regret it if any member made individual comments on the online media. He believed that the Vice-Chairman had been chairing this meeting in a very efficient manner.

70. Mr James CHAN said that while 2 years of the current STDC's term had elapsed, he had been unsure whether the Standing Orders stipulated the amount of time for members to express objection or abstention; therefore, he asked the relevant question for the first time. He did not find anything wrong about noticing a problem 2 years into the STDC's term. The People's Republic of China was still encountering problems at present, even though it was founded in 1949. He opined that even President XI Jinping would not react as such if deputies to the National People's Congress asked a similar question.

71. The Vice-Chairman said that after consulting the Secretariat, he learned that the discussion on this topic lasted from about 4:50 pm to 5:30 pm. During that time, he had adjourned the meeting for 5 minutes, so that members could discuss the related motion. Later, he learned that the amendment was moved by Mr TONG Hok-leung and seconded by Mr LI Sai-hung. He interpreted the situation as a consensus

reached by relevant members. He would make improvements if any member found his handling of the case unsatisfactory.

72. Mr Thomas PANG opined that comments could be made in any era. However, comments should facilitate later discussion instead of unduly overplaying the matter. He did not want the STDC to be discredited.

73. Mr Tiger WONG opined that the Vice-Chairman had spent enough time on the enquiry and all the members present had been well informed of it. He opined that some members might be absent-minded so that they asked such a question after the amendment had been passed.

74. Mr James CHAN opined that members should seek truth from facts instead of resorting to personal attacks. He opined that the STDC was not a monolithic whole and its members were selected in different ways. Therefore, it would be difficult to discredit the STDC. He asked others not to browse his Facebook page in secret.

75. Mr TING Tsz-yuen opined that issues relating to the Standing Orders should not be discussed at a TTC meeting. The Secretariat might consider including the discussion on the enquiry time into the agenda of a meeting of the Finance and General Affairs Committee.

76. Mr Rick HUI said that Mr James CHAN was the most righteous person and he would always support Mr James CHAN.

Questions

Question to be Raised by Mr YIU Ka-chun on the Congestion Problem of Tate's Cairn Tunnel and Highway in Sha Tin and Tai Po Road (Sha Tin Section)
(Paper No. TT 4/2018)

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

- (a) the number of licensed vehicles in Hong Kong was 560 000 in 2007 and 740 000 in 2016, with an increase of 180 000. And the total number of private cars was 530 000 in 2016 and around 600 000 recently, with a net increase of 160 000 private cars between 2007 and 2016. Private cars accounted for more than 90% of the growth of all registered vehicles, which was also one of the reasons for frequent traffic congestion;
- (b) in 2011, 40% of people commuted to and from work by car. People bought cars mainly for convenience and saving time, followed by work requirements. More than 60% of the people bought cars for the above reasons and 80% of them drove during peak hours. According to the above data from the TD, it could be seen that traffic congestion in the Sha Tin District was caused by a growing population and an increasing number of vehicles. He opined that simply considering diverting traffic flows to Route 8 would not be enough, and that it would be partial to say that Route 8 had reached its capacity. At present, at the bottleneck of Tai Po Road (Sha Tin Section), vehicles

travelling from Tai Po and North District to Kowloon could form a long queue of 2 kilometres and 1.5 kilometres during peak hours in the morning and in the afternoon respectively. He opined that apart from the construction of the T4, the Government should also study the traffic flows of bypasses and tunnels, and understand the daily habits of members of the public, such as whether driving was necessary, and whether there would be incentives for more people to take public transport; and

- (c) congestion frequently occurred during peak hours on major roads in New Territories East (major trunk roads in the Sha Tin District) bound for Kowloon, such as Tai Po Road (Sha Tin Section) and the Tate's Cairn Highway, which seriously affected the daily lives of members of the public. Therefore, he suggested that, apart from the overall study on reasonable traffic distribution among the 6 tunnels, relevant government departments should also identify and implement solutions to solve the said congestion problems. His views were as follows:

1. To promote more policies that gave priority to public transport, strengthen railway services and launch more interchange discount schemes for cross-harbour routes operated by different bus companies, so as to encourage the use of public transport;
2. To study the implementation of the "tidal flow operation" at some tunnels during peak hours;
3. To carry out the widening of Tai Po Road (Sha Tin Section) as soon as possible;
4. To conduct comprehensive consultation on the construction of Trunk Road T4 in Sha Tin;
5. To study the feasibility of constructing a new tunnel connecting Tai Po directly to Tsuen Wan or the West Kowloon area;
6. To consider constructing a fourth cross-harbour tunnel to alleviate traffic congestion in New Territories East;
7. To introduce intelligent devices as soon as possible, with cooperation between the Transport and Housing Bureau and the Innovation and Technology Bureau, so as to improve the transport coordination system in the territory; and
8. To encourage households with private cars to change their mode of transport by means of non-financial incentives, such as a more convenient public transport system; and to encourage residents in remote areas to switch to public transport at major bus interchanges by providing more park-and-ride facilities, with a view to reducing the traffic loads at the tunnels and on the roads in the urban area.

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

- (a) the population of the New Territories East was constantly growing, with 700 000 residents in Sha Tin District alone, as well as the completion of many housing estates. As a result, the road networks in Sha Tin and even the entire New Territories East would be overwhelmed;

- (b) in the past decade, a number of new traffic links, including Airport road, Tai Lam Tunnel and Route 3, had been built in New Territories West, such as Kwai Chung and Tsing Yi, where the congestion problems had been reduced. He asked why the Government had yet to come up with a major road project to solve congestion problems in New Territories East, where the population was constantly growing; and
- (c) the LegCo and Members representing New Territories East had presented petitions and met with relevant government departments to highlight traffic congestion problems in the region. However, they found that the Government did not have any specific solutions. He hoped that the Government could come up with specific solutions and increase the expenditure on infrastructure, in order to address the traffic congestion problems in New Territories East.

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

- (a) he opined that the Government had attached importance to housing construction in the past decade or two but had ignored transport development. As far as he knew, the Greater Bay in Shenzhen featured sound planning, with roads being constructed before houses. But things were quite the opposite in Hong Kong;
- (b) he suggested that the Government encourage carpooling, such as providing tunnel toll concession for each private car carrying 5 persons. Besides, he suggested increasing the number of carriages of trains; and
- (c) in view of the growing population of New Territories East, he opposed the reclamation in Ma Liu Shui for housing development.

80. The Vice-Chairman said that he had indicated that only two members might ask further questions. If the limit on the number of speeches was lifted, then that on questions should be lifted as well. He was concerned that the lack of a quorum might lead to the abortion of the meeting. He asked whether members agreed to lifting the limit to the number of speeches.

81. Ms CHAN Man-kuen advised against lifting the limit and suggested following the Standing Orders.

82. The Vice-Chairman pointed out that a member advised against lifting the limit on the number of speeches, only 2 members would be allowed to ask further questions.

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

- (a) in the short term, the TD would study the overall strategy for the reasonable distribution of traffic flows among the 3 cross-harbour tunnels and 3 tunnels connecting Kowloon and Sha Tin. The CEDD, for its part, planned to widen Tai Po Road (Sha Tin Section), to

implement some junction improvement works in the district, and to study the feasibility of improvement measures at Shek Mun Interchange. In the medium term, the CEDD would study the T4 project. The Development Bureau and the Planning Department had launched planning and vision studies transcending 2030. The TD and the HyD were expected to start the “Strategic Studies on Railways and Major Roads beyond 2030” in the second half of 2018. The studies would review transportation needs across the territory by 2030. They would also propose a strategic infrastructure network, including railways and roads, and measures on making good use of existing major corridors. Related studies were expected to be completed in 2021; and

- (b) the Shatin to Central Link was expected to be put into service in phases from 2019 and to help ease the traffic load.

84. Mr Terry KEA, Engineer / 13 (North) of the CEDD responded that the CEDD would try its best to seek funding approval for the widening of Tai Po Road (Sha Tin Section) during the current legislative session and to start the T4 study as soon as possible.

Question to be Raised by Mr YUNG Ming-chau, Michael on the Traffic Flow of and Congestion Remedial Measures for the Trunk Roads in Sha Tin
(Paper No. TT 5/2018)

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

- (a) regarding the reply of the TD to Question 2(a), he asked whether there was any data about the traffic flows from Shek Mun Interchange to Tai Chung Kiu Road, A Kung Kok Street and Tate’s Cairn Highway;
- (b) he asked whether the TD could provide data regarding Question 3 on the journey duration on A Kung Kok Street and Ma On Shan Road for the past 3 years;
- (c) he asked whether the duration of the 10 sets of traffic light signals mentioned in Question 4a would be adjusted to cope with the increase in traffic flows due to the “Subsidised Sale Flats Development at Ma On Shan Road” and the “Public Rental Housing Development at Hang Tai Road (i.e. Yan On Estate Extension)” ;
- (d) he asked whether “16:00” in Question 5a meant that the repair works could be finished within 16 minutes, or by 4:00 pm the following day;
- (e) as far as he understood, the total of “phase times” in Question 6a was equivalent to the cycle time, which should be 120 seconds for Question 6a and 138 seconds for Question 6b. He wondered whether the TD had miscalculated the hourly traffic capacity, since the cycle times of 120 and 138 seconds would reduce the number of vehicles during certain periods of time;

- (f) the reserved capacities of Shek Mun Interchange and its junction were 6% and 2% respectively, while their respective ratios of the actual traffic flow to the designed traffic capacity were 0.91 and 0.49. He asked whether the reserved capacity and the said ratios had reached their critical points because of signal adjustments or an increase in the number of vehicles;
- (g) he wondered whether some sections were synchronised, because he wanted to know the synchronization time of the front and the rear lights of a set of signal, and the basis for calculating the time of turning on another set of signals;
- (h) regarding the EIA on the 8 potential housing sites numbered CE 80/2014(CE) in Ma On Shan, he asked whether a road would be built in accordance with the standards in “the Manual” if road modifications were involved. He enquired about the TD’s possible countermeasures if the standards in “the Manual” did not apply; and
- (i) he enquired about the TIA reports by different departments.

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

- (a) he suggested that trunk roads such as the river-crossing section of Sha Tin Road and the Tate’s Cairn Highway accommodate one more road tunnel bound for Kowloon. He hoped that the Government would study the feasibility of constructing the Tate’s Cairn (2) Tunnel between the TCT and the LRT, which would go via Wong Tai Sin, Kowloon Bay, Kai Tak and To Kwa Wan, cross the harbour and then go towards North Point, so as to make good use of current roads and alleviate the traffic burden on the TCT and the LRT; and
- (b) he noted the proposal of building a road tunnel from Tai Po to West Kowloon and Tsuen Wan. However, he was worried that the hill excavating works would incur high costs but were not necessarily cost-effective. Therefore, he opined that his suggestion should be considered by the Government.

87. Mr Ken YIP responded that he would forward said suggestions to related persons for consideration, as regards the construction of the Tate’s Cairn (2) Tunnel going via Wong Tai Sin, Kowloon Bay, Kai Tak and To Kwa Wan, crossing the harbour and then going towards North Point, as well as the building of a road tunnel from Tai Po to West Kowloon and Tsuen Wan.

88. Mr Alex CHAN, Engineer / Tsuen Wan & Shatin of the TD responded that “16:00” was the time of the following day. He confirmed that the cycle time for Question 6(b) was 138 seconds.

89. Mr Alan HU, Engineer / Sha Tin 2 of the TD responded that he would submit the data of traffic flows from Shek Mun Interchange to Tai Chung Kiu Road, A Kung Kok Street and the Tate’s Cairn Highway to relevant members for reference after the

meeting. The TD implemented traffic improvement works at the junction of On King Street and On Sum Street in 2009, including adding traffic lights and a left turning lane on Tai Chung Kiu Road leading to On Sum Street. The completed picture showed that the traffic was generally normal at the location. Therefore, the TD believed that Shek Mun Interchange was operating close to its design capacity mostly because of the population growth in the district.

90. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD responded that the TD took a number of factors into account when considering the necessity of conducting a car journey time surveys on the two parallel sections on A Kung Kok Street and Ma On Shan Road, including studying the vehicular flow, mapping out new bus routes, the impact of the boarding/alighting time on the journey duration under different alignment schemes, etc. New bus routes that had been put into service in the district in recent years included NA40, N287, 980X and 981P. In view of the smooth traffic at night, the journey times were similar for overnight bus routes going via A Kung Kok Street and Ma On Shan Road. Therefore, it would be unnecessary to conduct a journey time survey. Apart from the journey time, the patronage at boarding/alighting stops was also taken into account when considering the necessity of operating such new routes as 981P and 980X. Therefore, the TD had not conducted a journey time survey on the 2 sections of A Kung Kok Street and Ma On Shan Road when planning those 2 routes.

91. Mr Alan YUEN, Senior Civil Engineer (4) of the Housing Department (HD) gave a consolidated response as follows:

- (a) the HD had earlier conducted a TIA on the junction of A Kung Kok Street and Hang Shun Street. The results showed that there was a need to carry out improvement works at the location. Later, the Government initiated Public Works Project B868TH in Ma On Shan, including works at the said junction, which had been approved by the LegCo Public Works Subcommittee on 13 December 2017, pending funding approval from the LegCo Finance Committee. Related works were expected to commence in the middle of this year; and
- (b) the TIA reports on “Subsidized Sale Flats Development at Ma On Shan Road” and the “Public Rental Housing Development at Hang Tai Road (i.e. Yan On Estate Extension)” were almost completed. He believed that the data requested by members could be submitted before the end of February.

92. Mr HUI Fai-wing, Senior Superintendent (Public Columbaria Project Team) of the Food and Environmental Hygiene Department (FEHD) responded that the FEHD had completed the TIA report on the development project of Shek Mun Columbarium in Sha Tin via a traffic engineering consultant in mid-2012. In view of the new developments since 2012, including Shek Mun Estate Phase 2 and road traffic improvement programmes nearby, as well as the new operating model of Shatin Transfer Station, the FEHD had commissioned the traffic engineering consultant to update the TIA report in 2016, which had been accepted by the Police and the TD. The information submitted this time included the TIA report updated in 2016.

93. Mr Terry KEA responded that Contract CE 80/2014 (CE) was entitled “Site Formation and Infrastructural Works for Eight Housing Sites in Ma On Shan – Feasibility Study”. The related TIA, as part of the contract, was still under way, as far as he knew. Competent government departments would communicate with relevant members in due course upon the completion of TIA reports.

94. The Vice-Chairman said that he would request relevant TIA reports from competent government departments after the meeting.

Question to be Raised by Ms CHAN Man-kuen on the Management of and Related Facilities Arrangements for Tate’s Cairn Tunnel after the Electricity Interruption on 22 November 2017 and the Franchise Expiry
(Paper No. TT 6/2018)

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

- (a) the full closure of the TCT on the afternoon of 22 November was caused by power testing, when the power supply was interrupted. She asked whether similar tests had been conducted in the past, what their frequency was, and how relevant departments handled similar incidents. Besides, the Government was about to take over the TCT. She wondered whether the Government had a set of established guidelines or codes stipulating the arrangements for handling similar incidents;
- (b) she had raised questions and moved motions on optimising the TCT Bus-Bus Interchange (BBI) at STDC meetings in 2013 and 2017. She hoped that the Government would fully optimise the BBI after taking over the TCT and would set out to do the related work now. While the Government promised to add barrier-free access facilities after the takeover, she would like to know the timetable;
- (c) she had always been advocating the widening of the bus stops and the retrofitting of public toilets, but had not received any concrete reply. She wondered whether the TD would provide specific information in the future;
- (d) there was not much space at the TCT bus stop for routes bound for Kwun Tong, with the building of the tunnel company next to it. She opined that the bus stop optimisation might require the occupation of the toll plaza. She suggested that the Government review the possibility of widening the location upon the takeover; and
- (e) she opined that the TD lacked transparency in the optimisation works of the TCT facilities. She hoped that the TD would submit a detailed plan to the TTC in the future.

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

- (a) he enquired about the progress of the investigation on the TCT incident

on the afternoon of 22 November 2017. And he would like to know when the results would be announced. Besides, he enquired about the related penalties, and the Government's measures to monitor and prevent similar incidents in future;

- (b) he pointed out that reply to the current question was similar to the TD's paper provided on 11 July 2017, which showed that the Government simply entrusted an operator with the operation of the TCT after the takeover, without addressing the public's long-term concerns. He asked whether the TD had a plan to optimise the TCT facilities after the takeover. He said that it took a longer boarding/alighting time at the tunnel, and insufficient space at the TCT BBI for routes from Sha Tin to Kowloon was another reason for congestion. He suggested that some space be set aside near the building to extend the bus stop and to refurbish shelters. He also wondered whether the Government could start the construction of lifts prior to the takeover;
- (c) he asked whether the Government had awarded a management contract and whether the management company had relevant experience; and
- (d) as far as he understood, the site had always been owned by the Government and the operator was only working in the building. He opined that the Government had been inadequate in following up on the retrofitting of public toilets and lifts and the widening of the bus stop, which showed that the Government attached importance only to the management after the takeover, without any intention to optimise the surrounding facilities. He pointed out that the Government did not require the operator to make optimisations. Instead, it would take over the TCT on an "as is" basis and then entrusted the tunnel to another management for operation.

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

- (a) he wondered why the regular power test was conducted at 3:00 pm. He asked whether there had been a similar test before and questioned its necessity. He opined that such an arrangement was highly risky;
- (b) he still remembered that the TCT was not equipped with interior panels when it was completed in order to expedite its service commencement. Subsequently, cracks often appeared in the walls and repairs were needed. He asked whether the Government would urge the operator to re-install the interior panels before the takeover; and
- (c) the TD was currently promoting BBIs. He opined that the TD should upgrade the facilities of existing tunnels and those to be built in the future.

98. Mr Icarus YEUNG, Senior Transport Officer / Tunnels & Tsing Ma 4 of the TD gave a consolidated response as follows:

- (a) according to what he had learned from the tunnel company, power tests of the same type were carried out during daytime non-peak hours every 6 months. He pointed out that on the day of the incident, the tunnel company started the test in the morning and completed the main power supply test at around 4:30 pm. The failure occurred during the switch to the secondary power supply system, which was an individual incident;
- (b) after the incident, the Electrical and Mechanical Services Department (EMSD) and the TD immediately dispatched staff to follow up on and to review the contingency measures by the tunnel company. At that time, the EMSD reviewed the operation of the power supply system of the tunnel and required the contractor of the system to conduct a comprehensive inspection. As a result, it was found that components in the uninterruptible power supply (UPS) system needed replacing. Promptly after the accident, the tunnel company added extra auxiliary UPS systems to enhance the stability of overall power supply. It was making arrangements with the contractor of the power supply system on the replacement of individual components, which was expected to be completed by the end of February 2018. Before the replacement was completed, the tunnel company would not carry out any large-scale testing or modification related to the power system. The EMSD agreed that the chances of similar incidents would be slim if the relevant power system remained unchanged;
- (c) in the case of an incident, the tunnel company would need to examine the lighting and the ventilation systems to ensure the safety within the tubes, and would not reopen the tunnel until it was sure that the main systems were functional. In view of the great length of the tubes, the TD and the tunnel company had jointly reviewed the contingency arrangements during an incident. And some recommendations had been proposed, including deploying additional manpower and vehicles for patrols in the event of an incident, for the sake of shorter inspection time and a more rapid response, so as to reopen the tunnel as soon as possible;
- (d) the tunnel was not equipped with interior panels and the situation would remain after the Government's takeover of the tunnel. And the operator would need to make repairs if it found any cracks in the walls in the future;
- (e) tunnel facility optimisation involved a number of departments, which the TD had contacted for related information. For example, the HyD had selected several locations on the footbridge to study the suitability for installing lifts. The TD had also conveyed the suggestion of retrofitting public toilets to the FEHD, which said that a number of factors needed to be considered, such as whether there were new development projects in the vicinity and passengers' needs. The FEHD said it had no plans at present to provide public toilet facilities within the tunnel. The TD had also conveyed related opinions to the tunnel company, which currently had no intention to provide extra

passenger facilities as its franchise was about to expire. However, it welcomed passengers in need to use the restrooms in the administration building. When the Government granted the franchise of the TCT under the mode of “Build, Operate, Transfer” in 1988, it was stipulated that the land within the tunnel was the responsibility of the franchise company. Therefore, the related land use was not solely at the Government’s discretion. The Government had consulted the tunnel company on some of the optimisation proposals. For example, it had enquired the tunnel company about the most convenient locations for members of the public in the case of installing lifts;

- (f) the TD had also conveyed the suggestions of widening and extending the bus stop to related parties, and had considered related views after the previous meeting. However, the study would be a bit time-consuming, since the TD would have to consider a number of factors, such as the use of vehicles, the boarding/alighting of passengers, the space, etc.;
- (g) apart from the passenger facilities mentioned above, facilities within the tunnel also included the lighting, ventilation and tolling systems, which were all crucial to the operation of the tunnel and the safety of vehicles travelling inside; and
- (h) Question (c) concerned the Government’s arrangements for the operation and maintenance of the tunnel after the takeover, and government tunnels had been subject to the contractual mode of “management, operation and maintenance”. Therefore, his reply was similar to the paper dated 11 July 2017. After the meeting last July, the TD had communicated with related stakeholders and taken follow-up actions as regards passengers’ demands.

99. Mr Corwin YAU responded that there was not much room for widening the BBI due to the geographical restrictions of the TCT. However, the TD would solicit data from bus companies in order to learn about passengers’ riding and interchanging habits, in the hope of making the best use of the limited space.

Question to be Raised by Mr LI Sai-wing on the Response to the Request of the Traffic and Transport Committee
(Paper No. TT 7/2018)

100. The Vice-Chairman said that Mr LI Sai-wing had taken a leave of absence and had authorised Mr CHIU Man-leong in writing to raise the question on his behalf. He asked whether Mr CHIU Man-leong would like to ask a further question.

101. Mr CHIU Man-leong said that after discussing with Mr LI Sai-wing, he opined that it would be more appropriate for Mr LI Sai-wing to personally raise the question at the next meeting. Therefore, they hoped to postpone the question to the next meeting for discussion.

102. The Vice-Chairman said that if members considered such an arrangement to be more appropriate, he would ask the Secretariat to include the question in the agenda

of the next meeting.

Report Items

Progress Report of the Transport Department

(Paper No. TT 8/2018)

103. Ms TUNG Kin-lei said that the frequency of Route 286X bound for Hin Keng was inadequate during morning peak hours to cater for students commuting to school. And the buses often skipped stops. She hoped that the TD and the Kowloon Motor Bus Co. (1933) Ltd. (KMB) would arrange more trips to carry students to school as appropriate.

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

- (a) he thanked the bus company for increasing the frequency of Route 981P as from 2 January 2018. He also hoped that the TD and the bus companies would pay attention to the carrying capacity of the route and increase bus frequency as appropriate. He hoped that a whole-day service would eventually be possible. After the adjustments on 2 January, some residents complained that it was difficult to board the first trip of Route 681P. He hoped that the TD and the bus company would study the possibility of further adjustments, so that residents would not be affected; and
- (b) he hoped that the TD would launch the proposed route between Ma On Shan and Tseung Kwan O under the BRPP for the coming year as soon as possible. However, he opined that it would be insufficient to have 1 trip in the morning and the other in the evening. He hoped that there would be more trips and an extension route going via Ning Tai Road.

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

- (a) as from 9 December 2017, Route 89D no longer travelled via Wong Nai Tau. Route 83X was the only bus route for residents of Wong Nai Tau, Kwong Yuen, Castello and the Siu Lek Yuen area travelling to and from Kwun Tong, but there were lost trips during morning peak hours between 7:00 am and 8:00 am. Relevant departments and organisation explained that such lost trips were caused by bus breakdowns. However, as far as he understood, the situation was caused by the fact that the management's instructions failed to reach frontline staff. He suggested that the bus company rationalise communication with frontline employees. Due to lost trips during peak hours, there was only 1 trip every 20 to 25 minutes, which affected people going to work;
- (b) some residents complained that they had to wait for 15 to 20 minutes when they took Routes 80X, 89X or 89D in Kwun Tong and then interchanged to Routes 83X or 82X at the TCT during non-peak hours between 7:00 pm and 8:00 pm. The low frequency of Routes 82X and 83X during afternoon non-peak hours had resulted in

unsatisfactory services and had extended the waiting time per trip from 7-8 minutes to 15-20 minutes. In view of the upcoming intake of Greenhill Villa, he hoped that the KMB would deploy more resources to the Siu Lek Yuen area; and

- (c) a consensus had been reached on Route 89S. However, he was dissatisfied and did not understand why the TD had still not included related suggestions in the BRPP 2018-2019 of Sha Tin District and did not notify members in advance.

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

- (a) after Route 89D stopped running via Kwong Yuen and Kwong Hong, residents in the area had to rely solely on Route 83X for travelling to and from Kwun Tong. However, the waiting time was greatly extended, due to the substantially lower frequency of Route 83X and lost trips. She hoped that the TD and the bus company would solve the problem as soon as possible;
- (b) route 89S served only as a short-term plan. She hoped that the TD and the bus company would provide a long-term solution as soon as possible. Besides, the fare of Route 89S was higher than that of green minibus (GMB) Route 808. She suggested that section fares be provided and the terminus be adjusted for Route 89S. Besides, in view of the increasing number of complaints about Route 808 and the growing severity of its lost trips, she asked the TD to monitor the improvements made by the operator; and
- (c) recently, the bus company had added seats at some bus stops. However, there were complains that the seats at the bus stop of Route 281A at Stewards Pooi Kei College affected waiting passengers. She hoped that improvements could be made.

107. Mr CHING Cheung-ying said that the KMB's services were not as good as before. For example, the frequency of Route 80M in Sun Tin Wai had been reduced to 1 every 25-30 minutes whereas the actual frequency was at least 30 minutes, or even 1 hour in case of lost trips. He opined that this would only drive away passengers. The subsequent drop in patronage could lead to cancellation of the route. He quoted some residents' suggestion as saying that Route 80M could go via Kowloon Tong to the heart of Kowloon or West Kowloon.

108. Mr WAI Hing-cheung said that residents of Shatin Centre had always hoped that parking would be restricted on the left of the exit of the premises' car park, since the residents' vehicles going out of the car park were often blocked by those illegally parked at the location. However, the TD had not addressed the request. Earlier at the corner of Sha Tin Centre Street and Wang Pok Street, a bus had been cut in half by a large truck equipped with an elevating platform. After his discussion with the organisations of the relevant estates and the TD, the TD only designated the road bend at the junction of Sha Tin Centre Street and Wang Pok Street as a restricted zone. He asked if the TD would have to wait till another accident before re-considering residents' suggestion. There was illegal parking at Wang Pok Street

both in the morning and evening, especially in the middle of the night. He opined that the Police had stepped up prosecutions only at Sha Tin Centre Street, but not at Wang Pok Street.

109. Mr Alvin LEE remembered that Route 798 started operation in 2010. He said that a route running between Ma On Shan and Tseung Kwan O had not been available until now due to the long-term efforts of Ma On Shan residents. He was disappointed with the suggestion that there would only be 1 trip in the morning and in the evening respectively. He hoped that the bus company would directly address the residents' long-term demand for the bus route running between Ma On Shan and Tseung Kwan O, and would increase the frequency to 8 to 10 trips in the morning and evening respectively. The frequency of Route 980X had been increased to 8 trips at the request of residents. He believed that the bus company would listen to the residents' requests.

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

- (a) he inspected the post-adjustment performance of Routes 681P and 981P on 2 January and 9 January 2018, respectively, and found that some of trips of Route 981P overlapped. He opined that the situation was not satisfactory and asked why. He understood the problem with Route 681P, but he did not see a serious case of passengers failing to board the bus;
- (b) he said that it was no easy feat for related parties and the bus company to have reached a consensus on Routes 89D, 83X and 89S. He hoped that the bus company would explain why Route 89S was not included in the BRPP for the coming year and would promise to implement the relevant arrangements;
- (c) some residents of Shui Chuen O asked him why Route 83X could go to Shui Chuen O at weekends but not on weekdays. He asked whether the service of Route 83X could be adjusted as appropriate; and
- (d) he understood that the TD might be unable to provide a specific response at this meeting, since no representatives of the TD's Bus and Railway Branch were present, and the BRPP 2018-2019 of Sha Tin District was not included into the agenda. However, he opined that solving some local issues in advance might facilitate the related discussion in March.

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

- (a) he said that the TD had submitted additional information in time on the bus route between Ma On Shan and Tseung Kwan O, which showed that the TD had been listening to members' requests. He also said that the TD would work hard with the bus company for a highly feasible programme;
- (b) as regards the consensus on Routes 89D, 83X and 89S, he referred to

the suggestion of operating Route 89S as a substitute for Route 89D for travelling between Ma On Shan and Wong Nai Tau, and said that they had considered including the suggestion into the BRPP 2018-2019 of Sha Tin District. However, it was eventually excluded because the consensus was reached after the deadline for submissions for the BRPP. However, the KMB had said that the current arrangement for Route 89S was not final and that they would put forward a programme this year with further optimisation of their services to benefit more passengers; and

- (c) he was following up on the service performance of the operator of GMB Route 808 and would carry out an independent investigation to understand the problems. He promised to communicate with related members.

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

- (a) the TD had discussed with the KMB before the meeting the operation of Route 83X since the adjustment last December, and would subsequently follow up on the matter with relevant members; and
- (b) he promised to follow up on the matter with relevant members after the meeting, as soon as he had more data on Route 286X bound for Hin Keng in the morning and on Route 80M. As far as he understood, the trip adjustment of Route 80M was part of the implementation of the BRPP 2016-2017 of Sha Tin District.

113. Mr LI Shuet-hang, Senior Officer (Planning and Development) of the KMB responded that the arrangement for Route 89S in the first phase was to make up for the inconvenience caused by the fact that Route 89D did not run via Wong Nai Tau during non-peak hours. They understood and recognised local residents' hope of extending the said bus service. And they would work with the TD for possible optimisation. Besides, they would consider the routing recommendations for Route 80M.

114. Mr Terry LO, Assistant Manager (Operations) of the KMB responded that after increasing the frequency of Route 981P, the bus company would review the changes in the patronage of Routes 681P and 981P and would increase their frequencies whenever necessary. The headways of Route 981P at Chevalier Garden were irregular because the travel time was affected during the journey. They would remind bus drivers on duty to try to maintain a steady speed so as to ensure a regular headway at midway stops. Lost trips of Route 83X during peak hours were indeed caused by breakdowns. After the service adjustments last December, they had communicated again with frontline staff and made proper deployments, so as to rationalise the operational arrangements. They were actively looking for resources and hoped to increase the frequency in the evening before the Lunar New Year. The seats at the bus stop of Stewards Pooi Kei College were originally intended to enhance the comfort of waiting passengers in need. If they found that the seats hindered passengers, they would promptly ask the contractor to remove them and install new ones at another more appropriate location.

115. Mr Andy CHEUNG, Operation Manager of the KMB added that there was a special trip of Route 286X from Mei Tin to Hin Keng at 7:18 am. They would consider increasing the frequency to cater for the needs of students going to school.

116. Ms CHUNG Pui-yi, Senior Public Affairs Officer of New World First Bus Services Limited and Citybus Limited (NWFB & CTB) responded that NWFB & CTB would continue to pay close attention to the operation of Routes 681P and 981P and would conduct a review in due course. Also, the company noted members' views on the BRPP 2018-2019 of Sha Tin District, and would study and consider their suggestions. Details would be discussed at the next meeting.

117. Mr CHIU Sung-ko, Engineer / Sha Tin 1 of the TD responded that, upon Mr WAI Hing-cheung's previous request, the TD had reviewed again the suggestion of designating the area from the junction of Sha Tin Centre Street and Wang Pok Street to the eastern lane about 10 metres south of the junction as a restricted zone 24 hours daily. The TD would further review the scope of the restricted zone based on Mr WAI Hing-cheung's suggestion at this meeting.

118. The Vice-Chairman asked Mr CHIU Sung-ko to follow up on the matter with Mr WAI Hing-cheung after the meeting.

Reports of Working Groups
(Paper No. TT 9/2018)

119. Members noted the above paper.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 10/2018)

120. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 11/2018)

121. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 12/2018)

122. Mr WAI Hing-cheung said that there were 39 prosecutions against illegal parking at Wang Pok Street; the number was higher than before. Illegal parking was serious at night. The prosecution figure would have exceeded 39 if the Police had taken enforcement actions at the location one night a week. There were usually 3 to 4 illegally parked vehicles to the left and 7 to 9 to the right of the Shatin Centre's car park exit. He opined that the Police could step up enforcement. In the past, there was a blue sign at Hang Lok Lane indicating that parking was restricted. But the sign had been recently removed. He wondered whether it meant that vehicles

could be parked at the location.

123. Mr KK CHOW, District Operations Officer (Shatin District) of the Hong Kong Police Force (HKPF) responded that goods vehicles could only be parked at Wang Pok Street for loading and unloading between 7:00 pm and 7:00 am, and parking was not allowed in other hours. He would asked related staff to step up efforts and would make a written reply on the Hang Lok Lane issue later.

(Post-meeting note: A verbal reply was given to Mr WAI Hing-cheung after the meeting, stating that all the movable traffic signs placed on the road were temporary arrangements and would be removed after certain operations. The Police would continue to take law enforcement actions against illegal parking at Hang Lok Lane.)

Date of Next Meeting

124. The next meeting was scheduled to be held at 2:30 pm on 13 March 2018 (Tuesday).

125. The meeting was adjourned at 7:20 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

March 2018