

Sha Tin District Council
Minutes of the 3rd Meeting of
the Traffic and Transport Committee in 2018

Date : 8 May 2018 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:34 pm	9:12 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:34 pm	9:12 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:34 pm	7:24 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:34 pm	6:27 pm
Mr CHAN Kwok-keung, James	"	3:17 pm	4:27 pm
Ms CHAN Man-kuen	"	2:34 pm	9:12 pm
Mr CHENG Tsuk-man	"	2:42 pm	6:05 pm
Mr CHING Cheung-ying, MH	"	2:34 pm	9:12 pm
Mr CHIU Chu-pong, Sunny	"	2:34 pm	6:27 pm
Mr CHIU Man-leong	"	2:34 pm	8:51 pm
Mr HUI Yui-yu, Rick	"	3:06 pm	3:28 pm
Mr LAI Tsz-yan	"	2:54 pm	9:12 pm
Ms LAM Chung-yan	"	2:34 pm	6:31 pm
Mr LEE Chi-wing, Alvin	"	5:24 pm	6:47 pm
Mr LEUNG Ka-fai, Victor	"	2:52 pm	6:41 pm
Mr LI Sai-hung	"	2:34 pm	8:07 pm
Mr LI Wing-shing, Wilson	"	2:34 pm	9:12 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:34 pm	4:41 pm
Mr PUN Kwok-shan, MH	"	2:34 pm	6:41 pm
Mr TING Tsz-yuen	"	2:47 pm	5:50 pm
Mr TONG Hok-leung	"	2:34 pm	7:37 pm
Ms TUNG Kin-lei	"	2:34 pm	7:31 pm
Mr WAI Hing-cheung	"	2:34 pm	9:12 pm
Mr WONG Fu-sang, Tiger	"	2:34 pm	9:12 pm
Mr WONG Hok-lai	"	2:48 pm	9:12 pm
Mr WONG Ka-wing, MH	"	2:34 pm	7:36 pm
Ms WONG Ping-fan, Iris	"	2:34 pm	7:33 pm
Mr WONG Yue-hon	"	2:34 pm	7:19 pm
Mr YAU Man-chun	"	2:34 pm	6:44 pm
Mr YIP Wing	"	2:34 pm	8:59 pm
Mr YIU Ka-chun	"	2:34 pm	9:12 pm
Ms YUE Shin-man	"	2:34 pm	6:05 pm
Mr LEUNG Ho-yin, Roy (Secretary)	Executive Officer (District Council) 4 / Sha Tin District Office		

In Attendance

Mr YUEN Chun-kit, Derek

Mr HO Ming-yin, Jim

Mr YAU Kung-yuen, Corwin

Mr YIP Koon-keung, Ken

Mr HU Yueming, Alan

Mr SUM Wang-shing, Sam

Mr LEE Sze-yan, Sam

Mr LOK Chi-keung

Mr LAI Chi-chiu

Mr YUEN Sze-chun

Mr CHOW Siu-ye

Mr CHOW Kwok-kee, KK

Mr LAM Chi-chung

Mr LI Shuet-hang

Mr Andy CHEUNG

Ms CHUNG Pui-yi

In Attendance by Invitation

Ms LUI Hiu-fai, Monica

Mr YUEN Kin-hang

Mr WONG Sing-yin

Mr WONG Hon-chung

Mr YIU Chiu-chung

Ms CHEUNG Wing-yan

Mr Simon CHAN

Mr CHEUNG Kin-keung, Martin

Mr LEUNG Wai-hung, Dannis

Ms CHOW Pui-sze, Alice

Mr LAM Kai-yuen, Ambrose

Mr LU Pei-yu

Ms FUNG Ka-wai, Kelly

Mr CHAK Ka-nin

TitleSenior 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 2 / Transport Department

Engineer / Sha Tin 3 / Transport Department

Engineer / Ma On Shan / Transport Department

District Inspector of Works, New Territories Region /
Sha Tin (1) / Highways DepartmentDistrict Inspector of Works, New Territories Region / Works
Request Forms (E1) / Highways Department

Administrative Assistant /

Lands (District Lands Office, Sha Tin)

Housing Manager (Tai Po, North & Shatin 4) /
Housing DepartmentDistrict Operations Officer (Shatin District) /
Hong Kong Police ForceOfficer-in-Charge, District Traffic Team,
Sha Tin Police District / Hong Kong Police ForceSenior 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

Senior Transport Officer / Bus / NTE / Transport Department

Transport Officer / Bus / NTE / Transport Department

Assistant Planning Officer /

New World First Bus Services Limited and Citybus Limited

Planning and Scheduling Manager /

New World First Bus Services Limited and Citybus Limited

Senior Engineer 2 / Universal Accessibility /
Highways Departments

Engineer 2 / Universal Accessibility / Highways Departments

Associate Director (Engineering Department) /

Mannings (Asia) Consultants Limited

Deputy Managing Director /

Mannings (Asia) Consultants Limited

Chief Transport Officer / Boundary /
Transport Department

Senior Transport Officer / Boundary 1 / Transport Department

Engineer / Infrastructure Projects / Transport Department

Senior Engineer / 1 (N) /

Civil Engineering and Development Department

Acting Senior Executive Officer / Driving Test /
Transport Department

Senior Driving Examiner / Transport Department

<u>Absent</u>	<u>Title</u>	
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	(Application for leave of absence received)
Mr CHAN Nok-hang	DC Member	(")
Mr MAK Yun-pui	"	(")
Mr NG Kam-hung	"	(")
Mr SIU Hin-hong	"	(")
Mr MOK Kam-kwai, BBS	"	(No application for leave of absence received)
Ms TSANG So-lai	"	(")

Action

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

Applications for Leave of Absence

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

Mr Thomas PANG	Attendance at another meeting or activity on behalf of an organisation under the Mainland Government
Mr CHAN Nok-hang	Sickness
Mr MAK Yun-pui	Official Commitment
Mr NG Kam-hung	"
Mr SIU Hin-hong	"

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 13 March 2018 (TTC Minutes 2/2018)

4. Ms Iris WONG proposed the following revisions to the TTC Minutes 2/2018:

- (a) paragraph 14(b) to be revised to "...she pointed out the trip of Route 38B departed at 6:15pm was the only one to Tsuen Wan. She hoped that..."; and
- (b) paragraph 14(e) to be revised to "...She suggested that the TD consider rerouting Route 240X to travel via On Ming Street, so that ..."

5. Ms LAM Chung-yan suggested that paragraph 18(a) of the TTC Minutes 2/2018 be revised to "...she suggested that those trips depart from Hin Keng so as to reduce the frequency of travelling via the Tai Wai Roundabout. At the current stage, she objected to the proposal for division and proposed..."

6. Ms TUNG Kin-lei suggested that paragraph 19(d) of the TTC Minutes 2/2018 be revised to "...improve bus services from Tai Wai to the Airport. Moreover, the

service level for Route E42 was not satisfactory, for it often had only places for standees left when it arrived at Mei Fung House”.

7. Mr Michael YUNG suggested that paragraph 59 of the TTC Minutes 2/2018 be revised to “...such as bus routes of airport bus services, 9 series (cross-harbour routes of the WHC), return services and whole-day services”.

8. The TTC accepted the aforementioned proposed amendments and endorsed the revised minutes of the meeting.

Matters Arising

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting (Paper No. TT 27/2018)

9. The Chairman welcomed the representatives of the Transport Department (TD) and the bus companies to the meeting.

10. Mr Tiger WONG said that the lost trip problem of Route Nos. 83K, 49X and 82X was increasingly serious. He hoped that the Kowloon Motor Bus Company (1933) Limited (KMB) would review the operation and address the issue. He also hoped that the operation of new routes would not affect the service performance of existing ones.

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

- (a) in line with the intake of Shek Mun Estate Phase 2, she opined that the extension of Route No. 82P to Shek Mun should be implemented and piloted as soon as possible, in order to obtain information about bus trips and passenger flows;
- (b) she opined that the implementation of Route No. 682D should be accelerated. Apart from relocating the existing taxi stand, relevant departments should also coordinate with each other and step up their efforts to combat illegal parking at bus stops to prevent impacts on arriving buses;
- (c) she opined that the service of Route No. 38B should be strengthened and more trips should be operated to meet passenger demand; and
- (d) she opined that the Government should negotiate with the related bus company, on behalf of the public, to seek uniform section fares for short haul trips for the Route Nos. 85K, 284, 86K, 86S and 299.

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

- (a) she requested that a direct bus route from Fo Tan to Hong Kong Island be operated;
- (b) she objected to Route No. 798 detouring via Kwei Tei Street,

because it would make it difficult for residents in Lok King Street to board the buses. She also requested that 1 additional trip be added between 7:00 am and 7:30 am; and

- (c) in view of the growing population in Fo Tan, she opined that a direct bus route from Fo Tan to the airport should be operated.

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

- (a) she said that the passenger demand for Route No. 985 was keen. And there was no sufficient data to support the bus company's suggestion on reducing the number of trips from 12 to 6. Therefore, she opposed the split at present and would instead lobby for the route to start from Hin Keng Estate and to operate as a whole-day service; and
- (b) she said that the KMB acknowledged in its reply that the lost trips of Route No. 87B were due to a lack of manpower and that Route No. 85B had similar problems. She asked how the TD would deal with the issue.

14. Mr Billy CHAN hoped that the TD and the bus company would provide a clear response as to when the return service of Route No. 982X would be implemented.

15. Ms TUNG Kin-lei was dissatisfied with the TD's failure to respond to the proposed change of Route No. E42 to an A route. She opined that the TD failed to formulate a long-term bus route plan according to the demographic changes in the community.

16. Mr YAU Man-chun said that if the TD and the bus company did not intend to operate Route No. 288 via Jat Min Chuen Street, section fares should be adopted for Route No. 287X so as to divert residents travelling from Jat Min Chuen Street to Shui Chuen O.

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

- (a) he said that the TD had cut 5 trips of Route No. 87D based on false data during the bus route rationalisation in 2014. And he was dissatisfied with the TD's lack of response to the matter. He said that since the opening of the MTR Ma On Shan Line (MOS Rail), there had been changes in passenger loads of bus services. However, the KMB failed to address the issue. And he was dissatisfied that Route No. 87E, which had a patronage rate of only 34%, did not travel via A Kung Kok Street;
- (b) he was dissatisfied that the TD had not proposed any traffic arrangements in line with the intake of new housing estates, such as Shek Mun Estate Phase 2, Yan On Estate Phase 2 and those in Fo Tan; and

- (c) he said that the TD had not consulted the Sha Tin District Council (STDC) when planning the new bus route running between Wu Kai Sha Station and Choi Ming Public Transport Interchange, including the alignment of the new route in Ma On Shan and its overlap with Route No. 798 in Tseung Kwan O. He opined that the TD did not respect the STDC.

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

- (a) he opined that bus services from Ma On Shan to the airport should be strengthened;
- (b) he opined that the services of Route Nos. 980X and 981P should be strengthened. Although the frequency of Route No. 980X had been increased, the demand for its service remained high. Besides, the population in Wu Kai Sha was constantly growing. Therefore, more trips should be operated as soon as possible;
- (c) he opined that Route Nos. 87E and 86P with only 1 trip per day were not enough to meet residents' needs. Their frequencies should be increased, so that residents in Ma On Shan and Wu Kai Sha could travel to the Yau Tsim Mong District and directly to Sha Tin Town Centre; and
- (d) he said that the lost trip problem of Route Nos. 85M, 85X and 99 was serious, and he hoped that the bus company would review the issue, make improvements and provide services as per the established timetables.

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

- (a) he said that the TD had not responded to his requests about Route Nos. 86C, 286C, 798, 980A, etc. and hoped the TD would provide an explanation;
- (b) he opined that the frequency of Route No. 980A was unstable and its alignment was circuitous. He repeatedly suggested that the TD make changes but received no response; and
- (c) he said that residents complained about the difficulty of boarding the buses of Route No. 798 after the addition of new stops. He opined that existing services should be strengthened first.

20. Mr WONG Yue-hon said that currently during peak hours, Route No. 798 operated at a frequency of 12 to 15 minutes from Tseung Kwan O to Sha Tin, while the return service operated at an interval of 30 minutes. He opined that it would be a waste of resources for buses to return empty from Tseung Kwan O to Sha Tin. He demanded the TD's explanation for such an arrangement.

21. Ms Monica LUI, Senior Transport Officer / Bus / NTE of the TD gave a consolidated response as follows:

- (a) the TD would consider arranging for the special trips of Route No. 40S to detour via A Kung Kok Street to serve more residents;
- (b) the TD had received comments on modifying the service arrangement for Route No. 47B during the consultation process and would take follow-up actions;
- (c) to prevent the proposed detour of Route Nos. 81K and 280X via Kwei Tei Street from delaying the trips departing from Sui Wo Court, the TD would consider increasing the frequency of the proposed Route No. 285 to travel via Sha Tin Town Centre throughout the day and to and from Fo Tan MTR Station during peak hours, in addition to travelling via the San Mei Street Bus Terminus for passengers to transfer to Route Nos. 80M, 81K, 73A, 85 or 280X heading for Kowloon Tong, Wah Ming Estate, Tsim Sha Tsui East, Kowloon City, Sun Tin Wai in the Sha Tin District, etc.;
- (d) the TD suggested that Route No. 798 be terminated at Kwei Tei Street and travel via Yuen Wo Road, and expected possible increase in the patronage rate. Some members were worried that the addition of upstream bus stops would make it more difficult for passengers to board buses at downstream stops. The TD would pay close attention to passenger loads and increase trip frequencies based on the operation;
- (e) the TD was actively considering arranging for Route No. 82C to travel via University MTR Station;
- (f) the TD was considering adjusting the frequency of Route No. 86C as per the original plan without alignment modifications. It also hoped to upgrade Route No. 286C to a whole-day service and to extend its service to Nam Cheong;
- (g) the TD would first add 2 trips of Route No. 86P as per the finalised Bus Route Planning Programme 2017-2018, before adjusting the related services in line with the operation;
- (h) in response to members' comments, to avoid longer travel time of the proposed Route No. 682D resulting from detouring via Shek Mun Estate, the TD was considering moving the terminus to the vicinity of the bus stop and taxi stand outside Shek Mun Estate to allow buses to turn left directly onto Tai Chung Kiu Road;
- (i) the TD would add 4 return trips of Route No. 985 in the afternoon peak hours as proposed as soon as possible. Regarding the route split in the morning peak hours, the TD would adjust the services of Route Nos. 985A and 985B in accordance with the passenger ratios and would arrange sufficient bus services. The TD would consider

advancing the first departure of Route No. 985B after the split, and would finalise the location of the terminus and alignment of the route based on members' comments, so as to cover the original stops of Route No. 985, such as Tin Sam Village, Carado Garden, Hin Keng Estate and Lung Hang Estate;

- (j) the TD noted members' request for an Airbus Route ("A Route") running between Ma On Shan and the airport and was working with Long Win Bus Company Limited to review existing Airbus services running from Sha Tin and Ma On Shan. It would consult the STDC in due course;
- (k) the bus companies were actively exploring the possibility of operating the return service of Route No. 982X and expected to move the implementation of the service to as early as the third quarter this year;
- (l) although Route No. 980A was not mentioned in this year's Bus Route Development Programme, the TD had noted the views previously raised by members' and would examine relevant proposals with individual members. The alignment and frequency of Route No. 980A would be adjusted if necessary, so as to provide better services; and
- (m) the new bus route travelling between Wu Kai Sha Station and Choi Ming Public Transport Interchange was under consultation and no final decision had been made as to its alignment or service arrangements. Members were welcome to submit their views. And the operator would not be selected until related views were collected.

22. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD gave a consolidated response as follows:

- (a) regarding Route Nos. 87E, 86P and 980X, he reiterated that the TD would give priority to addressing the difficulty of boarding buses due to the high demand. And the TD would adjust the services in line with the population growth in the area when appropriate. He noticed that the passenger load of Route No. 980X was growing rapidly and said that the TD would closely monitor the operation and adjust the services in due course; and
- (b) he said that, based on the experience from previous modifications on section fares, the negotiation between the TD and related bus companies would take a long time. He would convey members' views to the bus companies.

23. Mr Andy CHEUNG, Operations Manager of the KMB responded that he would check the operational records and follow up on the situation of lost trips of Route Nos. 83K, 85B, 87B, 85M, 85X and 99, before replying to individual members. He said that the KMB would provide bus services as per the established timetables.

KMB

(Post-meeting note: The KMB replied, “According to the operational records, the lost trips of the above routes were mostly due to the temporary absence of bus captains. In addition to optimising remunerations, the KMB had stepped up its efforts to recruit bus captains by using multiple measures, such as organising depot open days and recruitment days, strengthening publicity, outsourcing recruitment tasks, etc., in the hope of ensuring sufficient manpower to cope with unexpected situations.”)

24. Mr LI Shuet-hang, Senior Officer (Planning and Development) of the KMB gave a consolidated response as follows:

- (a) the KMB had consulted some members on extending the route of Route No. 82P to Shek Mun. In view of the upcoming intake of Shek Mun Estate Phase 2 later this year, the KMB would continue to follow up on the matter with the TD and STDC Members;
- (b) the KMB hoped that Route No. 288 would provide a more direct means for residents of Shui Chuen O Estate to travel to and from Sha Tin Town Centre. In fact, there were already bus services to and from Jat Min Chuen and Shui Chuen O Estate. Therefore, there was no plan for Route No. 288 to detour via Jat Min Chuen Street. And the KMB noted the suggestion on applying section fares to Route No. 287X bound for Shui Chuen O Estate;
- (c) in line with community development, the KMB had split the services of Route No. 87D running from Ma On Shan to the Yau Tsim Mong District into different routes during the morning peak hours. The KMB would consider integrating its services in response to the actual needs and the travel patterns of local passengers, so as to provide them with a more direct means of transport to the Yau Tsim Mong District; and
- (d) he said that 2 more trips of Route No. 980X had been added this year. The KMB noticed the escalating passenger demand for the service and promised to closely monitor the operation and increase the service frequency when necessary.

25. The views of the Chairman were summarised below:

- (a) he opined that the TD, as the government department responsible for granting bus franchises, should be duty-bound to strengthen regulation of the lost trip problem;
- (b) he opined that government departments should work fully with the STDC and communicate with it better. He hoped that the new officials could have an understanding of the TTC’s history, previous motions and various needs; and
- (c) he suggested that the TD first consult the STDC Members of the Ma On Shan by inviting them to submit views on the tendering for new bus routes.

26. Members noted the above paper.

Discussion Items

Annual Work Plans and Funding Applications Submitted by Working Groups under the Committee

(Paper No. TT 28/2018)

27. Members unanimously approved the work plans and funding applications of the Working Group on Public Transport and Road Safety and the Working Group on Development of Major Transport Infrastructures and Cycle Network.

Proposal on Lift Retrofitting Works at Walkway No. ST04 - Across Tate's Cairn Tunnel Toll Plaza under the Universal Accessibility Programme

(Paper No. TT 29/2018)

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

29. Mr Simon CHAN, Associate Director (Engineering Department) of the Mannings (Asia) Consultants Limited briefly introduced the contents of the paper.

30. Mr Tiger WONG said that pedestrians had to take a detour from Hang Shin Link to get to the Tate's Cairn Tunnel (TCT) bus interchange on the Kowloon-bound side. He enquired whether the HyD would provide a public walkway after regaining the franchise of the TCT, so that pedestrians could walk directly from Hang Shin Link through the TCT Administration Building to the Kowloon-bound bus interchange.

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

- (a) he supported the project and the HyD's decision to build 3 lifts in response to the actual environment;
- (b) he enquired about the construction period of the project;
- (c) he suggested that a ramp be installed near Lift No. 2 for the convenience of wheelchair users. He hoped that the HyD would study the feasibility since the site was located within the premises of the TCT Administration Building and was adjacent to the road. He reminded the HyD to consider the ramp arrangement when lifts were added in the future; and
- (d) he said that members of the public travelling from the areas of Kwong Yuen, Siu Lek Yuen and Kwong Hong to the proposed lifts had to go through a circuitous route via Kwong Sin Street. He hoped that the HyD would explore a more direct option for members of the public to access these facilities.

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

- (a) she said that there were a slope and some trees near Lift No. 1 and enquired about its exact location and design. She opined that the lift seemingly would have to be built on the slope if it was located outside the premises of the TCT Administration Building;
- (b) she said that the road near Lift No. 1 was relatively narrow, and was concerned that the construction works might affect pedestrians. She reminded the HyD to pay heed; and
- (c) she enquired about the construction period of the project.

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

- (a) he enquired about the width of the proposed public walkway connecting to Lift No. 3;
- (b) he said that greening works had been completed in the areas around Lift Nos. 1 and 3; however, certain parts would inevitably be eliminated by the construction works. Therefore he hoped that the HyD would consider implementing greening works in the vicinity; and
- (c) he enquired about the timetable of the project.

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

- (a) he enquired about the expected completion date of the project; and
- (b) he said that Lift No. 3 was especially important, since it involved the longest ramp and staircase in the whole project. He opined that each lift could be put into service upon completion and that it was unnecessary to commission all the lifts at the same time.

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

- (a) he wondered why the project, as part of the Original Programme of the “Universal Accessibility” Programme (“Original Programme”), was included as an option under the Next Phase of the “Universal Accessibility” Programme (“Next Phase”) for the vote at the TTC meeting on 9 May 2017;
- (b) he asked whether the HyD would continue to select and implement necessary projects from the project list of the “Next Phase”; and
- (c) since the inclusion of the project in question would not affect the 3 original projects, he wondered whether the HyD would carry out all the projects under the “Next Phase” when the Government was in a sound financial position.

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

- (a) he said that with the gradual expansion of the TCT bus interchange, the passenger flows were increasing and some disabled persons complained that the current facilities were inconvenient for them to transfer to buses. Therefore, he welcomed the project;
- (b) he said that the vehicular accesses near the lifts would be re-aligned, with their width to be narrowed from 6.1 metres to 5.8 metres. He asked whether the HyD had conducted a simulated swept path analysis to study whether the project would affect the access of large vehicles such as trailers, the daily operation of the tunnel or emergency rescue services, among others;
- (c) he said that there were shelters for pedestrians waiting for the lifts on the footbridge. He wondered whether shelters could be retrofitted at other parts of the footbridge and whether there were any technical difficulties. He asked whether the HyD had found it infeasible to retrofit shelters upon studies on the load capacity of the footbridge or its piers. He wondered whether the proposal could be submitted to the Tunnels Section for follow-up after the franchise of the TCT had been regained;
- (d) ST04 ranked fourth among the “Next Phase” projects as per the vote at the TTC meeting on 9 May 2017. He enquired whether the project was additional and whether it would affect the top 3 pending projects;
- (e) he hoped that the HyD would provide an explanation for adding this project and wondered whether the Government would like to enhance tunnel facilities upon regaining the franchise of the TCT;
- (f) he understood that the next item on the agenda would involve discussion on Project NF137 under the “Next Phase”. He hoped that the HyD would report on the progress of the other 2 projects; and
- (g) he enquired whether the project was categorised as the “Next Phase” because the Government had not yet regained the franchise of the TCT on the date of voting. Since the Government was about to regain the franchise of the TCT, the HyD would be responsible for the maintenance works of the relevant footbridge and the project would instead be under the “Original Programme”.

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

- (a) he said that in view of the Government’s strong financial position, the vote was unnecessary; and
- (b) he opined that shelters should be retrofitted for the footbridge.

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

- (a) he opined that the Government was financially abundant and should retrofit lifts for all footbridges under the “Universal Accessibility” Programme; and
- (b) he asked whether there would be audio floor indicators in the lifts and tactile guide paths or warning tiles on the footbridge for the convenience of the visually impaired.

39. Mr YIU Ka-chun said that during the vote to select 3 projects under the “Next Phase” at the TTC meeting on 9 May 2017, he expressed a wish to not affect the projects under the “Universal Accessibility” Programme to be carried out by the Government at different stages according to the needs, such as the lifts being built at Sha Tin MTR Station and near the Hong Kong Institute of Vocational Education in Wo Che. He opined that the project in question was carried out in line with the HyD’s regaining of the TCT franchise, and that it was an original option under the “Universal Accessibility” Programme. Therefore, it did not constitute a “queue jumping” problem.

40. Mr LAI Tsz-yan said that he did not mean the project was “jumping the queue” and understood that each member worked for the benefit of their constituency. He opined that the Government was “filibustering” by asking members to vote despite its robust financial position.

41. Mr WONG Hok-lai requested the HyD to explain why the project, as part of the “Original Programme”, was included as an option under the “Next Phase” for the vote. Assuming that the project in question had been selected in the last vote for the “Next Phase”, he wondered whether another project would have to be selected now.

42. Mr Sunny CHIU did not understand why only 3 footbridges could be selected for the retrofitting of lifts in the populous Sha Tin District. He hoped that the HyD would convey the issue to the policy bureau for improvements in related policies.

43. Mr YAU Man-chun said that according to the paper, one of the six projects under the “Original Programme” had been completed. He enquired about the information on the 5 other projects and their differences from those under the “Next Phase”.

44. The Chairman hoped that the HyD would explain to members the differences among projects under the “Original Programme” and those under the “Next Phase”.

45. Mr Simon CHAN gave a consolidated response as follows:

- (a) he noted members’ hope for an additional pedestrian walkway for members of the public to access the bus interchange via the TCT Administration Building. He said the proposal would be handed over to related HyD units and the TD for feasibility studies. At the present stage the focus would be on completing the works in hand;

- (b) he said that Lift No. 1 was outside the premises of the TCT Administration Building, so members of the public did not have to enter the building. Generally speaking, members of the public were not allowed to enter the office areas of the TCT, whether the tunnel franchise was owned by the Government or a private company;
- (c) he said that the slope near Lift No. 1 was not steep, and inevitably some trees had to be removed for the project. However, trees would be planted at other locations on site according to applicable government regulations;
- (d) he said that the public walkway connecting to Lift No. 1 was about 3 metres wide and that measures would be explored to improve the space. However, it was necessary to consider the on-site environment, including the load bearing capacity of the slope or the land;
- (e) he said that the construction of the public walkway connecting to Lift No. 3 would inevitably affect the grass, but not the trees. He would discuss related remedies with the Leisure and Cultural Services Department (LCSD), such as adding movable flower pots;
- (f) generally speaking, he hoped that all 3 lifts would be put into service at the same time, so as to prevent the scenario where wheelchair users could only access the footbridge through the lift from one side but not the other. He said that the 3 lifts would be opened for public use at the same time as soon as possible; and
- (g) he said that he had consulted the tunnel operator about the road modifications, who was willing to cooperate. He opined that ensuring road safety was of the utmost importance. Besides, as the road modifications were minimal, the vehicular flows heading for toll booths would not be affected. And any impact would be minimised by temporary measures.

46. Mr YIU Chiu-chung, Senior Engineer 2 / Universal Accessibility of the HyD gave a consolidated response as follows:

- (a) he said that upon securing the STDC's support, the HyD would carry out detailed design and related approval work, before conducting the tender exercise. Hopefully the project could commence as soon as possible;
- (b) he said that the construction period of a lift project was generally 3 to 4 years. The 3 lift projects would be implemented simultaneously if feasible;

- (c) he said that there were shelters for pedestrians waiting for the proposed lifts; however, to retrofit shelters over the rest of the footbridge would exceed the scope of the project. He would convey the views to relevant HyD units and the TD; and
- (d) he said that the “Universal Accessibility” Programme had proceeded to the third stage. The 3 stages were the “Original Programme” (the installation of lifts for public walkways maintained and managed by the HyD without barrier-free facilities, such as ramps or lifts), the “Expanded Programme” (covering public walkways maintained and managed by the HyD with barrier-free facilities) and the “Next Phase” (covering public walkways not maintained and managed by the HyD but fulfilling certain conditions). As the Government would be taking back the franchise of the TCT in July this year and the HyD would be responsible for the maintenance and management of the tunnel, the HyD had moved the project from the “Next Phase” to the “Original Programme”. The projects under the “Next Phase” would not be affected and the 2 types of projects would be carried out simultaneously.

47. Ms CHEUNG Wing-yan, Engineer 2 / Universal Accessibility of the HyD gave a consolidated response as follows:

- (a) the “Original Programme” included the completed ramp retrofitting works at the subway across Tai Po Road near Fo Tan Road (NS38) and 5 other projects under construction: the footbridge across Sha Tin Wai Road near Sha Kok Street (NF89), the subway across Fo Tan Road near Yuen Wo Road (NS28A), the footbridge across Lion Rock Tunnel Road near Fung Shing Court in Sha Tin (NF74), across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street (NS175), the footbridge across Tai Po Road - Sha Tin Section near Wo Che Street (NF40), as well as the footbridge across TCT Toll Plaza (ST04) mentioned above;
- (b) due to the unavailability of public money before the Government took back the franchise of the TCT, this project was carried out at a later stage; and
- (c) projects under the “Next Phase” included the footbridge across Sha Kok Street near Sha Kok Estate (NF137), the pedestrian subway across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285), as well as the footbridge across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4 (ST06). Among them, the NF137 project would be discussed under the next agenda item.

48. Mr YIU Ka-chun requested the HyD to submit the information, timetables and progress of all the projects under the “Universal Accessibility” Programme in the Sha Tin District.

49. Mr YIP Wing opined that the taking back of the tunnel franchise should have been anticipated early on. As the “Universal Accessibility” Programme involved many projects, he supported a further vote to include the lift project in Chung On Estate in his constituency in the “Next Phase”.

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

- (a) he said that at the District Facilities Management Committee (DFMC) meeting last week, the Civil Engineering and Development Department (CEDD) and other works departments had reported on the progress of different projects in the Sha Tin District. At that meeting, some members said that some projects were missing from the “Universal Accessibility” Programme, which was the next item on the current agenda;
- (b) he believed that members should have a better understanding of the “Universal Accessibility” Programme after the HyD’s explanation;
- (c) he said that the “Universal Accessibility” Programme had always been in place. Works departments, in particular the HyD, would retrofit barrier-free accesses, i.e. lifts, for long-existing footbridges, based on the situations in the District or the considerations of the Development Bureau (DEVB). Projects selected before Mr LEUNG Chun-ying’s term as the Chief Executive were called the “Original Programme”. After Mr LEUNG assumed office, he realised the high demand for such projects in different districts and launched the “Expanded Programme”, under which each district could choose 3 projects. However, the progress was unsatisfactory in the Sha Tin District, with just one of the projects completed recently. At the DFMC meeting, members had enquired about the progress of the 3 projects under the “Next Phase”. One of the projects would be discussed under the next agenda item; and
- (d) he supported Mr YIU Ka-chun’s proposal, and requested the Government to submit the information and progress of all the projects in the Sha Tin District falling under different stages of the “Universal Accessibility” Programme, including the “Original Programme”, the “Expanded Programme” and the “Next Phase”, so as to explore the reasons behind the unsatisfactory progress.

51. Mr YIU Chiu-chung gave a consolidated response as follows:

- (a) he said that the other projects under the “Next Phase” were intended to improve district facilities and would be carried out supposedly where resources permitted;
- (b) he said that members could make new proposals or point out missing items under the “Universal Accessibility” Programme; and

- (c) he said that the HyD would submit information on all the projects under the “Universal Accessibility” Programme after the meeting for members’ reference.

(Post-meeting note: The HyD wrote to the Secretariat on 17 May to provide relevant information.)

52. The Chairman requested the HyD to submit the information and progress of all the projects under the “Universal Accessibility” Programme in Sha Tin after the meeting, as per members’ request.

53. The Chairman asked if members endorsed the above proposal for lift retrofitting works.

54. Members unanimously endorsed the above proposal.

Proposal on Lift Retrofitting Works at Walkway No. NF137 - Across Sha Kok Street near Sha Kok Estate under the Universal Accessibility Programme
(Paper No. TT 30/2018)

55. Mr Simon CHAN briefly introduced the contents of the paper.

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

- (a) he opined that the information disclosed in the paper was rudimentary and did not mention the project cost and timetable. He said that among the 3 projects under the “Expanded Programme”, the retrofitting of the first lift at the “Octopus Footbridge” near Festival City in Tai Wai (i.e. the footbridge across the roundabout at Che Kung Miu Road and Mei Tin Road (NF316)) was finally completed after several years, while the other 2 were still underway. He pointed out that there had been a series of twists and turns in the project. Firstly, the proposed site was found to be inappropriate during ground investigation and the design was revised. Then, during the implementation and construction, there were great difficulties in the coordination among government departments. The excavation permit was obtained only after many obstacles had been overcome. And the coordination with CLP Power Hong Kong Limited was unsatisfactory. As a result, the project was repeatedly delayed. For example, the retrofitting of the first lift at the said footbridge NF316 was completed 6 months later than expected. The proposed site of another lift near Sun Chui Estate was not yet confirmed because of geological problems. He hoped that such mistakes would not be repeated in the “Next Phase” and therefore hoped that the HyD could give a briefing on the cost and timetable of the project, including whether ground investigation had been carried out; and
- (b) he pointed out the inadequate capacity of the first lift retrofitted at the footbridge across the roundabout at Che Kung Miu Road and Mei Tin Road (NF316). It could only accommodate either a

wheelchair or a bicycle, with barely any space left afterwards. He wondered whether the design could be optimised so that wheelchair users were given priority.

57. The Chairman left the chair temporarily and the Vice-Chairman presided over the meeting for the time being.

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

- (a) he enquired about the cost and construction period of the overall project;
- (b) he opined that it was dangerous for the exit of Lift No. 2 to be facing the stairway on the footbridge. He suggested that the exit face the direction of the MOS Rail instead; and
- (c) he said that the bicycle parking area next to Lift No. 2 occupied about one-third of the footpath and would certainly be suspended during the construction period. In view of the high pedestrian flow at the section during peak hours, he suggested cancelling the said bicycle parking area. In the past few years, he had received residents' complaints about bicycles obstructing the road at the site. But he also understood that cyclists preferred convenient parking locations, so he suggested relocating the bicycle parking area to another suitable location nearby as compensation.

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

- (a) he said that 3 projects, namely ST06, NF137 and NS284, had been selected by vote at the TTC meeting on 9 May 2017. He wondered why the HyD submitted the design for NF137 a year later, instead of submitting the designs of all the projects at the same time. He also hoped the HyD would explain the related criteria for submitting designs and the reason why the design for ST06, which got the most votes, was not submitted first; and
- (b) he strongly requested the HyD to submit the designs for the 2 lift retrofitting projects of NF137 and NS284 at the next TTC meeting.

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

- (a) he asked whether the project involved advanced technology, and, if yes, whether such involvement was the reason for the slow progress of the retrofitting project which commenced long ago;
- (b) he asked whether ground investigation works had been conducted for the pedestrian subway projects across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285). He hoped that the consultant company could provide information on the feasibility and timetable of the project; and

- (c) he said that there were many wheelchair users in Heng On Estate. If the lift was too small, it would be inadequate to serve residents in the neighbourhood. He therefore would like to know more about the capacity of the proposed lifts.

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

- (a) he said that the design was only preliminary at present. He asked when the actual ground investigation works would begin if the STDC supported the proposal, and how difficulties in the process would be handled through coordination with other departments and organisations. He also enquired about the expected commencement date and the construction period of the works if the ground investigation works went smoothly;
- (b) he enquired about the capacity of the proposed lifts, requested related data from the HyD and suggested that the lifts be enlarged as much as possible. He pointed out that a lift at Sha Kok Estate near Greenfield Court had recently been put into use. But the lift was small and could only accommodate 1 wheelchair and 2 to 3 persons. He enquired the HyD about the criteria for deciding the capacity of lifts;
- (c) he suggested that the exit of Lift No. 1 on the footbridge level be of the same direction as that on the ground level, so that the footbridge could act as a shelter for the users on the ground level;
- (d) he asked whether the retrofitting proposals of the 2 remaining projects under the “Next Phase” would be submitted at the next TTC meeting; and
- (e) he hoped that the HyD and the consultant company would continue to communicate closely with STDC Members on the lift retrofitting works.

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

- (a) he asked about the construction period of the project and whether it could be accelerated;
- (b) he pointed out that the lift retrofitting works at footbridge NF89 had been delayed for another month because of the emergency works of the Hong Kong and China Gas Company Limited several weeks before the commissioning. He opined that ground investigation works should be conducted as soon as possible to identify and solve the problems;
- (c) he enquired about the additional cost for increasing the capacity of a lift to accommodate 2 wheelchairs and hoped that the HyD would provide related information. He also enquired the HyD about the criteria for deciding the capacity of lifts; and

- (d) he suggested that the exit of Lift No. 1 on the footbridge level be of the same direction as that on the ground level.

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

- (a) he supported the project;
- (b) he enquired about the timetable and construction period of the project; and
- (c) he said that there was no cycling path near Lift No. 2; therefore, it was unnecessary to relocate the bicycle parking area at the exit of Sha Tin Wai MTR Station to the vicinity of the exit of the proposed lift. He suggested that the HyD and the TD consider relocating it to a more suitable place, such as the vicinity of the green area underneath the footbridge near Sha Tin Wai Playground.

64. The Chairman returned to the conference room.

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

- (a) he expressed support for the proposed projects under the current and previous items on the agenda; and
- (b) he said that the consultant company for the project in question was also responsible for the lift retrofitting works at the subway near Tai Shui Hang MTR Station (NS287). He hoped that the HyD and the consultant company would complete the lift retrofitting works near Tai Shui Hang Station as soon as possible and requested the contractor to employ more staff to handle the new works without affecting the existing ones.

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

- (a) he opined that taking a year to produce the initial design was too long. The relocation of underground utility lines and other preliminary works would also take time. It would consequently take a few years for the lifts to be completed;
- (b) he was concerned about the progress of the 2 remaining projects under the “Next Phase”; and
- (c) he opined that, given the number of footbridges awaiting lift retrofitting works under the “Universal Accessibility” Programme, the competition was fierce among the works and it was therefore necessary to expedite the progress. Besides, he opined that it was highly unfair and inadequate for the Sha Tin District to only be assigned with a quota of 3 projects.

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

- (a) he wondered whether the HyD had assessed the different impacts on the pedestrian flow when the entrances/exits of a lift were of the same direction and opposite directions;
- (b) according to related information provided by the Sha Tin District Office (STDO), there was an illegal bicycle parking black spot near the current bicycle parking area. The relocation of the parking area might exacerbate the problem of illegal parking in other places. He wondered whether the HyD had found a suitable location in the neighbourhood for the relocation of the current bicycle parking area;
- (c) as a result of the retrofitting of Lift No. 1, the cycle track would be re-aligned and the width of the public walkway would be reduced from 3.6 metres to 2.8 metres. He asked whether the HyD had assessed the related impact on pedestrians, and if not, when it would conduct the assessment; and
- (d) he enquired about the load capacity and the passenger capacity of the proposed lifts.

68. Mr YIU Chiu-chung gave a consolidated response as follows:

- (a) he said that some projects under the “Original Programme” and the “Expanded Programme” had been delayed because the location of underground utility lines were found to be inconsistent with existing drawings upon project commencement. Therefore, the HyD would now conduct underground investigation before contractors started working, in order to make timely corrections and to avoid delays;
- (b) while the consultant company initially considered the project to be feasible, underground investigation was still necessary. Therefore, cost estimates were unavailable for the time being, and would be reported at the next TTC meeting upon approval by the STDC and after detailed research; and
- (c) he said that the 3 projects were being carried out simultaneously. In order to save time, the HyD would first submit project proposals that were well-developed to the STDC. There were 2 other lift retrofitting projects. Due to geological factors at the project site of the pedestrian subway across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285), the consultant company would carry out ground investigation works to learn more about the situation, which would result in a great cost difference and require more time. Related information would be submitted to the STDC when ready. However, the HyD was not responsible for the maintenance of the footbridge across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4 (ST06) and coordination with the relevant owners’ corporation (OC) was needed for the lift retrofitting

project. The OC had initially agreed to the project but the HyD needed more time to clarify relevant legislation before reporting to the STDC.

69. Mr Simon CHAN gave a consolidated response as follows:

- (a) he said that a lift of an area of 1.4m x 1.5m in general could carry up to 12 persons. The passenger capacity could be changed in line with the on-site environment and other factors to carry 9 to 16 persons. Taking the impact on the public walkway and the cycling path into consideration, the type of lift proposed to be used in the project could carry up to 12 persons. A 16-person lift would be larger in capacity. If it was adopted for Lift No. 1, the lift area would increase by 0.5 to 1m², further narrowing the cycle track and the public walkway. He noted members' views and promised to carefully study the possibility of a larger lift. If members found the relevant impacts acceptable, he would submit the proposal to the HyD;
- (b) he explained that a lift would first be designed with entrances/exits of opposite directions, so that wheelchair users would not have to turn around. However, on-site conditions and other factors would also be considered;
- (c) he had once requested information on the underground utility lines from relevant government departments and the information showed that the conditions under the footbridge, NF137, were not complicated. But underground investigation works would still be conducted to identify problems in advance, so as to complete the project as soon as possible;
- (d) he did not currently possess the data on how the directions of the lift exits would affect the pedestrian flow. But the company would study measures to give priority to wheelchair users;
- (e) he said the public walkway near Lift No. 1 would be 0.4m narrower because of related works and a study had been conducted to evaluate its impact on the comfort of pedestrians. However, he did not have the related materials with him at the moment and would provide them at the next TTC meeting. As far as he remembered, the related impact was small. A more important issue would be to reduce the impact on the cycle track and cyclists. He hoped that the STDC's support could be secured, before detailed design or tendering was carried out;
- (f) regarding the project at the pedestrian subway across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285), he said that ground investigation works had been arranged but had not started yet. The application for an excavation permit was underway. Excavation works would later be carried out in stages and underground utility lines would be inspected. He

promised to maintain contact with STDC Members and report on the progress; and

- (g) he promised to coordinate with contractors to complete the lift retrofitting works at the subway near Tai Shui Hang MTR Station (NS287) as soon as possible. He thanked Members and residents for their patience. He said that although lift retrofitting works seemed to be of a smaller scale, they were in fact time-consuming. It was often that conditions not stated on the drawings were discovered during excavations. He hoped that in future projects, ground investigation works could be conducted in advance to identify related conditions, so that designs could be modified as necessary. The STDC should also be consulted in advance.

70. The views of the Chairman were summarised below:

- (a) he opined that as members were concerned with all of the projects under the “Universal Accessibility” Programme, the HyD could provide a project list for their easy reference; and
- (b) he said the project progress of the first phase of the “Universal Accessibility” Programme was slow and opined that delays would be inevitable if 1 contractor was responsible for all the projects. He opined that both the STDC and the community wanted to see a shorter construction period and hoped that the HyD would speed up the pace and duly do its “gatekeeping” job by monitoring the project progress.

71. The Chairman enquired whether members agreed to handle the provisional motion moved by Mr LAI Tsz-yan.

72. Members agreed to discuss the provisional motion moved by Mr LAI Tsz-yan.

73. Mr LAI Tsz-yan moved a provisional motion as follows:

“In response to the dense and gradually ageing population in the Sha Tin District, it has been confirmed that the top four public walkways voted for the ‘Next Phase of the Universal Accessibility Programme’ on 9 May 2017 will be provided with elevators.

As the public coffers are overflowing with money, the Government should deploy more resources to expeditiously realise more projects of the ‘Universal Accessibility’ Programme.

The Traffic and Transport Committee of the Sha Tin District Council requests the Government to deploy more resources to expeditiously provide elevators for the footbridge near Belair Gardens, which ranked fifth in the vote, and other projects down on the list based on the voting results dated 9 May 2017.”

Mr YAU Man-chun seconded the motion.

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

- (a) he said that members would all agree that the Government should retrofit lifts at existing footbridges whenever possible, in view of its sound financial position. While he agreed with the original intention of the motion, he opined that the mentioning of a specific footbridge would cause objection from other members. For example, Mr Thomas PANG had also proposed retrofitting accessibility facilities at the ramps near Sui Wo Court and Saddle Ridge Garden for residents' convenience; and
- (b) he suggested that Mr LAI Tsz-yan not specify a footbridge and revise the motion to "...to allocate more resources to retrofit lifts at public walkways in the Sha Tin District as necessary as a package programme."

75. Mr LAI Tsz-yan explained that the project at Belair Gardens was mentioned because it ranked fifth in the vote at the TTC meeting on 9 May 2017. Since the top 4 projects had commenced, it was only logical to handle projects ranking fifth, sixth, seventh and so on, which certainly could be carried out at the same time. Besides, the Belair Gardens project receiving 7 votes was much closer to the top 4 compared with the remaining projects, most of which only received 1 or even no vote. Therefore, it was specified in the motion.

76. Mr WONG Ka-wing opined that while Belair Gardens ranked higher, its mentioning in the motion might imply that the STDC was biased. As the Belair Gardens project ranked fifth in the vote, he suggested that Mr LAI Tsz-yan revise his motion to "...to implement all the projects based on the order of votes as soon as possible..." as a solution to the ranking problem. He opined that the current expression was unpleasant.

77. Mr Alvin LEE agreed with Mr HO Hau-cheung and suggested that the motion be revised to "...to complete all the projects proposed at the meeting". He said that he would not support Mr LAI Tsz-yan's motion unless it was optimised.

78. Mr LAI Tsz-yan said that it was not a problem to mention the Belair Gardens project in the motion since it ranked fifth in the vote. He proposed revising his motion to "...provide elevators for the project that ranked fifth in the vote and other projects down on the list".

79. The Chairman opined that each member represented a constituency and would want to mention projects in their constituency in the motion whenever possible. He suggested that Mr LAI Tsz-yan consider other members' advice, such as "based on the order of" proposed by Mr WONG Ka-wing and "all" proposed by Mr Alvin LEE.

80. Mr Michael YUNG said that the ranking of projects was not included in the minutes of the TTC meeting on 9 May 2017. He read out the original text of paragraph 200 in the TTC Minutes 3/2017:

"After the counting of votes by the Secretariat was completed, the Chairman announced that TTC had selected existing walkways "across Sha Kok Street

near Sha Kok Estate (NF137)”, “across Sai Sha Road and Hang Ming Street near Renaissance College (NS225, NS284 and NS285)” and “across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4 (ST06)” as projects for implementation at the next phase of the “Universal Accessibility” Programme.”

He said that the original text did not show a ranking or whatsoever. He suggested that Mr LAI Tsz-yan consider other members’ feelings when considering the expression of a ranking.

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

- (a) he agreed that lifts should be retrofitted at Belair Gardens, and opined that it was already reasonable to revise the motion to “...to retrofit lifts for the remaining projects as soon as possible” because the meeting at which the vote took place was specified;
- (b) he suggested changing “As the public coffers are overflowing with money” to “Financially abundant or robust at present”; and
- (c) he said that it was members’ consensus that the HyD should submit the progress on all the projects under the “Universal Accessibility” Programme at the next TTC meeting, so that members could be accountable to residents.

82. Mr WONG Yue-hon said it had been proposed at previous meetings to retrofit lifts at Sha Tin Market and Lek Yuen Estate, respectively. At present, the Food and Environmental Hygiene Department also planned to retrofit lifts at Sha Tin Market. He opined that the 2 lifts in the 2 projects were pretty close to each other. He asked related government departments to coordinate their arrangements. He opined that the motion in question contradicted his views. As he did not approve of retrofitting 2 lifts close to each other, he would abstain from voting.

83. The Chairman adjourned the meeting for 3 minutes.

84. Mr LAI Tsz-yan accepted members’ suggestions and revised his provisional motion as follows:

“In response to the dense and gradually ageing population in the Sha Tin District, it has been confirmed that the top four public walkways voted for the ‘Next Phase of the Universal Accessibility Programme’ on 9 May 2017 will be provided with elevators.

Financially abundant at present, the Government should deploy more resources to expeditiously realise more projects of the ‘Universal Accessibility’ Programme.

The Traffic and Transport Committee of the Sha Tin District Council requests the Government to deploy more resources to expeditiously provide all projects of the programme with elevators based on the order of the voting results dated 9 May 2017.”

Mr YAU Man-chun seconded the motion.

85. The Chairman enquired whether members endorsed the provisional motion in paragraph 84.

86. Members unanimously endorsed the provisional motion mentioned in paragraph 84.

87. The Chairman enquired whether members endorsed the above proposal on retrofitting of lifts.

88. Members unanimously endorsed the above proposal.

Local Public Transport Service Arrangements in Heung Yuen Wai Boundary Control Point
(Paper No. TT 31/2018)

89. The Chairman welcomed representatives of the TD and the CEDD to the meeting.

90. Ms Alice CHOW, Senior Transport Officer / Boundary 1 of the TD briefly introduced the contents of the paper.

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

- (a) he opined that the paper was incomplete since it did not mention possible destinations or ancillary services in the Mainland after passengers crossed the boundary control point (BCP); and
- (b) he opined that the transport facilities for the BCP mentioned in the paper were inadequate, with bus services departing from Tai Wai MTR Station only at the weekends. He suggested that 1 trip be operated per hour each day and opined that excellent transport services and great accessibility across the BCP could ensure a certain number of tourists.

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

- (a) the paper indicated that transport services would be provided only at the weekends for the time being. He enquired whether weekday services would be available in the future; and
- (b) under the current arrangements, buses departing from Tai Wai would take the expressway to Tai Po and North District after passing by Shek Mun. He suggested that the TD have discussions with related bus companies on providing interchange concessions for residents of Sha Kok Estate, Jat Min Chuen, Garden Rivera and City One Shatin.

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

- (a) he asked how many people would go through the Heung Yuen Wai BCP after its opening, and how many people would be diverted from other BCPs, such as the Lo Wu Control Point;
- (b) the paper said that there would be a public car park with around 400 parking spaces near the BCP. He asked whether the car park would accommodate any private car from Hong Kong and whether overnight parking would be possible. He also enquired about the car park fees;
- (c) he asked whether there would be other transport means connecting the public transport interchange at the BCP to other places along the route, such as Shantou and Huizhou;
- (d) he enquired about the arrangements for Hong Kong/Mainland vehicle licence after the opening of the BCP and whether new licence plates would be issued; and
- (e) he hoped that bus services to and from the BCP could be provided on weekdays as well. Currently, related buses mainly travelled to Sha Tin and Tai Wai. Residents of Ma On Shan also had a keen demand for cross-boundary bus services; however, there were no buses travelling from the area to Shenzhen Bay or other BCPs such as Huanggang currently. He hoped that the opening of the Heung Yuen Wai BCP could bring forth the operation of bus routes that travelled via Ma On Shan.

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

- (a) he opined that the transport arrangements were relatively simple for Heung Yuen Wai, the first BCP featuring direct access by passengers and vehicles and no prohibited zones;
- (b) he said that the Heung Yuen Wai BCP was connected to the northeastern part of the Guangdong Province, including Chaozhou, Shantou, Jieyang and Shanwei of Chaoshan district, as well as the Hakka areas of Heyuan and Meizhou, all of which were densely populated transport hubs. However, the paper did not mention any supporting transportation facilities in Shenzhen. If transport facilities in Shenzhen were well-developed, the several bus routes in Hong Kong would not be able to meet the demand;
- (c) he supported the operation of an additional bus route from Tai Wai. But he opined that it would be inadequate for services to only run at the weekends and that the arrangement should be revised;
- (d) he opined that it would be inadequate to only have some 400 parking spaces for private cars;

- (e) he expected that after its opening, the BCP would be used by non-franchised buses (NFBs) of other organisations as well. He pointed out that no parking spaces or pick-up/drop-off points were allocated to those buses at the public transport interchange. He expected that the demand for NFB services would continue to increase in the future. He enquired about the number of NFB parking spaces at the BCP and whether the TD would provide more parking spaces at appropriate locations; and
- (f) cyclists were currently required to remove the front wheels of their bicycles before they were allowed to cross the boundary in Lo Wu and Lok Ma Chau. Heung Yuen Wai would be a BCP with direct access by passengers and vehicles and the cycle tracks in the New Territories East and West would also be improved. He said that the TD did not consider the issue of cyclists crossing the boundary, and that the paper did not mention any ancillary facilities, including cycle tracks or bicycle parking spaces. He hoped that the TD would provide a response.

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

- (a) he enquired about the parking fees for the 400-odd parking spaces at the BCP. He said that if the fees were too high, members of the public would go to the BCP by bus rather than driving there. And he asked whether the TD had calculated the number of bus passengers; and
- (b) he opined that the TD should determine the alignment of related bus routes by estimating the number of bus passengers travelling to the Heung Yuen Wai BCP every day. He cited the example of the bus route departing from Tai Wai and travelling via Tai Po, and asked whether related buses would make several stops in the 2 areas or go directly to the Heung Yuen Wai BCP. He hoped that the TD would provide more information for members' reference.

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

- (a) he enquired about the number of people that bus services could carry to the BCP every day;
- (b) he enquired about the opening hours of the BCP; and
- (c) in addition to the 400-odd parking spaces for private cars, he asked how many parking spaces for coaches would be provided to attract tourist groups to use the BCP.

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

- (a) he said that the paper did not mention the number of immigration counters at the BCP, the number of passengers that the BCP could handle during peak hours, how it could divert passengers from other

BCPs or other ratios. In his opinion, it would be difficult to offer views on bus route frequency or alignment without such basic information, as the size and the accessibility of the BCP were necessary factors for consideration in designing transport ancillary facilities. For example, he enquired about the duration of the bus trip from Tai Wai to Heung Yuen Wai and wondered whether diversion measures would only be adopted at the weekends because bus trips were only operated every 30 minutes at the weekends at present;

- (b) the paper only mentioned the Shenzhen-Shantou Expressway and the Shenzhen-Huizhou Coastal Expressway in the Mainland. He hoped that the TD would provide information on transport ancillary facilities in the Mainland after the meeting, so that members could learn more about the transport means available for connecting the Heung Yuen Wai BCP to the eastern regions of Guangdong;
- (c) at present, residents made frequent visits to the Mainland. He hoped that the TD would strengthen cross-boundary transport services from Ma On Shan in Sha Tin to different BCPs, such as Lok Ma Chau, Huanggang and Shenzhen Bay;
- (d) the paper mentioned a pedestrian subway leading to the immigration counters at the BCP. He wanted to know how long the walk would take; and
- (e) while the BCP would be convenient for drivers, he was concerned that the 2 toll-free tunnels proposed would mean a large number of Mainland vehicles coming to Hong Kong in the future, aggravating the traffic load of the territory. Therefore, he suggested imposing tolls on Mainland vehicles using the 2 tunnels.

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

- (a) he enquired about the public transport facilities in the Mainland after crossing the boundary; and
- (b) since there were hotels in both Sha Tin and Shek Mun, he suggested operating bus services from Sha Tin via Shek Mun to the Heung Yuen Wai BCP.

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

- (a) he welcomed the Administration's decision to open the Heung Yuen Wai BCP as soon as possible in order to divert cross-boundary passenger flows from other BCPs; and
- (b) he suggested that bus services stop at Ma On Shan Town Centre before heading for Sha Tin and Tai Wai, so that the alignment would not be long or circuitous. If those buses travelled via Tai Po Road for Sha Tin and Tai Wai, they would likely be stuck in traffic

congestion. By contrast, if they headed for Sha Tin via Ma On Shan, they could use the TCT and Tai Chung Kiu Road. The journey might be smoother and could serve more members of the public.

100. Mr LI Sai-hung said that the paper only provided information about Hong Kong and not much about the Mainland. He requested the TD to explain the transport information shown in Annex 1 regarding the connection between the Eastern Corridor (Shenzhen) and the Shenzhen-Huizhou and the Shenzhen-Shantou Expressways via the Luohu, Yantian and Longgang districts.

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

- (a) the Cheung Shan Tunnel and the Lung Shan Tunnel would be built for connection to the Heung Yuen Wai BCP. He enquired about the toll fees of the 2 tunnels and said that excessive charges would affect their competitiveness;
- (b) he enquired about the immigration clearance procedures for people crossing the boundary by coach;
- (c) he assumed that the Eastern Corridor was intended for motorists with Hong Kong/Mainland licence plates and wondered whether 20 000 vehicles would be crossing the BCP every day as estimated; and
- (d) he enquired about the bus stops of the proposed route from Tai Wai to the Heung Yuen Wai BCP. If the bus route had to make multiple stops in Sha Tin and Tai Po before heading for the BCP, he wondered how it would be better than an MTR trip from Tai Wai to Lo Wu or Lok Ma Chau.

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

- (a) he opined that the paper only focused on cross-boundary bus services in Hong Kong;
- (b) according to established practices, there were quota restrictions for passenger vehicles and private cars at BCPs. He enquired about the number of vehicles allowed under the quota restriction at Heung Yuen Wai and whether the quota was newly allocated or transferred from other BCPs;
- (c) an environmental impact assessment (EIA) had been conducted on the Lok Ma Chau Control Point. The EIA report imposed a limit on the trips of Route No. B1 in view of emission problems. As far as he knew, an EIA had also been conducted on the Heung Yuen Wai BCP. He wondered whether there was a similar limit. If yes, it would not matter how many bus routes would be operated because of the limitation;

- (d) the TD proposed operating 3 franchised bus routes from Sheung Shui, Tai Wai and Tuen Mun to the BCP. Among them, the route from Sheung Shui would be a whole-day service. Following a U-shaped alignment, related buses would travel via Fanling, Sha Tau Kok Road and the Lung Shan Tunnel before heading for the Heung Yuen Wai BCP. As a result, residents of the Sha Tin District would have to go to Sheung Shui or Fanling and take the U-shaped alignment before reaching the BCP. He asked how the TD had come up with the alignment. A whole-day bus service was provided for residents of Sheung Shui, while the residents of Sha Tin and Tuen Mun were only provided with bus services every 30 some minutes at the weekends. He wondered whether the arrangements made were based on any scientific data or evaluation. He requested the TD to provide related information on whether a questionnaire survey was held and its sample size;
- (e) for example, the Sha Tin route was proposed to start from Tai Wai, travel along Tai Chung Kiu Road and Tate's Cairn Highway, and then head for Tai Po via the T6 Bridge, without travelling via New Town Plaza in Sha Tin town centre. He opined that the relevant route design was ridiculous and wondered what professional advice the TD had solicited;
- (f) he said that vehicles heading for the BCP would certainly carry luggage. As for the proposed minibus Route No. 59K, the paper did not mention whether luggage racks would be installed for 19-seat minibuses and, if installed, whether the minibuses would become 17-seat ones due to the luggage racks;
- (g) the paper did not mention whether any operator had been selected for the 3 proposed bus routes, or whether the routes would be tendered as one project or separately;
- (h) he said that the paper mentioned only public transport matters and provided no information on the new BCP, which made discussion on the topic difficult. He suggested that the TD provide a range of information, such as the discussion papers of other District Councils, after the meeting to respond to members' enquiries; and
- (i) he suggested the bus route departing from Tai Wai include stops at Sha Tin MTR Station and University MTR Station, so as to alleviate the overcrowding of the East Rail Line.

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

- (a) he enquired about the vehicle quotas for the BCP;
- (b) he understood that the TD probably wanted the bus route departing from Sheung Shui to detour via Fanling to serve the residents there. But he wondered whether the TD had assessed the passenger patronage in Sheung Shui and opined that the route would mainly be

supported by passengers at en-route stops such as Fanling, if the patronage was insufficient. In that case, he doubted if passengers would be motivated to take the route from Sheung Shui; and

- (c) he suggested that the bus route departing from Tai Wai detour via Sha Tin Town Centre, Ma On Shan and Wu Kai Sha to provide convenience for residents with bulky luggage.

104. The Chairman pointed out that although the paper was titled “Local Public Transport Service Arrangements”, it also involved a lot of other matters. Therefore, the TTC would like to discuss other ancillary services as well. He opined that the TD should provide related explanations and the discussion should not be limited to local transport services.

105. Mr Dannis LEUNG, Chief Transport Officer / Boundary of the TD gave a consolidated response as follows:

- (a) the paper mainly introduced the local public transport services supporting the Heung Yuen Wai BCP. He understood that members would like to be informed about the new BCP and said that, as the CEDD was responsible for engineering design and construction, its representative would endeavour to answer members’ questions regarding the BCP;
- (b) regarding the paper’s lack of information about transport ancillary facilities in the Mainland, he said that the Government was making enquiries with Shenzhen authorities but had yet to receive any reply. Upon the opening of the BCP, relevant information would be distributed via appropriate publicity channels, including leaflets and websites, whenever possible;
- (c) he said that cross-boundary direct buses, including related NFBs, would use facilities on the first floor of the new BCP instead of the public transport interchange. When cross-boundary buses reached the first floor, passengers would get off and cross the boundary, before boarding the buses again in the Mainland and heading for their destinations, and vice versa. The NFBs providing local services would be operating at the public transport interchange of the new BCP;
- (d) regarding the bus route departing from Sheung Shui, he explained that the major routes to the Heung Yuen Wai BCP would be the Lung Shan Tunnel, the Cheung Shan Tunnel and the related viaducts, which were connected to Fanling Highway at the new Fanling Interchange. The route went from Sheung Shui to the BCP via Fanling, which was why the alignment somewhat resembled a U shape;
- (e) the TD would arrange for the CEDD to provide information about the Hong Kong side of the new BCP after the meeting;

CEDD

(Post-meeting note: The CEDD wrote to the Secretariat on 8 June to provide relevant supplementary information, which the Secretariat had sent to members.)

- (f) regarding the installation of luggage racks on green minibuses, he promised to convey the request to the related operator. However, he added that the minibus route was a supplementary one, intending to carry residents living in rural areas far from the city centre of Sheung Shui to and from the new BCP. Passengers with bulky luggage should use the bus service from Sheung Shui to the new BCP. After the opening of the BCP, the TD would closely monitor the operation of minibuses and would discuss possible improvements with the related operator if necessary;
- (g) regarding the limit on the number of buses mentioned by the EIA report, he said that the TD was not informed of such a limit when it was determining the frequency of bus services; and
- (h) regarding bus route planning, he said that the Sheung Shui route would be the main route, with a higher frequency and a shorter journey time, while the Tai Wai and the Tuen Mun routes would be supplementary routes. He encouraged members of the public to go to the new BCP by public transport. Upon the opening of the BCP, the TD would closely monitor the operation and would improve related services, such as increasing service frequency or converting a route to a whole-day service, if necessary.

106. Ms Alice CHOW gave a consolidated response as follows:

- (a) the TD proposed operating 3 bus routes and 1 special short-working minibus service to the Heung Yuen Wai BCP. The bus route departing from Sheung Shui would provide a whole-day service at a higher frequency, mainly to carry passengers arriving in Sheung Shui or Fanling by MTR to the new BCP;
- (b) the other 2 bus routes departing from Tai Wai and Tuen Mun, respectively, would operate at the weekends and during holidays in the initial period after the opening of the BCP, in order to cope with the possible increase in passenger flows at the weekends. The Tai Wai route would travel via Tai Chung Kiu Road, Tate's Cairn Highway, Tolo Highway and Fanling Highway. To avoid a circuitous alignment, the route would not cover the vicinity of Sha Tin Town Centre or Ma On Shan. Residents of Sha Tin Town Centre and Ma On Shan were advised to go to the Sheung Shui MTR Station or Fanling MTR Station by the East Rail Line or other public transport and to transfer to the bus service departing from Sheung Shui to the new BCP. Upon the opening of the BCP, the TD would closely monitor the operation of the routes and passengers' needs, and would strengthen or adjust the services whenever necessary;

- (c) regarding the quotas for trucks, hire cars and private cars crossing the BCP, the TD was closely following up on the matter with the Guangdong authorities. There were no specific arrangements at present;
- (d) she said that the 2 new tunnels, namely the Cheung Shan Tunnel and the Lung Shan Tunnel, would be toll-free;
- (e) she said that the charging arrangements for the car park had yet to be confirmed. The TD would consider factors including the levels of charges of other car parks near Heung Yuen Wai or other BCPs, as well as public acceptability. In addition, the car park would be a 24-hour public one; therefore, it would be open to any private car and would provide overnight parking. With direct access by passengers and vehicles, the passenger clearance building of the BCP could be reached by car or on foot;
- (f) regarding the parking spaces for NFBs, she said that cross-boundary NFBs could not use facilities at the public transport interchange. But there would be adequate pick-up/drop-off facilities for them on the first floor of the passenger clearance building;
- (g) she said that preparations for the tendering for the franchised routes would commence in the middle of the year to select operators for the 3 new bus routes. Detailed arrangements were not available at present;
- (h) she noted members' suggestion that discussion should be conducted with related bus companies on providing interchange concessions for residents of Sha Kok Estate, Jat Min Chuen, City One Shatin and other estates; and
- (i) she noted members' suggestion that the bus route departing from Tai Wai should include stops at Sha Tin MTR Station and University MTR Station.

107. Mr LU Pei-yu, Senior Engineer / 1 (N) of the CEDD said that the new BCP would be able to handle a maximum of 30 000 passenger trips and 18 000 vehicle trips per day. It was estimated that there would be 17 500 passenger trips and 7 700 vehicle trips per day in the initial period after the opening. The new BCP would mainly divert passengers from the Lok Ma Chau and Sha Tau Kok Control Points, as well as vehicles from the Lok Ma Chau and Man Kam To Control Points.

108. The Chairman left the chair temporarily and the Vice-Chairman presided over the meeting for the time being.

109. Mr Ambrose LAM, Engineer / Infrastructure Projects of the TD gave a consolidated response as follows:

- (a) he said that there would be 415 parking spaces for cars and 36 for motorcycles at the car park of the new BCP. The TD encouraged

members of the public to use public transport services to travel to the BCP. Therefore, the car park was just a supplementary facility to some extent, providing the public with an alternative to public transport. In accordance with the utilisation rate, the TD would adopt flexible management measures to regulate the public's demand for the car park. The number of parking spaces was determined based on the recommendations resulting from the research conducted by the engineering consultant company; and

- (b) he said that the Government was planning to provide around 100 bicycle parking spaces on Lin Ma Hang Road for the public. Cyclists who wished to bring their bicycles with them across the boundary should fold up their bicycles or remove certain components in advance, before using public transport services.

110. The Chairman returned to the conference room.

111. The views of the Chairman were summarised below:

- (a) he said that members had certain expectations for the design of the entire BCP and transport ancillary facilities and hoped that the TD would refer to the TTC's stance on relevant issues at previous meetings; and
- (b) he hoped that the TD would actively consider adding more stops to the bus routes, or even consider operating extension routes in line due to the size of the population in the Sha Tin District.

112. The Chairman asked if members agreed to handle the provisional motion moved by Mr Alvin LEE.

113. Members agreed to discuss the provisional motion moved by Mr Alvin LEE.

114. Mr Alvin LEE moved a provisional motion as follows:

“Since Liantang/Heung Yuen Wai Boundary Control Point will be in use soon, the Traffic and Transport Committee of the Sha Tin District Council adamantly requests the provision of whole-day scheduled bus services for the convenience of the residents of the Sha Tin District to commute between the said boundary control point and the Sha Tin District via Ma On Shan, Sha Tin and Tai Wai.”

Mr LI Sai-wing seconded the motion.

115. The Chairman asked if members endorsed the provisional motion in paragraph 114.

116. Members unanimously endorsed the provisional motion mentioned in paragraph 114.

Questions

Question to be Raised by Mr WONG Fu-sang, Tiger on the Driving Test
(Paper No. TT 32/2018)

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

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

- (a) he said that the TD's reply did not mention in detail the situations that merited motorists' attention. "Chapter 5 For All Drivers" of the "Road Users' Code" (the "Code") and the "Safe Motoring Guides" on the TD's website only contained general instructions for motorists. He opined that the "Code" should include guidelines on how to handle certain common situations while driving, such as obstructed sightline when driving on a slope or pedestrians dashing out onto the road;
- (b) he said that the existing legislation stipulated that learner drivers could not drive on certain road sections, such as expressways, and that the contents of the "Code" were limited. It would therefore be relatively dangerous for inexperienced motorists with a probationary licence or those who resumed driving a few years after obtaining their licences to drive on expressways or at large roundabouts. He opined that the TD should review the contents of the "Code", sum up the causes of previous traffic accidents and update the "Code" and the written test of the driving test, so as to enhance learner drivers' road safety awareness upon obtaining their probationary licences;
- (c) he requested the TD to specify the publication date of the newly revised "Code" after the meeting;
- (d) he opined that the TD failed to act as the gatekeeper against holders of driving licences who lacked driving experience (also known as holders of "frozen" driving licences), since people passing the driving test would not necessarily be experienced enough to handle roundabouts, expressways or road sections not covered by the test;
- (e) for example, he said that, according to the TD's guidelines, if a car broke down, the driver should place a warning sign behind the car to remind other motorists. He asked whether the TD made regulations to require all vehicles be equipped with the relevant warning sign and if it was an item to be checked during annual examinations; and
- (f) regarding the review on the driving experience of commercial vehicle drivers, he opined that professional drivers could prove their driving experience by presenting vehicle registration documents and employers' supporting documents.

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

- (a) he pointed out that Yi Shing Square was one of the routes for learner drivers. But given the heavy traffic, the volume of illegally parked vehicles and the number of students passing by, dangerous situation often occurred at the site; and
- (b) he requested the TD to provide a reply after the meeting regarding the criteria for determining test routes for learner drivers, whether such routes could be changed and the regulations that prohibited learner drivers from driving on certain road sections during certain times.

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

- (a) in its reply to Apple Daily on 21 May 2010, the TD said, “The current “Road Users’ Code” was updated in May 2000 with the latest information available then. As the strategic routes in the territory were renumbered in 2004, parts of the “Code” are no longer applicable. In view of this, the Transport Department has published a free booklet titled “Hong Kong Strategic Routes”, which is available in any Licensing Office and on the Transport Department’s website. In addition, the Transport Department is preparing to update the “Road Users’ Code”. Before the completion of the update, the Transport Department will notify members of the public of any amended road traffic legislation or information via different channels, including TV Announcements in the Public Interest, radio broadcasts, its website, newspaper advertisements, leaflets and posters.” He said that the “Code” had not been updated since 2010, and therefore lacked the latest information on issues such as spiral roundabouts and the numbering of strategic routes. He also pointed out that not every driving test route included roundabouts. He enquired whether the TD could finish revising the “Code” and publish an updated version within the year;
- (b) he cited the examples of the adoption of left-hand traffic when travelling from the airport to the Hong Kong-Zhuhai-Macao Bridge, as well as the new spiral roundabouts mentioned just now. He enquired whether the TD would update the “Code” and the test questions accordingly. Besides, there were some new traffic conditions each year due to the integration between Hong Kong and the Mainland. He asked how road users would be notified of such changes if they were not included in the “Code”;
- (c) he pointed out that the “Code” failed to provide guidelines for motorists on how to cope with the frequent road maintenance works and temporary diversion measures nowadays. Inexperienced or carelessness motorists could easily lead to road casualties. He asked how the TD would tackle the issue by way of education and instil safety awareness in motorists;

- (d) he was not sure which type of vehicle was used in or the passing standard for the franchised bus driving licence. He asked whether driving licence holders of vehicle class 4, 5, 9 or 10 could obtain the driving licence of vehicle class 17 simply upon being assessed and counter-signed by the related bus companies, or whether assessment by the TD was required; and
- (e) he requested the TD to provide the criteria for obtaining the driving licence of vehicle class 17 after the meeting, together with the way to determine the training time and the related test requirements.

121. Ms Kelly FUNG, Acting Senior Executive Officer / Driving Test of the TD gave a consolidated response as follows:

- (a) she said that the “Code” was developed by the Road Safety & Standards Division of the TD. Whenever there were updates, the Driving Test Section would be notified and would update the test questions based on the information received and the latest traffic conditions or legislative amendments. Currently the TD was conducting a large-scale review on the “Code” and would launch a new version in due course. The Driving Test Section would prepare and update test questions according to the new version;
- (b) regarding the development of driving test routes, she promised to take follow-up actions with individual members after the meeting; TD
- (c) regarding the problem of “frozen” driving licences mentioned by members, she said that the current test criteria were rigorous, as the test consisted of written and road tests and was conducted by professional driving examiners. The current legislation did not prevent holders of “frozen” driving licences from getting commercial vehicle licences. The focus was for the TD to be a good gatekeeper and ensure that motorists had the awareness of safe driving and road safety; and
- (d) she further pointed out that execution was difficult at present, as it was hard for the TD to determine the definition of adequate driving experience or to review the experience of related applicants. However, she noted members’ views and would provide a written reply after the meeting. TD

122. Mr CHAK Ka-nin, Senior Driving Examiner of the TD gave a consolidated response as follows:

- (a) he said that the Driving Test Centre in Hong Kong School of Motoring (Sha Tin) had reviewed the driving test routes a few years ago and would maintain communication with the management of the Hong Kong School of Motoring. Regarding Yi Shing Square mentioned by members, it was currently off limits to learner drivers from 7:30 am to 9:30 am and from 4:00 pm to 7:30 pm on weekdays. The TD would communicate with the Hong Kong School of

Motoring if complaints had been received about learner drivers affecting other at the site. Previously, there had been measures to divert learners from the roads near Yi Shing Square to other routes from 3:00 pm to 4:00 pm, so that they would not affect traffic in the area during after school hours;

- (b) under the current legislation, holders of franchised bus driving licences (vehicle class 9 or 10) were allowed to drive franchised buses. Driving licence holders of vehicle class 1 or 2 could also be employed by bus companies to drive franchise buses, as long as they took a three-week training programme, passed a test, and obtained a driving licence of vehicle class 4, 4A, 5 or 5A and 9, 9A, 10 or 10A, depending on whether they drove a vehicle with manual or automatic transmission; and
- (c) currently, bus companies used the 12-metre model for the training and test for the drivers of franchised buses, and the assessment criteria were the same as those for ordinary public buses.

123. Mr Corwin YAU responded that most of members' questions and comments were about the updates of the "Code", but it was difficult for the Driving Test Section to give in-depth answers on behalf of other sections. He said that the TD would record members' questions and suggestions for improvement, convey them to relevant sections for follow-ups and provide a written reply later.

TD

124. The views of the Chairman were summarised below:

- (a) he said that the current question concerned the safety of road users. He pointed out that driving in reality was different from the related test, since it would require coping with new road designs and new types of roundabouts, which might have not been taught in driving training. He hoped that the TD could be a good gatekeeper in this regard, as it concerned the safety of the public; and
- (b) he hoped that the representatives of the TD would convey members' views to other sections and would provide individual replies if necessary.

Question to be Raised by Mr YIU Ka-chun on the Design of the Minibus Stop and Pedestrian Crossing Arrangement Outside the Prince of Wales Hospital in Sha Tin
(Paper No. TT 33/2018)

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

- (a) he and other STDC Members repeatedly raised the issue about the pick-up/drop-off arrangements at the bus stop outside the Prince of Wales Hospital (PWH) in Sha Tin in 2011. They raised a question and moved a motion at a TTC meeting in 2016, hoping that the design of the entire bus stop could be improved. At that time the TD replied that yellow markings would be added as a short-term measure. This time, the TD put forward long-term measures in the

paper, which involved removing the trees nearby and land levelling, so as to facilitate the pick-up/drop-off of passengers. The related works would last over 30 months. However, he opined that with the upcoming PWH Phase II Redevelopment, the flow of people would continue to increase and the related measure might not necessarily be effective. He hoped that the TD, the PWH, bus companies, green minibuses service operators and taxi associations would do long-term and comprehensive planning for the bus stop, in order to determine the bus routes that would stop at the PWH and the locations of minibus stops and taxi stands;

- (b) he hoped that the TD would add double yellow lines to the relevant road sections very soon to facilitate buses making turns;
- (c) he had requested the retrofitting of a footbridge with lifts at the road section, but to no avail. Therefore, he suggested that the TD refer to overseas practices by converting the road to such a design that members of the public could cross the road diagonally in a safe and convenient manner. He hoped that the TD would review the matter and conduct long-term research;
- (d) he said that the handling of trees had to be subject to a series of LCSD procedures and could warrant criticism from various stakeholders, such as environmentalists. However, he opined that related works should indeed commence as soon as possible, in view of the current conditions outside the PWH. He hoped that the time for the related procedures could be shortened;
- (e) as related works would last 33 months, he wondered whether relevant departments could take some short- and medium-term measures prior to the land levelling works, such as closing off the related road section with railings and moving forward the pick-up/drop-off points for minibuses and taxis; and
- (f) he started asking the TD to improve the planning of the bus stop in 2011, as he opined that the site was often left idle because buses only picked up and dropped off passengers and had no need for parking. He had suggested that the 2 bus routes pick up and drop off passengers in the same lane. However, the bus company replied that such a practice would obstruct the road. But the fact was that there was inadequate space at the access. He opined that the matter should be seriously addressed.

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

- (a) the TD rejected the diagonal design in the paper, saying that a diagonal road section would be 36 metres long, and thus pedestrians would not have time to cross the road upon the flashing of the pedestrian traffic light signal and would be trapped in the middle of the road. He pointed out that there would not be enough time for pedestrians to cross the road anyway under the aforementioned

circumstances and it had nothing to do with the design. He said that, in order to allow enough time for pedestrians to cross the road diagonally, the TD only needed to change the design and paint the lines for diagonal crossing, which might be more advisable than enforcing the law against individual cases of jaywalking;

- (b) he did not understand why land levelling would take as long as 33 months or why the removal of the trees would take 2 years. He cited the lift retrofitting work at the footbridge at Greenfield Court under the “Universal Accessibility” Programme as an example, and said that the related works involved the handling of trees and complicated underground utility lines but only took 3 years to complete;
- (c) he agreed to the painting of double yellow lines on the road section outside the dental clinic to ensure smooth traffic for buses; and
- (d) he opined that the bus stop was an en-route one and buses would not park there. There was no need for too many lanes, which only resulted in the narrow access and affected driving. He suggested getting to the root of the problem.

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

- (a) he said that diagonal crossing was observed at many busy crossroads. While the existing legislation prohibited the practice, law enforcement or improvements were in fact necessary to reduce accidents, such as the building of footbridges. If law enforcement was difficult, even though there had not been major accidents in this regard, relevant departments should still review the need for stringent enforcement or amend regulations in order to address the issue properly;
- (b) at present, there was a step at the drop-off point of the extension block of the PWH, making it inaccessible to wheelchair users. A few years ago, he and other STDC Members had discussed the issue of land levelling with the TD. However, the TD clearly stated at that time that trees could not be removed and therefore the works fell through. He requested the TD to explain why tree removal became acceptable at present when more attention was given to environmental protection; and
- (c) the related bus stop seemed to be abandoned, without being properly utilised or handled by the TD for many years. Only taxis were parked there during shift-changing hours at present, which led to road obstruction. He opined that the TD should redesign and relocate the minibus and taxi stands, so as to significantly reduce traffic disruption. Medical staff of the PWH had told him that crossing the road was dangerous for many elderly people and wheelchair users, as they could not cross it smoothly. He hoped that the TD would make good use of the bus stop and address related

problems as soon as possible, especially those regarding the current drop-off point.

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

- (a) she said that she started having related discussion with the TD in 2012, but related problems remained unsolved even today. She welcomed the TD's specific improvement plan, but opined that related measures should be expedited;
- (b) she had taken minibus Route No. 808 to the PWH and seen how it was difficult for the minibus to approach the stand because of the taxis that were parked at the main entrance. As a result, after alighting from the minibus, passengers had to cross the road before they could reach the pavement;
- (c) the main entrance of the PWH served as the access for ambulances of the hospital. In view of vehicles that were frequently illegally parked at the location, she opined that the TD should consider relocating the current minibus and taxi stands in order not to obstruct ambulances or affect rescue work; and
- (d) in contrast to the busy traffic at the main entrance of the PWH, the bus stop seemed to be idle. She hoped that the TD would conduct a comprehensive review and make improvements.

129. Mr Sam SUM, Engineer / Sha Tin 3 of the TD gave a consolidated response as follows:

- (a) he said that road markings or road signs would be installed at the related section to warn motorists against illegal parking and obstructing public transport. Besides, the TD would inform the Police of the illegal parking situation;
- (b) in view of the platform levelling works outside the main entrance of the PWH, the TD had conducted an on-site inspection with STDC Members in October 2017 and had issued a Works Request Form. The reply mentioned both long-term and short-term measures; the former would take 33 months to complete. Staff of the HyD could provide additional information on the duration of the works; and
- (c) when deciding whether to change the road design to diagonal crossing, the Traffic Control Division of the TD mainly had 2 considerations, namely the traffic flow and safety. Firstly, the crossroads in question was so large that it would be difficult to install a pedestrian refuse in the middle for diagonal crossing. Also, as the diagonal crossing would be 36 metres long, the cycle duration of vehicular signals would have to be shortened in order to make time for pedestrians to cross, which would in turn reduce the traffic capacity of the crossroads. Secondly, some members of the public would start crossing the road only when the pedestrian green

light was flashing. Due to the length of the crossing, they would likely be trapped in the middle of the road and pose dangers. Therefore, the TD seldom adopted the diagonal crossing design at large intersections.

130. Mr Ken YIP, Senior Engineer / Sha Tin of the TD gave a consolidated response as follows:

- (a) he said that the TD would review the utilisation of the public transport interchange in question and study the re-planning of the related bus routes and the relocating of the minibus and taxis stands;
- (b) while some members of the public were used to crossing the road diagonally for convenience, he pointed that the related section was 36 metres long and might be dangerous for some people. For example, it could be dangerous for hospital patients who moved slowly and hence would likely be trapped in the middle of the road when the green pedestrian traffic light was over;
- (c) regarding the illegal parking of taxis at the entrance of the PWH, the TD would ask the Police to take enforcement actions and would also consider setting up a prohibited zone to prevent taxis from picking up or dropping off passengers at the location. In that case, taxis would wait for passengers at the taxi rank and passengers would also be encouraged to proceed to the taxi rank to take taxis, leaving room for minibuses to pick up and drop off passengers;
- (d) members mentioned that the requirements for environmental protection were becoming more and more stringent. He said that the removal of trees was subject to the related technical guidelines of the DEVB, and as far as he knew, the works would take 33 months; and
- (e) he agreed that different departments needed to strengthen coordination and said that an inter-departmental meeting would be convened for measures to minimise the time for related procedures.

131. Mr LAI Chi-chiu, District Inspector of Works, New Territories Region / Works Request Forms (E1) of the HyD responded that the relocation of trees was estimated to take 24 months and the actual works would take 9 months and thus would take 33 months in total. Both the removal and the relocation of trees were subject to established works procedures. In the latter case, tree assessment was required before the handling method was determined. Upon identifying an appropriate site for relocation, applications had to be submitted to the LCSD and the District Lands Office / Sha Tin. The whole process would normally take about 24 months.

132. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD responded that the TD would study the operation of the bus stop before reporting back to members.

133. The views of the Chairman were summarised below:

- (a) he opined that the current situation is unacceptable. He understood that there were established procedures for government departments. However, he wondered whether such procedures could be streamlined, and whether related departments could prioritise their tasks and coordinate with each other, in order to address the people's pressing needs and to reduce the time required. The 33-month works period aside, it was unacceptable that the problems remained outstanding since the commencement of follow-up in 2012. The current situation was that members of the public crossed the road diagonally and were put in danger. Urgent actions were required indeed. People going to the PWH were in need of special care, as they were either going to visit patients or to seek medical attention themselves. Unfortunately, with these regulations, guidelines and procedures, members of the public could not cross the road safely and their safety was completely neglected; and
- (b) he opined that the STDC was a platform for communication. When government departments encountered difficulties or obstacles in certain works, they were welcome to exchange ideas and views with the TTC members during and after related meetings. He believed that members would be happy to help. He hoped that related government departments could explain at the next meeting whether the works period could be shortened, and that they could give priority to the safety of members of the public over the handling of trees and share the people's concerns.

Information Items

Progress Report of the Transport Department
(Paper No. TT 34/2018)

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

- (a) he thanked the TD and the related bus company for increasing the frequency of Route No. 981P. In view of residents' high demand for bus services to and from Hong Kong Island, he hoped that the TD and the related bus company could provide a whole-day service of the route. At present, there were no whole-day cross-harbour bus services to and from Kam Tai Court or the On Tai area, but there were several such routes to and from Yiu On and Heng On Estates. He hoped that the TD would negotiate with related bus companies on having relevant cross-harbour routes travel via Kam Tai Court and the On Tai Area as well;
- (b) he had mentioned the reduced frequency of Route No. 289K. As a lot of passengers took the route at the University MTR Station during the afternoon peak hours, he hoped that the TD and the related bus company could increase the frequency;

- (c) he had submitted a petition letter to the TD before the meeting, requesting the enhancement of transport services from the neighbourhoods of Shek Mun, Kwong Yuen, Kam Tai Court and the On Tai Area directly to Tai Po. At present, minibus Route No. 26 travelled from Ma On Shan to Tai Po. Since the demand for the service was low during non-peak hours, he suggested that the route travel via the said areas instead and hoped that the TD would study the matter with related bus companies and minibus operators;
- (d) he requested the TD to address the lost trips of buses; and
- (e) he said that the estimated time of arrival on the KMB's mobile app was not accurate and requested that the KMB take follow-up and improvement actions.

135. Mr CHING Cheung-ying expressed strong dissatisfaction with the service of minibus Route No. 68K. He opined that the service quality of the route had not improved, except that the 19-seat model had been adopted in place of the old one. To be specific, there were many passengers waiting at Tai Wai MTR Station after 10:00 pm at the weekends; however, residents had to wait for several buses before they could board one heading for Lung Hang Estate and Parc Royale. The TD easily approved the operator's application for a fare increase while the service quality of the route had not improved for many years. For example, he requested many years ago for the operator to replace the section fare button on the Octopus card reader but no action had been taken so far.

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

- (a) he opined that while it was helpful to operate 2 more trips for Route No. 182X, it was more important to introduce the return service of Route No. 982X;
- (b) he opined that it was too late for the first service of Route No. 980A to arrive at Regal Riverside Hotel at 8:15 am, since it was difficult to attract more passengers. The Administration was reluctant to change the alignment and refused to increase the frequency citing inadequate patronage. He opined that it was difficult to change residents' habits and suggested that the TD review and reorganise the route. He further pointed out that the route had a circuitous alignment in the Sha Tin District, travelling via Shek Mun, Wong Nai Tau, Sha Tin Wai and Siu Lek Yuen. He proposed last year for the service to depart from Wong Nai Tau. He did not understand why the TD insisted on having the service depart from Shek Mun, which, in his opinion, made it difficult to attract patronage. He asked the TD to explain why it had been reluctant to reorganise the route;
- (c) he complained that Route No. 86A and other routes had a serious problem of lost trips and demanded that related bus companies make improvements; and

- (d) he asked the TD to provide information on the operating situation of the related minibus operator, how its operation was regulated and how the operating right was approved.

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

- (a) upon an on-site inspection of To Shek Street, he and representatives of the TD had chosen 2 appropriate points for pick-up and drop-off. He hoped that the TD and bus companies would consider using the pick-up/drop-off points for all the bus routes travelling via To Shek Street;
- (b) he said that the Hong Kong Science Park (Science Park) was in constant expansion and the large working population meant a high demand for transport services. However, many routes did not provide a return service at the site. As the minibus services from the Sha Tin MTR Station to the Science Park in the morning could not meet the demand, he suggested enhancing related services;
- (c) he opined that the service of Route No. 82C should be strengthened. As the route did not currently provide a return service, residents' journey back to the vicinity of Kwong Yuen Estate was circuitous. He hoped that the finalised return service could be implemented as soon as possible;
- (d) he opined that the return service of Route No. 982X should be implemented as soon as possible; and
- (e) currently, Route No. 240X operated at a frequency of 15 minutes in the morning and the buses were already very crowded when they reached Tai Wai. He therefore requested the operation of more outbound and return trips and hoped that a whole-day service would be provided in the long run.

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

- (a) he welcomed the increase in the frequency of Route No. 985 to 12 outbound trips to Hong Kong Island. The route would introduce a return service in the fourth quarter this year. He enquired about the implementation date, indicating that residents had strong demand for the return service. He hoped that the return trips would depart from Wan Chai to serve more residents;
- (b) regarding traffic management schemes, he welcomed the TD's measure to paint additional road markings on the cycle track in Pik Tin Street to enhance safety. He also hoped that the TD would address traffic safety and illegal parking issues at the site; and
- (c) he said that the estimated time of arrival on the KMB's mobile app was not accurate. He asked the KMB to invest more resources to overcome technical issues.

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

- (a) he said that increasing the frequency of Route No. 980A without changing its alignment was the only option, albeit less than ideal. He opined that the circuitous alignment failed to attract patronage and suggested that the TD review again the bus routes travelling via the Western Harbour Crossing (WHC) in the Sha Tin District; and
- (b) currently, the problem of irregular bus trips was becoming more and more serious. He requested a reply from the KMB on lost trips and enquired whether the TD could duly monitor bus services and make proper annual plans, so as to maintain the standards of bus services.

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

- (a) he requested the strengthening of the services of the 807-series minibus routes;
- (b) regarding the reorganisation of the 807 series, he said that Route Nos. 807A, 807B and 807K operated at very low frequencies. According to his observation, the services of some routes had improved. The previously chaotic services of the 807 series at University MTR Station had improved and he hoped that the minibus operator could handle the situation even better;
- (c) Route No. 807X made good use of the Ma On Shan Bypass, so that residents of Wu Kai Sha could travel to University MTR Station in a swift and convenient manner;
- (d) Route No. 807B had a serious problem of lost trips. He had submitted a petition letter to the TD requesting the route to operate as per the service timetable. He asked whether the route could be operated at an established frequency, such as 10 to 12 minutes, so that residents could make plans accordingly; and
- (e) when the TD consulted the STDC on minibus services last year, he requested that the services of Route Nos. 807B and 807K not be affected. According to his observation, there had not been a reduction in resources for Route No. 807K; however, the current frequency could not meet the demand. He hoped that the service would be strengthened.

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

- (a) she said that she occasionally received residents' complaints about the speed of minibuses and the attitude of drivers and hoped that the TD would monitor the service quality of minibuses. The minibus routes travelling via Kwong Yuen Estate, such as 804, 808, 65K and 65A, were complained about from time to time. She hoped that the TD would properly monitor the situation;

- (b) she said that during peak hours, it was very difficult to get on to minibuses of Route Nos. 65A and 65K departing from the terminus when they arrived at Kwong Sin Street. She enquired whether there were measures to allow passengers to board buses at en-route stops. She would like to meet with the TD for direct communication on improvements; and
- (c) she requested the implementation of the bus service from Kwong Yuen Estate to Ma On Shan as soon as possible.

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

- (a) in view of the growing working population in the Science Park, he requested the strengthening of the service of minibus Route No. 27; and
- (b) he said that the KMB had promised to follow up on the matters relating to Route Nos. 288 and 82B after the previous meeting but there had been no updates so far.

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

- (a) he opined that although the frequency of bus Route No. 981P had increased, the 6 trips were still far from a whole-day service. He suggested reviewing Route Nos. 980X, 981P, 680, 681 and 680X and allocating resources to benefit more residents;
- (b) he opined that the service of Route No. NA40 could be further strengthened;
- (c) despite the reorganisation of the 807-series minibus routes, related services still required improvements. The services of Route Nos. 807C and 808 had yet to be improved. He hoped that the TD would discuss the issue with related minibus operators; and
- (d) after the revision of the timetable for Route No. 289K, there were comments that the frequency was even lower than before. He requested the KMB to provide information on the original and the revised timetables after the meeting for comparison, so that he could have a better understanding of the frequency change and the resource allocation.

144. The views of the Chairman were summarised below:

- (a) minibus Route No. 811S was originally scheduled to operate at a frequency of 30 minutes during holidays. However, residents complained that the frequency had been scrapped. The few minibuses parked in Yiu On Bus Terminus were no longer in service and the problem of lost trips was very serious. Each time the TD wanted to adjust the fare of Route No. 811S, it would consult stakeholders through the STDO. But he had always objected to the

idea since he did not have enough information about the operation of the route; and

- (b) he said that the monitoring of minibus services was unsatisfactory. For example, he said that the TD had delimited parking areas at the minibus stands of Route No. 811S. But the minibuses often parked outside the areas, obstructing the sightline of pedestrians crossing the road, compromising people's safety. He asked whether the TD could include terms on regulatory restrictions in the next tender upon the expiration of the existing operating right, so as to avoid disputes after signing the contract.

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

- (a) he would convey members' suggestions on providing a whole-day Route No. 981P service and operating other cross-harbour bus routes via the WHC to those in charge of planning at the Bus and Railway Branch;
- (b) regarding the proposed adjustment of the alignment of Route No. 980A, he said that he would discuss the matter with the related bus company, and if a consensus could not be reached, they would explore the possibility of changing the departure time;
- (c) regarding the operation of bus or minibus services from Shek Mun, Kwong Yuen and Kam Tai to Tai Po, he said that the feasibility of the idea should be carefully reviewed. Otherwise, services of the new routes might be reduced or even cancelled in the end due to low patronage;
- (d) regarding the proposed return service of Route No. 82C, he said that the relevant parties were considering the suggestion and would notify members via the TTC if a concrete date of implementation had been confirmed;
- (e) regarding the proposed increase in the frequency of Route No. 240X, he said that resources had been reserved for operating more trips during the evening peak hours. However, the TD would like to assess passengers' commuting patterns, before deciding how to change the departure time, so as not to affect existing passengers. The TD would also invest resources in response to passenger demand;
- (f) regarding the services of minibus Route Nos. 65A and 65K, the TD and related STDC Members were inviting the related operator for discussion. Relevant details would not be provided at this meeting;
- (g) regarding the 807-series minibus routes, he admitted that the services had been unsatisfactory but said that the services were expected to improve following the large-scale reorganisation of the series on 1 April this year. The series mainly served 2 groups of

passengers, namely those in Shap Sze Heung and Sai Kung North, and those travelling from Ma On Shan Town Centre to Wu Kai Sha. Route No. 807K of the series was functionally complicated and its service was heavily relied upon in some areas, such as Tseng Tau. Therefore, the route remained basically unchanged, except that the new alignment heading for Tseng Tau did not cover On Chun Street to save passengers' time. The reorganisation had resolved many pain points, including the chaos at University MTR Station, the difficulty of boarding buses at Yan On Estate, the irregular trips in Ma On Shan Town Centre, and the difficulty of boarding buses heading for the University Station in Wu Kai Sha. For some of the outstanding problems, the TD would meet with stakeholders in Ma On Shan and Sai Kung North to discuss ways to improve the services;

- (h) regarding the services of minibus Route Nos. 811S and 801, he would meet with the related operators and STDC Members to discuss how to address the parking issue of minibuses and their service frequencies; and
- (i) regarding the transport services to and from the Science Park, the TD would resolve related problems from 3 aspects in line with the related development. Firstly, the alignments and frequencies of minibus Route Nos. 27 and 27A would be improved, with more vehicles to be put into service to meet the demand. Secondly, the TD would work with the Science Park to study how to improve the facilities and order at the bus stop there. And thirdly, the TD would cooperate with bus and minibus operators to introduce new routes to divert passengers. And in view of the growing working population, the services and frequencies would be adjusted to meet passengers' needs. In addition, the TD hoped that the organisations and employees working in the Science Park would consider adopting flexible working hours, so as to avoid the overcrowding of commuters during certain time slots.

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

- (a) he would discuss the weekend operation of minibus Route No. 68K with relevant members later;
- (b) he said that the return service of Route No. 982X planned to depart from Admiralty was already included in this year's Bus Route Development Programme. He understood that some members preferred Wan Chai as the departure point. The TD was studying the feasibility of the proposal and would implement the plan as soon as possible;
- (c) he said that the service of minibus Route No. 27 was not within his scope of responsibility. But he would convey members' views to related persons and provide a reply to relevant members later; and

- (d) regarding Route Nos. 288 and 82B, he would reply to relevant members as soon as the related assessment work was completed.

147. Mr Andy CHEUNG gave a consolidated response as follows:

- (a) the return services of Route Nos. 982X and 985 were originally scheduled to be implemented in the fourth quarter this year. The KMB would discuss with the TD and New World First Bus Services Limited and Citybus Limited (NWFB & Citybus) to see if the implementation could be advanced to the third quarter;

- (b) regarding the problem of lost trips of Route No. 86A, he promised to check the records to see if it involved any traffic congestion, breakdown, or shortage of manpower, before getting back to members; and

KMB

(Post-meeting note: The KMB replied, “According to the operational records, the lost trips of the above routes were mostly due to the temporary absence of bus captains. In addition to optimising remunerations, the KMB had stepped up its efforts to recruit bus captains by using multiple measures, such as organising depot open days and recruitment days, strengthening publicity, outsourcing recruitment tasks, etc., in the hope of ensuring sufficient manpower to cope with unexpected situations.”)

- (c) he promised to forward the problem of the KMB mobile app to the KMB’s Information Technology Department for improvements.

148. Mr LI Shuet-hang gave a consolidated response as follows:

- (a) regarding the frequency of Route No. 981P, the KMB would work with NWFB & Citybus and the TD to explore ways to improve the service in response to demand;
- (b) regarding the service of Route No. 289K, the KMB had recently revised the timetable and would adjust the service level in response to demand;
- (c) the KMB noted members’ suggestion about operating an additional bus service from Ma On Shan to Tai Po, and would consider its feasibility when preparing the Bus Route Development Programme;
- (d) regarding the alignment and departure time of Route No. 980A, he said that a lot of comments had been received after the implementation of the route. The KMB would study the issue carefully with NWFB & Citybus and the TD and consider adjusting the service in line with passenger demand;
- (e) regarding the bus services to and from the Science Park, the KMB noticed an upward trend in the patronage of related routes and would study measures to enhance services in line with actual demand;

- (f) regarding the return service of Route No. 82C, the KMB would study the issue with the TD and would provide the return service in due course;
- (g) regarding the service of Route No. 240X, the KMB would consider increasing the frequency of the service during the morning peak hours in line with actual demand, and would consider operating afternoon trips as appropriate; and
- (h) regarding the service of Route No. 82B, the KMB had to conduct an on-site assessment to see if the environment in Tai Wai Mid-levels was suitable for bus operation and would provide a reply to relevant members later.

KMB

(Post-meeting note: The KMB replied, “The KMB has inspected Mei Tin Road, Pak Lok Path and Tung Lo Wan Hill Road after the meeting and opines that the said sections are unsuitable for the operation of franchised buses.”)

149. Ms CHUNG Pui-yi, Senior Public Affairs Officer of NWFB & Citybus gave a consolidated response as follows:

- (a) cross-harbour bus routes via the WHC were usually popular among members of the public. The trips of Route Nos. 980X and 981P had been increased several times. The company would continue to closely monitor the patronage of the routes and would discuss with the KMB and the TD whether it was necessary to operate more trips;
- (b) the Bus Route Planning Programme 2018-2019 suggested that a return service of Route No. 982X be added. The company would implement the proposal as soon as possible if resources permitted; and
- (c) the company would discuss with the KMB and the TD whether it was necessary to adjust the alignment of Route No. 980A for the convenience of residents.

Reports of Working Groups
(Paper No. TT 35/2018)

150. Members noted the above paper.

Information Papers

2018-2019 Approved Estimates of an Expenditure Head under the Committee
(Paper No. TT 36/2018)

151. Members noted the above paper.

Report on the Progress of Works of the Highways Department
(Paper No. TT 37/2018)

152. Mr CHING Cheung-ying hoped that the HyD and the TD would coordinate with each other to paint direction markings for the section of Che Kung Miu Road from the Lion Rock Tunnel to the northbound junction of Tai Chung Kiu Road. He said that the incident showed a lack of effective coordination among government departments and hoped that improvements could be made.

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

- (a) he opined that Projects NE/00292/18 and NE/01225/17 should be the same project. He did not understand why 2 Works Request Forms were issued;
- (b) works related to road safety were of great urgency and should be handled without delay. As far as he understood, Project NE/01225/17 commenced on 10 January this year, but members already pointed out at the TTC meeting held on 13 March that there were potential safety hazards at the relevant junction that made it difficult for vehicles to go through. The TD responded then a new Works Request Form had been filed to handle the matter, but it remained unresolved. He requested the HyD, the TD and the CEDD to work closely together to deal with the backlog of Works Request Forms and to eliminate road hazards. He said that if the Police had any comments on temporary traffic arrangements, it should promptly inform relevant departments to solve the problems as soon as possible and to minimise delays; and
- (c) he hoped that the Police would deploy manpower to assist in road works related to traffic safety, whenever possible.

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

- (a) he thanked the HyD and the Police for their assistance in catching up with the progress of related works;
- (b) he said that the relevant road marking works would commence at 2:00 am the day after the meeting;
- (c) he agreed that the TD, the HyD and the Police should work closely together. The TD would meet with the HyD every 2 months to discuss works arrangements, and would take the Police's advice on temporary traffic diversion measures, in order to handle related problems as soon as possible; and
- (d) the TD did have a backlog of projects. But the situation had improved as there were currently 4 engineers handling the projects in the Sha Tin District. The TD had cleared 70% to 80% of the backlog so far.

155. Mr LAI Chi-chiu gave a consolidated response as follows:

- (a) he said that the relevant road marking works would commence at 2:00 am the day after the meeting and were expected to be completed by 4:00 am if the weather conditions were favourable; and
- (b) the HyD would fully cooperate with the TD to handle other works as soon as possible.

156. Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team, Sha Tin Police District of the Hong Kong Police Force (HKPF) responded that he had contacted the the Road Management Office under the Traffic New Territories South of the HKPF to follow up on the issue. He also noted that the relevant road marking works would commence at 2:00 am the day after the meeting. He said the Police would take follow-up actions and provide assistance in sync with the TD's actions.

157. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 38/2018)

158. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 39/2018)

159. Mr YIU Ka-chun complained that the illegal parking of large vehicles in Chui Yan Street was becoming more serious. Coaches and large trucks were often parked illegally near the double yellow lines and pedestrian crossings, which affected the sightline of pedestrians. While he understood that police enforcement depended on manpower, he requested that the Police step up enforcement efforts, as the sightline of pedestrians crossing the road was obstructed. In the long run, he opined that the Police should consider building a car park for large vehicles in Sha Tin.

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

- (a) while the number of illegally parked private cars in the vicinity of Yi Shing Square and Kong Pui Street had decreased, he hoped that the Police could improve its law enforcement efforts; and
- (b) he noticed that there were more and more large vehicles, such as coaches and trucks, in the district, and many of them were parked illegally. For example, the problem was serious on Yuen Chau Kok Road even if the Police enforced the law and issued fixed penalty tickets in the area. He opined that it was necessary to address the shortage problem of parking spaces for large vehicles.

161. Mr WONG Hok-lai said that a recycling truck was parked in the vicinity of Mei Tin Road from about 8:30 am to 9:00 am every day to collect cardboards. It would often move to Pik Tin Street, a two-lane road, to avoid enforcement action by the Police, which resulted in traffic problems at the site. The situation got even worse than when the truck was parked on Mei Tin Road, and the elderly that sold cardboards posed dangers by repeatedly crossing the road. He opined that such recycling trucks could be allowed to park temporarily for the convenience of the elderly selling cardboards in the area.

162. Ms CHAN Man-kuen complained that there were a lot of illegally parked vehicles on Kwong Sin Street in Kwong Yuen Estate in the evening. She said that illegal parking could cause serious traffic accidents and hoped that the Police would focus on taking enforcement actions in illegal parking black spots in the area, such as Kwong Sin Street.

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

- (a) he said that there were more than 7 million people and 700 000 registered vehicles in Hong Kong. He hoped that more parking spaces would be provided; and
- (b) he had received a particularly large number of complaints about illegal parking in Sha On Street. The paper showed that there were 48 illegal parking cases in Sha On Street, 224 in On Luk Street, 152 in On Shing Street and 121 on Sai Sha Road. Among the above, Sha On Street had a high vehicular flow; there were also frequent jaywalking cases causing danger. He hoped that the TD would strengthen management by adopting safety measures, and that the Police would step up patrols. Prosecutions should be initiated if no improvements were made upon warning and the situation remained dangerous.

164. The views of the Chairman were summarised below:

- (a) he said that illegal parking was serious at the only entrance to Yiu On Estate and in On Shing Street. He hoped that the Police would step up law enforcement; and
- (b) the TD had installed railings for pavements and painted double yellow lines in On Shing Street, so that pedestrians would cross the road properly and to combat illegal parking. But the problem of illegal parking remained. He opined that police enforcement was the only means to curb illegal parking at present.

165. Mr KK CHOW, District Operations Officer (Shatin District) of the HKPF responded that he noted the illegal parking spots mentioned by members, including Yuen Chau Kok Road, Yi Shing Square, Kong Pui Street, Mei Tin Road, Kwong Sin Street, Sha On Street, Yiu On Estate and On Shing Street. Apart from the Road Management Office, other local divisions would also be notified to step up enforcement actions. Although the problem was a structural one, as members said, the Police would continue to enforce the law.

166. Members noted the above paper.

Date of Next Meeting

167. The next meeting was scheduled to be held at 2:30 pm on 28 June 2018 (Thursday).

168. The meeting was adjourned at 9:12 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

June 2018