

Sha Tin District Council
Minutes of the 5th Meeting (Resumption) of
the Traffic and Transport Committee in 2018

Date : 4 September 2018 (Tuesday)
Time : 3:58 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YUNG Ming-chau, Michael (Vice-Chairman)	DC Member	3:58 pm	7:34 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	3:58 pm	7:00 pm
Mr CHAN Billy Shiu-yeung	DC Member	4:20 pm	5:20 pm
Mr CHAN Kwok-keung, James	"	3:58 pm	6:25 pm
Ms CHAN Man-kuen	"	3:58 pm	7:34 pm
Mr CHAN Nok-hang	"	3:58 pm	7:34 pm
Mr CHENG Tsuk-man	"	3:58 pm	4:30 pm
Mr CHING Cheung-ying, MH	"	3:58 pm	7:34 pm
Mr CHIU Chu-pong, Sunny	"	3:58 pm	5:20 pm
Mr CHIU Man-leong	"	3:58 pm	7:16 pm
Mr HUI Yui-yu, Rick	"	3:58 pm	5:57 pm
Mr LAI Tsz-yan	"	5:48 pm	7:23 pm
Ms LAM Chung-yan	"	3:58 pm	7:00 pm
Mr LEE Chi-Wing, Alvin, MH	"	5:37 pm	7:16 pm
Mr LI Sai-hung	"	3:58 pm	6:30 pm
Mr LI Wing-shing, Wilson	"	3:58 pm	7:17 pm
Mr MAK Yun-pui	"	3:58 pm	4:15 pm
Mr NG Kam-hung	"	3:58 pm	4:14 pm
Mr PUN Kwok-shan, MH, JP	"	3:58 pm	7:00 pm
Mr TING Tsz-yuen	"	3:58 pm	7:00 pm
Mr TONG Hok-leung	"	3:58 pm	7:34 pm
Ms TSANG So-lai	"	3:58 pm	4:30 pm
Ms TUNG Kin-lei	"	3:58 pm	7:34 pm
Mr WAI Hing-cheung	"	3:58 pm	7:34 pm
Mr WONG Fu-sang, Tiger	"	3:58 pm	4:18 pm
Mr WONG Hok-lai	"	4:09 pm	6:30 pm
Mr WONG Ka-wing, MH	"	3:58 pm	7:13 pm
Ms WONG Ping-fan, Iris	"	3:58 pm	7:18 pm
Mr WONG Yue-hon	"	3:58 pm	7:00 pm
Mr YAU Man-chun	"	4:02 pm	5:57 pm
Mr YIP Wing	"	3:58 pm	7:34 pm
Mr YIU Ka-chun, MH	"	3:58 pm	7:34 pm
Ms YUE Shin-man	"	4:53 pm	6:25 pm
Mr LEUNG Ho-ying, Roy (Secretary)	Executive Officer (District Council) 4, Sha Tin District Office		

In Attendance

Mr WONG Tin-pui, Simon
 Mr YUEN Chun-kit, Derek
 Mr HO Ming-yin, Jim
 Mr YAU Kung-yuen, Corwin
 Mr CHIU Sung-ko
 Mr LAI Chi-chiu

Mr LOK Chi-keung
 Mr YUEN Sze-chun
 Mr CHOW Siu-yee
 Ms MA Bui-chee, Judy

Mr LAM Chi-chung

Mr LI Shuet-hang

Ms CHUNG Pui-yi

Title

Assistant District Officer (Sha Tin) (1)
 Senior Executive Officer (District Council), Sha Tin District Office
 Senior Transport Officer/Shatin, Transport Department
 Senior Transport Officer/Ma On Shan, Transport Department
 Engineer/Shatin 1, Transport Department
 Chief Technical Officer/Maintenance Section (Southeast),
 Highways Department
 District Inspector of Works/Shatin (1), Highways Department
 Administrative Assistant/Lands, District Lands Office (Sha Tin)
 Housing Manager (Tai Po, North & Shatin) 4, Housing Department
 District Operations Officer (Shatin District) (Acting),
 Hong Kong Police Force
 Officer-in-Charge, District Traffic Team, Sha Tin Police District,
 Hong Kong Police Force
 Senior Officer (Planning and Development),
 The Kowloon Motor Bus Company (1933) Limited
 Senior Public Affairs Officer,
 New World First Bus Services Limited and Citybus Limited

In Attendance by Invitation

Mr WAN Che-wing, Wilson
 Mr LI Kwok-leung
 Mr HO Wai-yip

Mr CHU Ka-fai, John

Mr WONG Wing-kin, Terry

Ms Alice LO

Mr Sean LEUNG

Mr CHOI Chi-keong

Title

Chief Structural Engineer/Kowloon and Rail, Buildings Department
 Senior Structural Engineer/Rail 1, Buildings Department
 Senior Engineer/Railways 5,
 Electrical and Mechanical Services Department
 Senior Engineer/Railways 8,
 Electrical and Mechanical Services Department
 General Manager – Infrastructure Maintenance,
 MTR Corporation Limited
 Senior Manager (Projects and Property Communications),
 MTR Corporation Limited
 Assistant Public Relations Manager – External Affairs,
 MTR Corporation Limited
 Registered building professional (representative of the developer)

Absent

Mr LI Sai-wing

Mr PANG Cheung-wai,
 Thomas, SBS, JP

Mr LEUNG Ka-fai, Victor

Mr MOK Kam-kwai, BBS

Ms PONG Scarlett Oi-lan,
 BBS, JP

Mr SIU Hin-hong

Title

DC Member	(Application for leave of absence received)
(Chairman)	
DC Vice-Chairman	(")
DC Member	(")
"	(")
"	(")
"	(No application for leave of absence received)

Action

The Chairman was unable to attend the meeting due to other commitments and the Vice-Chairman took the chair for the time being.

Applications for Leave of Absence

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

Mr LI Sai-wing	Other reasons
Mr LAI Tsz-yan	”
Mr Thomas PANG	Official commitment
Mr Victor LEUNG	”
Mr MOK Kam-kwai	”
Ms Scarlett PONG	”

(Note: Mr LAI Tsz-yan joined the meeting at 5:48 pm.)

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

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

- (a) the meeting was held 30 minutes after the end of the District Facilities Management Committee (DFMC) meeting. The starting time was earlier than 5:00 as previously expected. And the Secretariat had contacted representatives of relevant government departments and asked them to arrive earlier;
- (b) Mr Alvin LEE had authorised Mr Tiger WONG in writing to move a motion on his behalf;
- (c) Mr LI Sai-wing had commissioned Mr CHIU Man-leong in writing to raise a question on his behalf. Since his question and Ms CHAN Man-kuen's were both about MTR Fare Savers, he suggested combining the two questions for discussion in order to save time; and
- (d) upon consulting with the Secretary, and considering that fact that the government representative in charge of the progress report of the Transport Department (TD) was not yet present, he suggested rearranging the agenda by handling information papers before questions, for the smoother process of the meeting.

5. Members unanimously agreed to the Vice-Chairman's suggestions.

Motions

Motion by Mr LEE Chi-wing, Alvin on Improvements on the Interchange Facilities at Tate's Cairn Tunnel Toll Plaza
(Paper No. TT 62/2018)

6. Mr Alvin LEE had authorised Mr Tiger WONG in writing to move a motion on his behalf.

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

- (a) more and more passengers were using the Tate's Cairn Tunnel (TCT) Bus-Bus Interchange (BBI). There were currently 51 bus routes at the BBI, while the population of Sha Tin, Tai Po and North District exceeded 1.3 million, with thousands of people using the BBI every day;
- (b) passengers suffered in both scorching and rainy days;
- (c) now the shelter at the BBI blocked the views of waiting passengers, who had to weave in and out and their interchange process was delayed;
- (d) the existing queuing lines could not be used and there was often chaos of queuing;
- (e) during peak hours at present, buses needed to pull into the stops in a queue, which often extended to the tunnel exit, and passengers had to wait for a long time;
- (f) there were big covers at Tuen Mun Road BBI and the Shing Mun Tunnel (SMT) BBI. He wondered why there was still not such a cover at the TCT BBI; and
- (g) as the Government had taken over the ownership of the TCT in July, he believed that it would be easier to implement improvement measures at the BBI.

8. Mr Tiger WONG moved the following motion on behalf of Mr Alvin LEE:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department, government departments and organisations concerned to study and commence the construction of the big cover for the interchange at Tate's Cairn Tunnel as soon as possible, so that passengers can be sheltered from sunshine and rain, and the interchange facilities, including display panels, seats design, with a view to enhancing the efficiency and service of the interchange.”

Mr Tiger WONG seconded the motion.

9. Mr MAK Yun-pui said that the TCT BBI lacked toilet facilities, which caused inconvenience to passengers, especially elders from North District. Therefore, he moved an amendment.

10. Mr Tiger WONG proposed amending the original motion to include Mr MAK Yun-pui's advice, and he invited Mr MAK Yun-pui to be the seconder.

11. The Vice-Chairman said that as Mr Alvin LEE, the original mover, was not present, it was difficult to decide whether to amend the original motion.

12. Mr MAK Yun-pui hoped the motion would include the proposal of installing toilet facilities, and he invited Mr Tiger WONG to be the seconder.

13. Mr Tiger WONG accepted the invitation.

14. Mr YIU Ka-chun asked whether an amendment could be handled even when the original mover was not present.

15. The Vice-Chairman said that Mr MAK Yun-pui moved an amendment and therefore the original mover did not need to be present.

16. Mr MAK Yun-pui moved the following amendment:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department, government departments and organisations concerned to study and commence the construction of the big cover for the interchange at Tate’s Cairn Tunnel as soon as possible, so that passengers can be sheltered from sunshine and rain, and the interchange facilities, including display panels, seats design, can be comprehensively improved, and toilets should be provided for the public convenience, as well as enhancing the efficiency and service of the interchange.”

Mr Tiger WONG seconded the motion.

17. Ms LAM Chung-yan opined that “as well as” might not be appropriate, since there was little correlation between installing toilet facilities and enhancing the interchange efficiency. She proposed revising the wording as “... seats design, can be comprehensively improved, and toilets should be provided for the public convenience. The efficiency and service of the interchange should also be enhanced....”.

18. Mr CHAN Nok-hang opined that it was difficult to define a “big cover” and suggested deleting the word “big”.

19. Mr MAK Yun-pui accepted members’ suggestions and amended his amendment as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests the Transport Department, government departments and organisations concerned to study and commence the construction of the cover for the interchange at Tate’s Cairn Tunnel as soon as possible, so that passengers can be sheltered from sunshine and rain, and the interchange facilities, including display panels, seats design, can be comprehensively improved, and toilets should be provided for the public convenience, with a view to enhancing the efficiency and service of the interchange.”

Mr Tiger WONG seconded the motion.

20. The Vice-Chairman asked members whether they agreed to endorse the amendment in paragraph 19.

21. Members unanimously endorsed the amendment in paragraph 19.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 69/2018)

22. Mr CHAN Nok-hang asked why the completion date of Works NE/18/0505 was still in October even after the original commencement date had been changed from August to September of the year.

23. Mr LAI Chi-chiu, Chief Technical Officer/Maintenance Section (Southeast) of the Highways Department (HyD) promised to look up relevant information and give a response to members after the meeting.

(Post-meeting note: Works NE/18/0505 were originally scheduled to commence in August of the year, based on the prediction that the temporary traffic arrangements would be approved by the Administration in due course. However, such approval was not obtained at the time of submitting the report and was expected not to be granted until early September. Therefore, it was hoped the related works would commence as soon as possible and be completed in late October. The temporary traffic arrangements have been just approved by the Administration and related works would commence as soon as possible.)

24. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 70/2018)

25. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 71/2018)

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

- (a) he praised the Police for its law enforcement against illegal parking on Tai Wai Road and Shing Ho Road;
- (b) he hoped that the Police would address squarely the problem of merchants illegally occupying the metered parking spaces; and
- (c) he hoped that the Police would maintain law enforcement at the said locations without ignoring other blackspots of illegal parking such as Chui Tin Street and Sha Tin Tau Road.

27. Mr James CHAN praised the Police and hoped that they would continue to expel taxis illegally parked at the entrance of Chung On Estate Bus Terminus to ensure that buses could enter the terminal smoothly.

28. Mr LI Sai-hung praised the Police for its hard work to combat illegal parking problems in Tai Wai. But he hoped that the Police could exercise discretion when dealing with loading and unloading vehicles. He hoped that the Police would continue the law enforcement and step up the combat against the illegal parking at the curves of Chik Fu Street and Chik Fuk Street.

29. Mr HO Hau-cheung said that the prosecution figure on traffic offences was obvious lower at Shing Ho Road than at other locations. He hoped that the Police could provide an explanation.

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

- (a) the prosecution and warning figures on traffic offences on Shing Ho Road failed to reflect the actual situation. She hoped that the Police could strike a balance between law enforcement and discretion in dealing with business operations;
- (b) she hoped that the Police would target its enforcement efforts at drivers who blatantly contravened illegal parking regulation but exercise discretion in dealing with loading and unloading vehicles; and
- (c) she hoped that the Hong Kong Police Force (HKPF) could appoint more traffic wardens to assist in the law enforcement.

31. Mr CHENG Tsuk-man pointed out that there were often illegally parked vehicles at Heng On Estate in Hang Kam Street, obstructing the pedestrian crossing and pedestrians' view and causing danger. Besides, those illegally parked vehicles also hindered buses from entering the terminus. He hoped that the Police would step up enforcement.

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

- (a) she had proposed at previous meetings that the list include prosecution and warning figures on traffic offences in Shek Mun. And the Police had also replied that they had always enforced the law in Shek Mun. According to her observation, the Police had indeed conducted many enforcement operations in Shek Mun. She hoped that the enforcement figures in Shek Mun could be included into the list;
- (b) garages at On Ping Street parked vehicles illegally on pavements and affected pedestrian safety. She hoped that the Police would pay adequate attention to the problem; and
- (c) there had long been cases of vehicles parked illegally on On Kwan Street near Jockey Club Kitchee Centre and Kings Wing Plaza 2. She hoped that the Police would step up enforcement.

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

- (a) he praised the Police for their remarkable effectiveness in combating illegal parking in Tai Wai. But he hoped that discretion could be exercised in dealing with loading and unloading vehicles; and
- (b) the illegal parking problem was serious on Mei Tin Road near Mei Chung Court, obstructing travelling buses and causing danger. He hoped that the Police would step up enforcement.

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

- (a) illegally parked vehicles at Kwong Yuen Bus Terminus often obstructed entering and leaving buses, affecting the operation of the terminus as well as other motorists accessing Kwong Yuen Estate. And police attendance was often required at last. She hoped that the Police would step up enforcement at blackspots of serious traffic violations; and
- (b) she enquired about the criteria for including blackspots into the list. She understood that the Police would have a heavier workload if the enforcement figure in every constituency was included. But she hoped that the Police would provide relevant information in greater detail.

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

- (a) he hoped that the Police would vigorously crack down on illegal parking in Tai Wai without neglecting the enforcement in other areas such as Sha Tin Town Centre; and
- (b) he asked whether the police presence in other areas would be affected when enforcement actions were strengthened against illegal parking in Tai Wai, which in turn exacerbated illegal parking problems outside Tai Wai.

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

- (a) at the previous meeting, some members had suggested including the prosecution and warning figures on traffic offences at certain locations. And the Police had promised to discuss the issue with relevant members. He enquired about the related progress;
- (b) many members praised the Police for its performance in combating illegal parking in Tai Wai. He hoped that the Police representatives would convey the message to relevant officers; and
- (c) illegal parking at Yau On Street had been reduced thanks to the Police's hard work in combating the problem. He hoped that the Police would pay attention to manpower deployment and strengthen the crackdown on illegal parking without affecting its other daily duties.

37. Mr LAM Chi-chung, Officer-in-Charge, District Traffic Team, Sha Tin Police District of the HKPF gave a consolidated response as follows:

- (a) he thanked members for their recognition of the Police's law enforcement work;
- (b) in view of the illegal parking in Tai Wai, Tin Sum Division of the HKPF had arranged and strengthened relevant prosecution actions. The Police would also exercise discretion in dealing with loading and unloading vehicles;
- (c) the Police would step up the crackdown on illegal parking on some roads and at some curves;
- (d) the Police would combat illegal parking in an orderly manner. To be specific, it would take prosecution actions firstly against illegally parked vehicles blocking roads, and then against those near pedestrian crossings and affecting pedestrian safety. Last but not least, it would take actions against illegally parked vehicles which occupied metered parking spaces without paying parking fees, which waited for using such parking spaces or which occupied such parking spaces for a long time;
- (e) the paper for this meeting only provided the figures on Shing Ho Road for June and July. And it did not reflect the situation after the law enforcement, which would be indicated by the figure for August;
- (f) apart from Tin Sum Division, both Sha Tin Division and Ma On Shan Division would deploy personnel in response to the blackspots in their jurisdictions, with long-term or focused efforts to combat illegal parking;
- (g) in addition to law enforcement, the Police would work with the TD and relevant government departments to study road improvement works, with the objective of reducing illegal parking;
- (h) the Police had mentioned the mechanism of reporting prosecution figures on blackspots of illegal parking in Paper TT 36/2016. For some areas, such as industrial and commercial areas, food premises, as well as blackspots with more complaints, such as Sha Tin Town Centre, Yi Shing Square, Fo Tan Industrial Area, Shek Mun Industrial Area, and Tai Wai Town Centre, the Police listed relevant figures and reported the same to the Sha Tin District Council (STDC);
- (i) many locations in Tai Wai (including Chui Tin Street) were included into the list of regular reporting; and
- (j) as regards merchants occupying metered parking spaces, the Police would step up enforcement as appropriate.

38. Ms Judy MA, District Operations Officer (Shatin District) (Acting) of the HKPF gave a consolidated response as follows:

- (a) she thanked members for their recognition of the Police's law enforcement work;
- (b) she noted the views of members on illegal parking problems at some roads and at some bus stops. She said that the Police would take follow-up actions to deal with the problems as appropriate; and
- (c) the Police performed its duties in order of priority and reviewed its manpower arrangements from time to time for maximum effectiveness. Apart from regular police officers, the Police would also mobilise other manpower resources including auxiliary officers and task forces to deal with illegal parking problems. Therefore, strengthening the crackdown on illegal parking in Tai Wai would not affect other police duties.

39. Members noted the above paper.

40. Since the government representative in charge of the TD progress report had arrived, the Vice-Chairman suggested discussing the related agenda item in advance.

41. Members unanimously agreed to the Vice-Chairman's suggestion.

Information Item

Progress Report of the Transport Department (Paper No. TT 68/2018)

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

- (a) he hoped that the return service of Route no. 982X could be implemented as soon as possible;
- (b) he proposed increasing the frequencies of Route nos. 240X and 82C in the morning and implementing the return service of Route 82C, in order to cope with the increased demand due to the expansion of the Hong Kong Science Park (Science Park); and
- (c) the queuing area for Route no. 80K at Yu Chui Court Bus Terminus was close to barrier-free facilities. As a result, a bus parked at the location would obstruct the access of wheelchair users. He asked The Kowloon Motor Bus Co. (1933) Ltd. (KMB) to follow up on his earlier proposal of relocating the queuing area.

43. Mr CHAN Nok-hang asked which two trips had been added for Route no. 282. He said that it was difficult for residents of Sun Tin Wai and Chun Shek to take the route between 8:00 am and 9:00 am, due to the large number of passengers. He hoped that the KMB would operate more trips during that period of time.

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

- (a) residents complained about the insufficient service of Green Minibus Route no. 808 bound for Ma On Shan; and
- (b) she asked when the alignment of Route no. 89S would be extended to the Prince of Wales Hospital (PWH) in Sha Tin. She opined that Shatin Hospital Stop should be included for section fare of the route, for the sake of greater competitiveness. She also hoped that the practice would provide another transport option for residents apart from the minibus.

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

- (a) he hoped that the return service of Route no. 982X could be implemented as soon as possible, with Wai Chai as the terminus; and
- (b) he hoped that the TD would monitor the KMB to ensure that the service of Route no. 47X would not be affected by the implementation of whole-day service of Route no. 47A.

46. Ms Iris WONG said that she had requested improvement of the circuitous alignment of Route no. 980A and she enquired about the relevant progress.

47. Mr CHING Cheung-ying acknowledged the good advice of Mr Jim HO, Senior Transport Officer/Shatin of the TD, regarding bus-bus interchange. He urged the KMB to offer consistent interchange concessions for its routes to residents of various housing estates. He opined that there should be wider interchange concessions for housing estates without bus routes directly connecting to other areas.

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

- (a) the return service of Route 982X would be implemented in October of the year. As regards the proposal of extending its alignment to Wai Chai as the terminus, the TD was making active preparations and would consult members again when a detailed plan was available;
- (b) the first departure of Route no. 282 from Sha Tin Town Centre had been advanced by 30 minutes to 6:00 am, and the two additional trips were scheduled at 6:00 am and 6:15 am. As for the proposal of increasing the frequency of the route during peak hours, he would consult with members after collecting relevant information;
- (c) the provision of whole-day service of Route no. 47A was part of the Bus Route Planning Programme for the year. It had been scheduled to start in the third quarter of the year but the implementation might be slightly delayed under the current circumstance. The TD was working closely with the KMB and would give an account to members as soon as possible; and
- (d) since the introduction of interchange concessions between Route no. 282 and Route nos. 287X and 280X in June of the year, there had been many

voices asking for more concessions. The TD noted members' opinions and would continue to consult with the KMB.

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

- (a) the TD had consulted local residents through the Sha Tin District Office (STDO) on the extension of Route no. 89S to the PWH and had received general support. The KMB was making relevant preparations, including training bus drivers on the alignment. Relevant arrangements were expected to be announced later in the year;
- (b) the provision of return service of Route no. 82C was part of the Bus Route Planning Programme for the year. And the relevant arrangements would be announced in due course. In view of the expansion of the Science Park, the TD was consulting with the relevant bus and minibuses companies on upgrading the outbound transport services for the Science Park; and
- (c) since Route no. 980A put into service in January of the year, some people had expressed their hope for earlier first departure and better alignment of the route. The TD was making follow-up actions and would contact members later.

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

- (a) the KMB was consulting with New World First Bus Services Limited and Citybus Limited (NWFB & CTB) on details of implementing the return services of Route nos. 982X and 985. It would then submit a proposal to the TD for approval as soon as possible. The return services were expected to be implemented within the year. As regards the proposal of extending the alignment of Route no. 982X to Wan Chai as the terminus, the KMB would look for an appropriate place in Wai Chai for the purpose;
- (b) the KMB would adjust its bus services, including that of Route no. 240X according to the demand, and would operate more trips if necessary;
- (c) regarding the queuing area for Route no. 80K at Yu Chui Court Bus Terminus, he would convey the message to relevant departments of KMB;
- (d) two trips had been added for Route no. 282, at 6:00 am and 6:15 am, respectively. As regards strengthening the service of the route during peak hours, the KMB would pay attention to its operation and would add more trips whenever necessary;
- (e) the KMB would consider including Shatin Hospital Stop of Route no. 89S for section fare;

- (f) since Route 47A operated independently, it would not affect the service of Route 47X;
- (g) regarding the improvement of the service of Route no. 980A, some people opined that the first departure was a bit late. The KMB would consult with the TD and NWFB & CTB for improvements to meet passenger needs; and
- (h) the KMB was willing to provide more bus-bus interchange combinations for local residents in order to facilitate their travel. The KMB noted members' views and would consider their suggestions carefully after the meeting.

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

- (a) NWFB & CTB was consulting with the TD and the KMB on the details of implementing the return service of Route no. 982X and hopefully the service could be implemented as soon as possible. NWFB & CTB needed to carefully consider the proposal of extending the alignment of Route no. 982X, since the bus termini in Wai Chai were reaching their full capacities and it would require the cooperation of different parties to select an appropriate location; and
- (b) as regards members' proposal of revising the alignment of Route no. 980A, NWFB & CTB would consult with the TD and the KMB and would report to members later.

52. The Vice-Chairman reminded the TD that the TTC had endorsed a provisional motion requesting that bus routes linking Sha Tin via the Western Harbour Crossing, such as Route nos. 980X, 981P, 982X and 985, have their alignments extended to Wai Chai or Causeway Bay as the terminus, together with the implementation of the return service. He hoped that the TD would actively follow up.

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

Questions

Question to be Raised by Mr TONG Hok-leung on the Subsidence of Tai Wai MTR Station

(Paper No. TT 63/2018)

54. Since many members were expected to have comments on the above question, the Vice-Chairman suggested having open discussion.

55. Members unanimously agreed to the Vice-Chairman's suggestion.

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

- (a) the responses of relevant government departments failed to provide information on settlement monitoring points (SMPs), subsidence data or remedial measures;
- (b) the public was much concerned about safety problems caused by a series of subsidence incidents. He hoped that government departments and the MTR Corporation Limited (MTRCL) could disclose more information;
- (c) at present, the related development project affected residents' access and the surrounding environment. And it had been suspended for two months. He asked what safety standards there were and when the project would resume; and
- (d) although the data from SMPs did not indicate danger, he wondered whether the MTRCL had conducted an overall assessment, such as examining the rails and other railway facilities for cracks.

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

- (a) he enquired about the causes for the subsidence at the MTR Tai Wai Station, as well as relevant remedial measures and follow-up work;
- (b) New World Development Company Limited (NWD) had submitted a proposal for preventing further subsidence to the Buildings Department (BD) and the MTRCL in late July of the year, but the BD had not yet disclosed related information;
- (c) he asked the BD whether it had received a resumption application from NWD and whether it had reviewed the feasibility of NWD's proposal for preventing further subsidence. He opined that it was not ideal for the relevant development project to be suspended indefinitely;
- (d) he asked whether the BD stipulated deadlines for certain performance targets when reviewing a report submitted by the developer. And he asked whether the related work was in the public's interest; and
- (e) he enquired about the responsibilities of NWD as the developer for the indefinite suspension of the property project above Tai Wai Station. He wondered whether the developer needed to make any compensation for the delay in related works due to its continued failure of compliance.

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

- (a) he asked whether the BD accepted the remedial proposal submitted by NWD, and when the relevant development project would resume and be completed, so as to enable residents' access to relevant community facilities;

- (b) he hoped that the MTRCL could explain the causes for the subsidence; and
- (c) as far as he understood, the report submitted by the developer on the subsidence should be reviewed by multiple government departments. He asked what subsequent actions would be taken if the Administration did not accept the report, and when the investigation results and remedial proposal would be disclosed to the public if the Administration did. He further asked whether NWD's post-incident grouting work was carried out before or after the Administration had approved its report.

59. Ms TUNG Kin-lei opined that the paper did not give an account of the causes for the subsidence, the relevant data or the specific remedial measures. She hoped that relevant government departments, the MTRCL and the developer could provide comprehensive responses in order to allay residents' concerns.

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

- (a) he asked when the developer would submit a remedial proposal to the BD and when the BD would provide a response to the proposal. He asked how the BD would comment on the developer's report and what related measures had been implemented. He hoped that the resumption time of the development project could be estimated. And he hoped that relevant works could be completed as scheduled to enable residents' access to relevant community facilities; and
- (b) he enquired about the impact of subsidence of two millimetres on building and railway safety. And he asked how much subsidence would cause a specific impact if two millimetres would not cause safety concerns.

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

- (a) the public was mainly concerned about two issues: under what circumstances railway operations would be suspended; and whether community facilities involved in the development project would be affected by the suspension. He opined that relevant government departments, the MTRCL and the developer should disclose more information to the public;
- (b) he asked how much subsidence would affect railway operation, resulting in slowdown, reduced frequency and even suspension, among others. He hoped that the Administration would disclose specific data and standards, or else would provide an explanation in structural, geotechnical and other aspects;
- (c) he enquired about remedial measures for the subsidence problem and the resumption time of the development project; and
- (d) the relevant development project included dismantling part of the "octopus" footbridge. He asked whether the Government would install

long-term SMPs at the footbridge.

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

- (a) he enquired about the causes for the subsidence;
- (b) he enquired about the effectiveness of the remedial measures and the specific subsidence data;
- (c) he enquired the process of the developer submitting the report and the time of disclosing the report; and
- (d) he asked how often the Electrical and Mechanical Services Department (EMSD) collected data for regular monitoring of railway operation.

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

- (a) he wondered whether the costs of the remedial measures for the subsidence would be borne by the developer or the Government; and
- (b) he asked how much the opening of the Shatin to Central Link (SCL) would be delayed by the subsidence.

64. Mr WONG Hok-lai asked whether the MTRCL had been monitoring changes in the subsidence data before the commencement of the Tai Wai Station Development Project (“the Development Project”), since the Administration said that subsidence was affected by the natural environment.

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

- (a) the three SMPs at Hin Keng Station had recorded exceedances, with a maximum of 20.7mm. Relevant government departments had said that the subsidence had stabilised. He wondered whether it meant the data remained unchanged or the situation had improved;
- (b) the two SMPs at Tai Wai Station had recorded exceedances. He asked whether the MTRCL stipulated a deadline for the developer to submit the report; and
- (c) he asked how much the opening of the SCL would be delayed by the subsidence.

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

- (a) he asked whether the MTRCL had truthfully submitted the records of subsidence at development projects above stations of the East Rail Line (ERL), the SCL and MTR lines;
- (b) it was difficult for him to locate the SMPs based on their names or the data in the paper. He opined that the MTRCL should provide related tables and charts. He asked the MTRCL to provide a map showing the

MTRCL

locations of SMPs along the SCL and at Tai Wai Station after the meeting;

- (c) the MTRCL would order relevant developers to suspend works of private development projects affecting its facilities, but it would do otherwise when its works affected other buildings. He wondered whether it involved any misconduct on the part of government departments;
- (d) he enquired about the objective criteria based on which the BD relaxed the requirement for subsidence. And he wondered whether the lenient requirement would apply to any if not all projects in future;
- (e) after the TTC meeting on 30 August, the MTRCL and the HyD had submitted supplementary information to the Secretariat on the subsidence along the SCL Project. He asked whether the HyD and the MTRCL would agree to the disclosure of such information and its uploading to the STDC's webpage;
- (f) apart from residential buildings, the Development Project also included educational facilities and a footbridge connection system. He enquired about the construction period of related works;
- (g) he hoped that the developer's registered structural engineer would submit information on the subsidence and the remedial measures to the TTC after the meeting and upload it to the STDC's webpage;
- (h) as far as he understood, related remedial measures could not be implemented without the MTRCL's approval. Therefore, he asked the Administration to promptly process the developer's report, so as to prevent delay in the completion of community facilities involved in the development project; and
- (i) he asked how the MTRCL would closely communicate with the STDC on similar issues in future.

67. Mr Wilson WAN, Chief Structural Engineer/Kowloon and Rail of the BD gave a consolidated response as follows:

- (a) the relevant development project was suspended on 12 July of the year, when subsidence of 21mm was recorded at a platform of Tai Wai Station and that of 20mm was recorded at a power line mast. And between 31 July and 2 September, the two SMPs had both recorded subsidence of 23mm;
- (b) SMPs had been installed at the main structure of Tai Wai Station and the viaduct of Ma On Shan Rail (MOS Rail) and had recorded subsidence of 1mm and 2mm respectively;
- (c) the BD's relevant Practice Note stipulated technical notes on the impact of private construction works within railway protection areas on railway structures and operations. It also required professionals to monitor the

subsidence data of railway structures, as well as to take follow-up actions when the subsidence reached a certain level, such as instructing the suspension of related works;

- (d) the relevant Practice Note stipulated two approaches for calculating the subsidence limit:
 - (i) under the first approach, it was determined based on the actual environment such as the geological conditions, the construction method, the structures of railway facilities, as well as the scope, distance and layout. Prior to the project, the developer submitted the analysis report together with building plans to the BD, which would assess the structural safety. The BD would also forward relevant information to the Geotechnical Engineering Office (GEO) and the MTRCL in accordance with established procedures for the assessment and analysis of geotechnical data and train operation safety. Related plans would not be approved until with the consensus of all the three parties;
 - (ii) alternatively, in the absence of detailed analysis, the empirical limits in the BD's relevant Practice Note shall be the maximum movement allowed. At present, the empirical subsidence limit for railway structures was 20mm.

Registered structural engineers could choose either of the approaches above-mentioned. For the underlying Development Project, the registered structural engineers had opted for the second approach, taking 20mm as the subsidence limit, and an even stricter limit of 15mm for the main structure of the station and the viaduct;

- (e) even if the subsidence level reached the limit for works suspension, it did not mean that the structures of railway facilities had become unsafe. The BD would review mitigation measures submitted by registered professionals of the project after the suspension. The registered structural engineers of the Development Project submitted a structural assessment and analysis to the BD on 20 July and recommended additional mitigation measures. The BD had consulted the GEO and the MTRCL in accordance with established procedures. It then summarised related opinions and submitting the same to the registered structural engineers of the Development Project, before receiving the revised building plans from the relevant engineers in mid-August. The plans included the recommended mitigation measures and the relevant data. The BD was reviewing the plans and consulting the GEO and the MTRCL on the relevant geotechnical design and railway safety. According to the law, the Building Authority should complete the review of relevant amendment plans within 30 days;
- (f) the Government understood that public concerns about the impact of the subsidence on railway safety of the railway. Accordingly, it had explained the new monitoring and notification mechanisms in the press release on 6 August, and it would disclose details to the public upon the

resumption of the Development Project; and

- (g) after the incident, the BD had conducted multiple on-site inspections and assessments of the structural conditions of the railway facilities at Tai Wai Station. The situation was now safe.

68. Mr HO Wai-yip, Senior Engineer/Railways 5 of the EMSD gave a consolidated response as follows:

- (a) the EMSD mainly monitored whether the railway parameters could ensure train operation safety, such as the smoothness of rails, as well as their distance from platforms and the overhead lines;
- (b) the EMSD, the BD and the MTRCL had held a meeting on the same day of the subsidence at Tai Wai Station and had disclosed the incident on the following day;
- (c) at present, apart from enhancing the monitoring of Tai Wai Station, the MTRCL had also set up an automatic system for the real-time monitoring of the conditions of the rails, with detection data being available every hour. The MTRCL was required to analyse the results on the computer to ensure compliance with safety requirements, before submitting the data to the EMSD for verification. As a supervisory authority, the EMSD not only reviewed the effectiveness of relevant measures, but also ensured the compliance of relevant data with safety requirements. And the existing data showed that the situation was normal;
- (d) the MTRCL was required to manually examine the rails for cracks and other problems on a regular basis, by means of on-site and on-train inspections. The MTRCL would promptly follow up on problematic parts and train drivers would also report abnormalities;
- (e) the EMSD was responsible for the safety regulation after the commissioning of railway systems. The SCL was under construction; therefore, the EMSD did not take part for the time being; and
- (f) as regards the subsidence at Tai Wai Station, the arrangements for the resumption of works were the responsibility of other relevant departments and the MTRCL. The EMSD did not take part. In terms of railway safety, the EMSD would review whether the data before the resumption could ensure the safety of railway operation, and whether the existing monitoring method was effective and sustainable. It would also monitor the impact of the resumption on railway operation, so as to ensure data relating to the rails, platforms and overhead lines complied with the requirements for operational safety.

69. Mr Sean LEUNG, Assistant Public Relations Manager – External Affairs of the MTRCL gave a consolidated response as follows:

- (a) the MTRCL agreed to the disclosure of the supplementary information it had submitted to the STDC regarding the subsidence along SCL Project; and
- (b) regarding members' views on the subsidence along the SCL Project, the MTRCL had submitted relevant supplementary information to the STDC after the TTC meeting on 30 August. Members were welcome to make further enquiries with the MTRCL after the meeting.

70. Mr Terry WONG, General Manager – Infrastructure Maintenance of the MTRCL gave a consolidated response as follows:

- (a) the MTRCL attached importance to operational safety and had a rigorous maintenance regime to ensure the smooth operation of railway facilities and trains and to ensure railway safety. Even if there were no projects within railway protection areas, the MTRCL would still carry out maintenance and repair works according to the regime, including arranging manual and instrument inspections of rails, platforms and overhead lines, so as to ensure the facilities were structurally and operationally normal;
- (b) the MTR monitored the impact of other works on facilities within railway protection areas. For a private development project in a protection area, the registered building professionals of the developer were required to firstly obtain the approval from relevant government departments of the building plans, and should consult the MTRCL before construction. The MTRCL would then ask the registered building professionals to formulate a plan and relevant standards for monitoring the railway facilities concerned, including those for monitoring subsidence and other data, together with relevant control measures, to ensure that railway operation would not be affected. And the registered building professionals of the developer were also required to provide data for relevant government departments on a regular basis;
- (c) regarding the proactive follow-up, the MTRCL had recorded a subsidence level exceeding the 20mm limit for suspension at the rear end of the southbound platform and an overhead line mast for the first time on 12 July. Then it had promptly requested the developer to suspend the foundation works in the relevant railway protection area. And it had disclosed the incident to the LegCo and the public on the following day. After the incident, the MTRCL had strengthened the monitoring of the subsidence data at the ERL Tai Wai Station, increasing the frequency from once per week to twice per week. And the department responsible for railway maintenance would also review the relevant data and follow up on any special circumstances. According to the monitoring data from the previous weekend, the subsidence level at the ERL Tai Wai Station was generally stable, with exceedances of over 20mm recorded only at the two SMPs at the rear end of the southbound

platform and an overhead line mast. And the data remained at 23mm. At present there were nearly 600 SMPs at the ERL Tai Wai Station, at such facilities as platforms, rails and overhead line masts, including 24-hour real-time SMPs at rails. And the MTRCL collected data for analysis on a daily basis. In railway operation, emphasis was placed on the smoothness of rails, as well as their distance from platforms and overhead lines. After the incident, the MTRCL had also intensified the inspections of relevant equipment at the ERL Tai Wai Station, which were conducted at night after train service. The MTRCL had conducted eight relevant inspections in July and August. All the results showed that the rails met safety standards. Whenever necessary, the maintenance department could adjust the height of the rails by hand or with machine, so that railway facilities were at a normal and safe level. In addition, the MTRCL ensured the safe operation of railways by means of a regular mechanism of inspections and monitoring. Among others, maintenance staff inspected the rails every three or four days;

- (d) in terms of follow-up with the developer, after the commencement of the Development Project, the MTRCL had requested relevant professionals to install more SMPs as necessary and had asked the developer to consolidate the underground structure by means of grouting. The MTRCL was reviewing the subsidence study report and the consolidation proposal submitted by the developer, as well as the advice of relevant government departments, to which it would provide a response as soon as possible, in line with the statutory requirement of approving building plans within 30 days. The MTRCL would not approve the resumption of works until it could ensure that the rail facilities and operational safety would not be affected by subsequent works; and
- (e) on 6 August, the Government introduced Monitoring and announcement mechanism for impact of private construction works within railway protection areas on railway operation, strengthening and improving the release of information. The MTRCL would work closely with relevant government departments and maintain close contact with the STDC in accordance with the new mechanism. Generally speaking, it was not uncommon for foundation works to cause subsidence of nearby buildings. Once a subsidence limit was reached, relevant professionals were required to conduct a comprehensive assessment and inspection, and to develop mitigation measures, so as to reduce subsidence and ensure operational safety, before resumption of works was approved. The limit for suspension of works was no means a sign that the building structure or public safety was threatened. And the structures and train services at Tai Wai Station were safe. The MTRCL would closely monitor the subsidence and would coordinate closely with relevant government departments and the developer to formulate appropriate mitigation measures.

71. Mr CHOI Chi-keong, registered building professional (representative of the developer) gave a consolidated response as follows:

- (a) relevant building plans were subject to prior approval for piling or excavation at a construction site. In the approval process, subsidence was calculated in a way recognised by the BD and the GEO. And the related data should be approved by the registered structural engineers of the developer and the two departments aforementioned, before they could be used as design indicators. After the building plans were approved, he would review the subsidence data at Tai Wai Station adjacent to the Development Project;
- (b) the foundation subsidence of a building could be caused by many reasons, including environmental factors such as weather, groundwater level, etc. And slight subsidence during foundation works was not uncommon and was even inevitable, since such works, whether in a piling or drilling manner, would lead to soil changes and accordingly subsidence. In order to reduce subsidence, the foundation works of the Development Project were carried out only by means of drilling. A 1.2 metre thick diaphragm wall compliant to the stiffness standard had been built. Before the works commenced, it was required to build a guide wall to ensure the position of the diaphragm wall and to conduct grouting near the rails to consolidate the soil. Actual works would be affected by environmental factors and therefore the subsidence data should be reviewed frequently. In terms of construction works, subsidence was a mandatory indicator for the design. Once the subsidence exceeded a certain limit, he would conduct an overall review, analysing and considering the relevant causes and the effects on the surrounding environment one by one;
- (c) after the subsidence at Tai Wai Station occurred, he had submitted three reports to the BD between mid-July and August, namely the subsidence study report, the consolidation proposal and the amendment plans for the foundation works. The subsidence study report reviewed the subsidence at and the related impact on the rear end of the southbound platform. And the consolidation proposal recommended grouting next to the platform at the site in order to consolidate the soil and reduce the subsidence of the platform towards the site. At present, the BD, the GEO and the MTRCL were reviewing the reports and maintained close contact with him. And he would provide supplementary information if necessary. Hopefully a scheme acceptable to all parties could be reached;
- (d) the rear end of the southbound platform at Tai Wai Station was of a box structure and was located on soil, with one structural joint at every 12 metres. Therefore, the overall design and structure could withstand slight subsidence;
- (e) in future, more effective measures would be adopted to reduce the subsidence in related works. And efforts would be made to strengthen the monitoring of each process, so as to ensure structural safety and rail smoothness. Subsequent works would not resume until upon approval.

And he would report to the BD on a regular basis;

- (f) the Development Project had been scheduled to be completed by the end of 2022. And long-term suspension would inevitably affect the construction period; and
- (g) he needed to consult NWD before deciding whether to submit information about the subsidence and remedial measures to the TTC.

72. The Vice-Chairman asked members to note that Mr LAI Tsz-yan arrived at the meeting.

Question to be Raised by Mr LI Sai-wing on Setting Up an MTR Fare Saver at Shui Chuen O Estate

(Paper No. TT 64/2018)

Question to be Raised by Ms CHAN Man-kuen on Setting Up More MTR Fare Savers

(Paper No. TT 65/2018)

73. The Vice-Chairman suggested combining the two questions above for discussion and members unanimously agreed.

74. Mr LI Sai-wing had authorised Mr CHIU Man-leong in writing to raise the question on his behalf.

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

- (a) she hoped that the MTRCL would explain the criteria for setting up Fare Savers and whether such criteria had remained unchanged since the installation of the first Fare Saver in 2008;
- (b) she asked whether the MTRCL had received requests from local communities for Fare Savers and what the proposed locations were. She asked whether the MTRCL had rejected any such request due to the failure to meet the criteria, the lack of power supply at the site or the inappropriateness of other facilities. She opined that the relevant criteria were neither objective nor clear; and
- (c) if the MTRCL set up Fare Savers to attract more patronage, she suggested that the MTRCL offer concessions directly, instead of applying such restrictive criteria as geographical locations. She hoped that the MTRCL could relax the relevant criteria.

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

- (a) residents of Shui Chuen O had always hoped to see the installation of an MTR Fare Saver in the area, which would allow them to take the MTR at Sha Tin Wai Station and alleviate their burden of travelling expenses. Therefore, he hoped that a Fare Saver could be set up at Shui Chuen O Estate as soon as possible;

- (b) he hoped that the MTRCL would provide the average number of beneficiaries of Fare Savers per day, as well as the distance between each Fare Saver and the nearest MTR station after the meeting;
- (c) since residents were willing to walk to MTR stations, he wondered why the MTRCL consider the distance as a criterion for setting up Fare Savers, which was not only inconvenient for the public but also would reduce the MTR patronage; and
- (d) he had pressed the case with the MTRCL for a Fare Saver, on behalf of a new shopping centre in the district. But his request was rejected by the MTRCL on the ground of the distance. He hoped that the MTRCL would reconsider his request, which would both increase the MTR patronage and alleviate the traffic burden on roads.

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

- (a) the MTRCL had set up only a small number of seven Fare Savers in Sha Tin District over the past decade;
- (b) the response of the MTRCL did not mention the average number of beneficiaries of Fare Savers per day;
- (c) the walking distance from Sui Wo Court Shopping Centre to Fo Tan Station was similar to that from Shui Chuen O Estate to Sha Tin Wai Station. He wondered why a Fare Saver could be set up in the former case but not in the latter one;
- (d) the MTRCL encouraged residents to walk to the nearest MTR station. At present, many residents in Shui Chuen O, Lung Hang, Mei Tin and Kwong Yuen did so. However, the MTRCL refused to set up Fare Savers at those locations, claiming that the distance was too long or too short. He did not understand the MTRCL's criteria;
- (e) there were representatives of government departments on the MTRCL Board of Directors and they should lobby for various concessions for the public; and
- (f) he suggested that the MTRCL set up one Fare Saver in each constituency in Sha Tin.

78. Mr WONG Yue-hon said that Lek Yuen Estate was about 500 metres from the MTR Sha Tin Station, which met the MTRCL's criteria. As for the fares, it cost 10.4 dollars to travel from Lek Yuen to Kwun Tong by MTR but only 6.8 dollars by KMB Route No. 89. Similarly, it cost 11.4 dollars to travel from Lek Yuen to Tsuen Wan by MTR, but only 8.1 dollars by KMB Route No. 48X. He opined that from a business perspective, the MTRCL should set up a Fare Saver at Lek Yuen Estate to benefit the 30,000 residents or so at Lek Yuen, Wo Che and Fung Wo Estates.

79. Mr TONG Hok-leung said that there was already a Fare Saver at Mei Lam Estate. He opined that a machine should also be set up at Mei Tin Estate with a similar case, so as to attract patronage and to benefit both residents and the MTRCL.

80. Mr PUN Kwok-shan said that there was already a Fare Saver at Sun Chui Estate. He wondered why a machine could not be set up at Lung Hang Estate with a similar case and distance. He opined that it was unfair.

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

- (a) the TD should urge the MTRCL to set up Fare Savers;
- (b) the MTRCL had set up six Fare Savers between 2008 and 2011, before it set up a new one at Sun Chui Shopping Centre after nine years. He wondered whether it should take such a long time for the MTRCL to set up a machine;
- (c) the MTRCL set up a Fare Saver at a location being not too far from or close to an MTR station. He asked whether a distance of 500 to 600 metres was too long or too short in the MTRCL's opinion;
- (d) the MTRCL should consider the actual geographical conditions when applying the distance criterion. Even if the distance was the same, the existence or absence of a ramp could make a big difference; and
- (e) the MTRCL made a huge profit. It should give back to the community instead of just considering business factors.

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

- (a) the response of the MTRCL was not detailed enough. It should specify the criteria for setting up Fare Savers. And it should state the walking distance from each existing machine to the nearest MTR station; and
- (b) the MTRCL should conduct on-site inspections with members proposing setting up Fare Savers and it should consider the relevant proposals.

83. Mr Sean LEUNG gave a consolidated response as follows:

- (a) setting up Fare Savers was part of the MTRCL's fare concession scheme. The MTRCL offers different concessions to passengers, such as the monthly passes for the ERL and the MOS Rail, as well as the interchange concession of 0.3 dollars or above in cooperation with green minibuses starting in June this year. Fare Savers were set up to encourage residents to walk to the nearest MTR station. The distance criterion for setting up the machines was 500 to 600 metres. But there were also other considerations, such as power facilities, attractiveness to passengers, as well as other business factors;
- (b) he promised to conduct on-site inspections of the proposed locations for Fare Savers with relevant Members after the meeting; and

- (c) he would study whether relevant data on the distance between each Fare Saver and the nearest MTR Station was available for the TTC's reference.

84. The Vice-Chairman asked members whether they agreed to handle the provisional motion moved by Ms CHAN Man-kuen.

85. Members agreed to discuss the provisional motion moved by Ms CHAN Man-kuen.

86. Ms CHAN Man-kuen moved the provisional motion below:

“By installing Fare Savers, the MTRCL hopes the fare concession scheme will encourage more members of the public to walk to the nearest MTR stations to take the MTR. While offering concession to passengers, the source of passengers could be broadened at the same time and a win-win situation can therefore be achieved.

The Traffic and Transport Committee of the Sha Tin District Council considers the number of Fare Savers in the Sha Tin District set up by the MTRCL insufficient, and therefore, it strongly requests the MTRCL to actively study the provision of “MTR Fare Saver” in every constituency or provide more “MTR Fare Savers” at suitable locations in Sha Tin for public convenience and to offer fare concession to the public. Besides, the Committee urges the Transport and Housing Bureau to encourage the MTRCL, government departments and organisations concerned to coordinate the relevant work, and implement the provision of more “MTR Fare Savers” in the Sha Tin District.”

Ms Iris WONG seconded the motion.

87. The Vice-Chairman asked members whether they agreed to endorse the provisional motion in paragraph 86.

88. Members unanimously endorsed the provisional motion in paragraph 86.

Question to be Raised by Mr YIU Ka-chun on Safety Facilities of the Tunnel Toll Booths
(Paper No. TT 66/2018)

89. Mr YIU Ka-chun said that the toll lanes of new tunnels such as the Eagle's Nest Tunnel (ENT) were about 3.7 metres wide, but those of existing tunnels such as the Lion Rock Tunnel (LRT) were only about 3.1 metres wide. The number of traffic accidents in the LRT was particularly high, which indeed reflected the potential risks of existing tunnels in this regard. Since the Government had widened the toll lanes of new tunnels, he wondered what would be done with those of existing tunnels. He asked whether measures would be implemented, such as reminding motorists to slow down or widening the toll lanes, in order to ensure the safety of motorists and tunnel staff.

90. The Vice-Chairman said that it had been okay for toll lanes to be narrow, since vehicles had to stop at toll booths to make the payment. However, with the popularisation of the automatic tolling system, vehicles would travel past toll booths at a high speed. He asked whether the TD would review the relevant design when building a new tunnel or repair an existing one.

91. Mr CHIU Sung-ko, Engineer/Shia Tin 1 of the TD gave a consolidated response as follows:

- (a) most of the traffic accidents that occurred at tunnel toll plazas involved human errors, such as motorists being heedless before lane switching or during driving, or tailgating;
- (b) with a high vehicular flow in the LRT, the number of accidents was also high. The actual situation could not be analysed until both factors were taken into account;
- (c) the law stipulated that the width of vehicles travelling on roads should not exceed 2.5 metres. The toll lanes were wide enough for all passing vehicles. According to police analysis, the width of the toll lanes was not a cause for traffic accidents; and
- (d) from time to time the TD would review the safety of different roads including the toll plazas of tunnels. It would also study the possibility of revising the road design according to accident investigation reports prepared by the police when necessary.

Question to be Raised by Mr CHAN Nok-hang on Installation of Intelligent Devices for Traffic Green Light Extension for the Elderly and the Disabled and Installation of Timers at Pedestrian Crossings
(Paper No. TT 67/2018)

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

- (a) he asked whether the TD could provide an interim report or data on the relevant study for reference;
- (b) with an ageing population in Sha Tin, there was a demand for relevant devices. But the District was not included for the pilot scheme. He enquired about the TD's criteria in that regard; and
- (c) the pedestrian crossing facilities in Hong Kong were not as advanced as those in other places. For example, related devices were already in use in the United States, Japan, South Korea, Taiwan and the Mainland.

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

- (a) the pedestrian crossing facilities in Hong Kong were not as advanced as in other Asia-Pacific regions such as Singapore. She opined that the devices could protect pedestrians and motorists and reduce traffic accidents;

- (b) in Sha Tin there was the PWH and a lot of housing estates, together with an ageing population. She felt disappointed that the District was not included for the pilot scheme; and
- (c) she hoped that the TD would explain its criteria for selecting locations for the pilot scheme, as well as the completion date of the scheme. She also asked how the TD would promote relevant devices, especially in Sha Tin with a serious ageing problem.

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

- (a) regarding the intelligent devices for extending the pedestrian flashing green time, he asked whether they would extend the time of the entire set of traffic light signals, or they would shorten the time of the signals at other sections in exchange for a longer time of the pedestrian green light at the crossing concerned;
- (b) he asked whether the TD had drawn reference to the design of pedestrian crossing facilities in Singapore;
- (c) he asked whether the TD could specify the criteria for selecting locations for the pilot scheme and provide relevant information after the meeting; and
- (d) he hoped that the TD would consider including Sha Tin for the next phase of the pilot scheme.

95. Mr CHIU Sung-ko gave a consolidated response as follows:

- (a) the TD would consider several criteria when selecting crossings for the pilot scheme. For example, the pedestrian crossing facilities should be close to the places frequented by the elderly or the disabled, such as elderly homes, hospitals, or else other agencies or service centres for the elderly or the disabled. Secondly, the related crossings were not busy; otherwise it would cause traffic congestion;
- (b) when the crossing design involved only the pedestrian and the vehicular green phases and no other crossings, extending the pedestrian green time would lead to a long time of the entire set of signals. But if multiple driving directions were involved, extending the pedestrian green time would reduce the vehicular green time in another direction, while the time of the entire set of signals would remain unchanged;
- (c) before the implementation of the pilot scheme, the TD had organised an overseas visit to Singapore and other places to see the effectiveness of the relevant facilities;
- (d) as the devices were deployed on a trial basis, their effectiveness would depend largely on the habits and attitudes of motorists and pedestrians. And the situation in Hong Kong might differ from that in other countries. The TD was collecting different data and was unable to

Action

provide an interim report. The TD would notify members in due course when the report was ready; and

- (e) he would ask relevant TD sections to provide the TTC with the criteria for selecting the locations for the pilot scheme after the meeting. He promised to convey members' request for including Sha Tin for the pilot scheme to relevant TD sections.

TD

Date of Next Meeting

96. The next meeting was scheduled to be held at 2:30 pm on 25 October 2018 (Thursday).

97. The meeting was adjourned at 7:34 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

October 2018