

Sha Tin District Council
Minutes of the 7th Meeting of
the Traffic and Transport Committee in 2018

Date : 13 December 2018 (Thursday)
Time : 2:33 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	2:33 pm	7:34 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:33 pm	7:34 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:35 pm	7:34 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:36 pm	4:21 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:33 pm	5:21 pm
Mr CHAN Kwok-keung, James	"	3:20 pm	6:31 pm
Ms CHAN Man-kuen	"	2:33 pm	7:34 pm
Mr CHAN Nok-hang	"	2:33 pm	3:51 pm
Mr CHING Cheung-ying, MH	"	2:33 pm	7:34 pm
Mr CHIU Chu-pong, Sunny	"	2:34 pm	5:26 pm
Mr CHIU Man-leong	"	2:33 pm	7:34 pm
Mr HUI Yui-yu, Rick	"	3:09 pm	5:26 pm
Mr LAI Tsz-yan	"	3:42 pm	7:04 pm
Ms LAM Chung-yan	"	2:37 pm	7:34 pm
Mr LEE Chi-wing, Alvin, MH	"	5:32 pm	7:09 pm
Mr LEUNG Ka-fai, Victor	"	2:37 pm	4:57 pm
Mr LI Sai-hung	"	2:33 pm	7:34 pm
Mr LI Wing-shing, Wilson	"	2:33 pm	7:34 pm
Mr MAK Yun-pui	"	5:21 pm	6:19 pm
Mr MOK Kam-kwai, BBS	"	2:36 pm	4:57 pm
Mr NG Kam-hung	"	2:54 pm	5:26 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:33 pm	7:20 pm
Mr PUN Kwok-shan, MH, JP	"	2:33 pm	6:02 pm
Mr SIU Hin-hong	"	2:33 pm	4:59 pm
Mr TING Tsz-yuen	"	2:35 pm	5:55 pm
Mr TONG Hok-leung	"	2:33 pm	7:34 pm
Ms TSANG So-lai	"	2:37 pm	5:57 pm
Ms TUNG Kin-lei	"	2:33 pm	7:34 pm
Mr WAI Hing-cheung	"	2:33 pm	6:04 pm
Mr WONG Fu-sang, Tiger	"	2:33 pm	7:34 pm
Mr WONG Hok-lai	"	4:27 pm	7:02 pm
Mr WONG Ka-wing, MH	"	2:38 pm	6:38 pm
Ms WONG Ping-fan, Iris	"	2:33 pm	7:34 pm
Mr WONG Yue-hon	"	2:33 pm	7:20 pm
Mr YAU Man-chun	"	2:36 pm	4:59 pm
Mr YIP Wing	"	2:33 pm	6:19 pm
Mr YIU Ka-chun, MH	"	2:33 pm	7:34 pm

Present

Ms YUE Shin-man
Mr LEUNG Ho-yin, Roy (Secretary)

In Attendance

Mr WONG Tin-pui, Simon
Mr YUEN Chun-kit, Derek

Mr HO Ming-yin, Jim
Mr YAU Kung-yuen, Corwin
Mr POON Wing-hong
Mr CHIU Sung-ko
Mr LIU Chi-kwong

Mr CHEUNG Chun-yin, Joey
Mr YUEN Sze-chun

Mr CHAN Kwok-shing

Mr Sean LIN

Mr LAM Chi-chung

Mr Franki LI

Ms CHUNG Pui-yi

In Attendance by Invitation

Mr WONG Chak-kwan, Peter
Mr CHAN Chun-wai
Mr HO Kin-sing, Charles
Mr LAW Ho-kin, John
Mr TANG Kam-kee
Mr KUNG Man-hoi
Mr Eric WONG
Mr YUEN Tat-yung, Zorro

Mr Albert YU
Mr POON Wai-kwong

Mr Alfred K. W. CHAN
Mr CHENG Ching-lam
Mr CHAN Ka-shing, Kenny

Mr Sunny LAU

Absent

Mr CHENG Tsuk-man

Title

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

Title

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

Title

Engineer 9 / Transport Planning / Transport Department
PC / CWY2-1 / Highways Department
Senior Engineer / Covered Walkway / Transport Department
Engineer / Covered Walkway / Transport Department
Senior Engineer / CWY1 / Highways Department
Engineer / C2 / Highways Department
Director / Hayson Engineering Limited
Chief Engineer / North 2 /
Civil Engineering and Development Department
Chief Resident Engineer / AECOM Asia Co. Ltd.
Project Director / China Railway – China Railway First Group –
Zhen Hua Engineering Joint Venture
Project Manager / C&A Consulting Ltd.
Assistant Engineer / C&A Consulting Ltd.
Executive Assistant (District Council) 5 /
Sha Tin District Office
Operations Officer / The Kowloon Motor Bus Co. (1933) Ltd.

Title

DC Member (Application for leave of absence received)

The Chairman informed the meeting that some people were observing the meeting.

Applications for Leave of Absence

2. The Chairman said that the Secretariat had received an application for leave of absence in writing from the following member:

Mr CHENG Tsuk-man

Other commitment
(handling an important case)

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

Confirmation of the Minutes of the Meeting Held on 25 October 2018

(TTC Minutes 7/2018)

4. The Council endorsed the above minutes unanimously.

Matters Arising

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

(Paper No. TT 87/2018)

5. Mr Billy CHAN said that the Cheshire Home, Shatin, the Bradbury Hospice, the Shatin Hospital and its decanting building nearby were only served by green minibuses (GMBs) and urban taxis. As the service was inadequate, he hoped that the Transport Department (TD) would expand the operating area of New Territories taxis to cover the above locations.

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

- (a) regarding the suggestions on selecting the afternoon return trip termini for the 9-series cross-harbour bus routes via the Western Harbour Crossing (WHC), he asked about the TD's selection criteria;
- (b) according to a press report, after the TD received a complaint over a taxi driver who refused hire from Ma On Shan to Sha Tin Town Centre, it issued a letter to demand the taxi owner and driver to improve services. He hoped that the TD could provide an explanation on the matter;
- (c) regarding the lease conditions of Tai Wai Market, he asked the District Lands Office, Sha Tin (DLO/ST) about alternatives if the use of the market stipulated therein could not be changed by way of a Modification Letter; and
- (d) Route Nos. A41, NA40 and NA41 had been rerouted to stop by the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port at present. He asked the TD and the Long Win Bus Company Limited about the arrangement's impact on the airport bus services in the Sha Tin District, including the

TD

bus capacities, the frequency of the services, the interchange arrangement for Route No. A41P and passengers in the district.

7. Mr Thomas PANG asked the TD why New Territories taxis could operate in the airport but not the lounges.

8. Ms TUNG Kin-lei opined that traffic safety risks would result from merely converting the plot of vegetated land adjacent to the petrol filling station at Chik Chuen Street in Tai Wai to a car park. She suggested relocating the petrol filling station and converting the area, including the adjacent vegetated site, to a car park. She hoped that the TD and the Planning Department (PlanD) would reply to the feasibility of the relocation.

TD
PlanD

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

- (a) he pointed out that the institutions at A Kung Kok Shan Road were not only served by GMBs and urban taxis, but Rehabuses as well. Since the change of the GMB operator in 2017, the services had been generally satisfactory;
- (b) he pointed out that the airport was located in Lantau, which was the operating area of Lantau taxis instead of New Territories taxis under the prevailing planning. He would relay members' concern about New Territories taxis being barred from airport lounges to relevant TD officials;
- (c) regarding the complaint over a taxi driver who refused hire, he could only respond to the matter after learning about the case in detail; and
- (d) regarding selecting the afternoon return trip termini for the 9-series cross-harbour bus routes via the WHC, the TD would take into account a number of factors. He would relay members' opinions to relevant TD officials.

10. Mr YUEN Sze-chun, Administrative Assistant / Lands (DLO/ST) of the Lands Department said that the DLO/ST would generally change uses stipulated in leases of private lots by way of issuing a Modification Letter. However, owing to the fragmented ownership of Grandeur Garden, the above method was not possible based on legal advice. Other forms of instrument could be considered though, such as approval via letters.

11. Members noted the above paper.

Discussion Item

Provision of Additional Cycle Parking Facilities in Sha Tin and Ma On Shan New Towns

(Paper No. TT 88/2018)

12. The Chairman welcomed the representatives of the TD and the Highways Department (HyD) to the meeting.

13. The representative of the TD briefly introduced the content of the paper.

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

- (a) as a result of the lack of management of cycle parking spaces, a lot of abandoned bicycles and sundries piled up and occupied available parking spaces, affecting the cityscape and causing complaints;
- (b) regarding the proposed cycle parking spaces at the pedestrian subway at Chui Tin Street near Ng Yuk Secondary School, he said he had not learnt of a huge demand for such spaces among residents in the area. As the proposed location would be connected to a proposed footbridge, he was concerned that the proposed parking spaces might obstruct the street and affect the cityscape; and
- (c) the department should first review its management approach before adding cycle parking spaces.

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

- (a) he suggested in the previous meeting adding cycle parking spaces along the area from Kam Tai Court to Mountain Shore, but the TD did not follow up on it. He opined that the TD should consider adding cycle parking spaces in the above location;
- (b) the TD should expeditiously commence the next stage of providing additional cycle parking spaces; and
- (c) he pointed out that a lot of bicycles were illegally parked underneath the footbridge at Hang Shun Street between Kam Tai Court and Chevalier Garden in Ma On Shan, and he asked the TD to step up their cleaning efforts.

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

- (a) after the discussion in the previous meeting, the proposal resubmitted by the department had improved;
- (b) the newly-added cycle parking spaces at Mei Tin Road near Festival City would help relieve the chaos regarding the existing parking spaces;

- (c) the department should take the opportunity to deal with the long-standing appalling situation at the cycle parking spaces near Exit A of Tai Wai MTR Station;
- (d) regarding the proposed cycle parking spaces near Carado Garden, he opined that dividers should be installed between estate entrances and cycle parking spaces to ensure that bicycles would not block the entrances; and
- (e) apart from adding cycle parking spaces, the department should also review the conditions of existing parking spaces and implement adjustments and strengthen management when necessary.

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

- (a) she was pleased that the department withdrew the proposal to build cycle parking spaces near Tai Wai MTR Station; and
- (b) she suggested converting the green belt besides Tai Po Road (Tai Wai section) and Mei Tao House to cycle parking spaces.

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

- (a) he welcomed the department's decision to withdraw the proposal to build cycle parking spaces near Tai Wai MTR Station; and
- (b) the department should strengthen management of cycle parking spaces, such as improving the appalling situations of the parking spaces fully occupied by abandoned bicycles near Exit A of Tai Wai MTR Station and at Mei Tin Road near Festival City.

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

- (a) he welcomed the TD's proposal to provide more cycle parking spaces near Chun Shek Estate;
- (b) the department should review its management before providing more cycle parking spaces, or else newly-added spaces would be ineffectual as they would only be filled with abandoned bicycles; and
- (c) he pointed out that some members of the public would tear off notices that the department posted on illegally parked bicycles. He therefore suggested that the department review its way of bicycle clearance to achieve an effective clearance result.

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

- (a) he welcomed the proposal for eliminating the existing cycle parking spaces underneath the footbridge at Sha Tin Rural Committee Road, so as to standardise newly-built parking spaces;

- (b) he suggested that the department take the opportunity to all together improve another cycle parking space underneath the footbridge at Sha Tin Rural Committee Road; and
- (c) the department should conduct a large-scale clearance of cycle parking spaces at least once a year, so as to avoid the piling up of abandoned bicycles over an extended period of time;

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

- (a) he welcomed the department to significantly increase the number of cycle parking spaces underneath the footbridge at Sha Tin Rural Committee Road;
- (b) the department should improve the existing cycle parking spaces near Exit A of Tai Wai MTR Station and give priority to Tai Wai residents' preferences; and
- (c) he suggested providing cycle parking spaces near Chung Lam Court and Yae Lam Court in Lucky Plaza.

22. The Chairman left the conference room and the Vice-Chairman presided over the meeting in his absence.

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

- (a) he welcomed the department's proposal to add more cycle parking spaces at Sha Tin Wai Road near Oriole House;
- (b) the department should deal with illegally parked bicycles before adding more cycle parking spaces; and
- (c) he opined that the Sha Tin District had a severe shortage of cycle parking spaces and that the department should take action expeditiously to create a bicycle-friendly community.

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

- (a) he asked if the TD's decision to add more cycle parking spaces was conducive to the Government's policy to encourage the use of bicycles as a means of transport; and
- (b) the TD should first clarify relevant management responsibilities before providing more cycle parking spaces; otherwise the increase in such spaces would lead to more bicycles parked on the streets.

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

- (a) the TD should deal with the problem of abandoned and illegally parked bicycles before adding more cycle parking spaces; and

- (b) regarding the proposal to add more cycle parking spaces near Christian Alliance Toi Shan H C Chan Primary School (CATSHCC), he preferred the area underneath the footbridge to that near the cycle track, so as to avoid narrowing the existing pedestrian way. The TD should also step up the frequency of clearing illegally parked bicycles that were blocking pedestrian ways.

26. Mr Wilson LI opined that the TD should concurrently step up the frequency of clearing abandoned bicycles and add more cycle parking spaces.

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

- (a) he pointed out that members of the public often used inverted-U bicycle parking racks as drying racks for clothing or other items;
- (b) he suggested that the TD replace inverted-U bicycle parking racks with one-up-one-down bicycle parking racks as many as possible; and
- (c) the TD should first approach the Sha Tin District Office (STDO) to get hold of the clearance situations of bicycles in the locations where more cycle parking spaces were being provided.

28. The Chairman returned to the conference room.

29. Mr Peter WONG, Engineer 9 / Transport Planning of the TD gave a consolidated response as follows:

- (a) regarding the management and the use of existing cycle parking spaces, the TD would follow up with relevant departments and stakeholders and make adjustments when necessary;
- (b) regarding members' suggestion on adding more bicycles parking spaces at other locations, the TD would follow up with relevant members after the meeting and consider the suggestion in the next phase;
- (c) he pointed out that inverted-U bicycle parking racks were suitable to be installed on irregular terrain, while one-up-one-down bicycle parking racks were more suited for uniform terrain;
- (d) he said that the proposed cycle parking spaces to be added near the CATSHCC were located underneath the footbridge; and
- (e) the Government encouraged members of the public to cycle to cover short distances to MTR stations or public transport interchanges. The TD would therefore add more cycle parking spaces at certain locations based on the situation.

30. Mr Simon WONG, Assistant District Officer (Sha Tin) (1) gave a consolidated response as follows:

- (a) generally speaking, upon receiving complaints, the inter-departmental working group on tackling illegal bicycle parking would handle the cases according to urgency of cases and relevant schedules. The steering group under the District-led Actions Scheme would also discuss ways to properly clear illegally parked bicycles. For example, the steering group would explore with the TD how to clear illegally parked bicycles that were blocking walkways in accordance with the relevant regulations of Hong Kong;
- (b) regarding individual locations with illegally parked bicycles mentioned by members, he would relay such information to relevant working group for following up. The steering group would further discuss ways to improve the arrangements for clearing bicycles when necessary; and
- (c) according to the existing practice of clearing illegally parked bicycles, the TD would keep photographic records of the status when notices were being posted and after the notices expired. The TD would also verify the locations of the bicycles in question. Bicycles not removed after the deadline would be cleared, regardless of whether notices were there or not.

31. The Chairman asked the TD to continue to follow up on members' request for more cycle parking spaces at individual locations and to report relevant progress to the TTC.

Provision of Walkway Covers on Walkway at Lok King Street from Exit A of Fo Tan MTR Station to Ficus Garden

(Paper No. TT 89/2018)

Question to be Raised by Mr SIU Hin-hong on Requesting Immediate Commencement of Endorsed Project of "Construction of Cover for the Pavement at Lok King Street"

(Paper No. TT 79/2018) (amendment)

Question to be Raised by Ms PONG Scarlett Oi-lan on Requesting Immediate Confirmation of Final Proposal of Cover for the Pavement at Lok King Street and Priority Consideration of Local Residents' Preference

(Paper No. TT 94/2018)

32. The works project stated in Discussion Paper No. TT 89/2018 was the same as that mentioned in the questions raised by Mr SIU Hin-hong and Ms Scarlett PONG (i.e. Paper No. TT 79/2018 (amendment) and Paper No. TT 94/2018). The Chairman thus suggested combining the discussion of the 3 papers to save time and allow more questions from members. He asked if the two questioners agreed.

33. Mr SIU Hin-hong and Ms Scarlett PONG agreed on the Chairman's suggestion.

34. The Chairman welcomed the representatives of the HyD, the TD and the consultants to the meeting.

35. The representatives of the HyD and the TD briefly introduced the content of the paper.

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

- (a) he had been fighting for the retrofitting of covers on the walkway at Lok King Street as early as 1991, when he became a DC Member. He was therefore pleased to see that the department finally found the works feasible, but he would like to know why the department thought it infeasible all those years; and
- (b) he pointed out that the walkway was around 1.8 metres wide and asked why the walkway cover was only a metre wide. The department should provide more information for members' reference.

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

- (a) she thanked members of the TTC for voting for the works, as well as the HyD, the TD and the STDO for their hard work and follow-up efforts;
- (b) she had been following up on the matter for over a decade and had spent over a year studying the feasibility of adding a walkway cover with the Officer in charge of New Territories East of the Civil Engineering and Development Department (CEDD). The works fell through at the end, since government departments opined that the structural capacity was inadequate;
- (c) in view of elderly-friendly communities and the ageing population, the Government's proposal for the above works was of paramount importance. The views of over 5 600 households in Fo Tan had been collected through leaving questionnaires in mailboxes, putting up notices in lobbies and distributing flyers. Survey results showed that most residents preferred "pedestrian-priority", such as to expand existing walkways or even to eliminate cycle tracks. She asked if cycle tracks could be relocated to the industrial area in Fo Tan. The survey results and all opinions collected had been submitted to relevant departments for their reference. She reiterated that she did not have a preference and would base her considerations on the wishes of the majority of Fo Tan residents;
- (d) when designing walkway covers, the department should also consider the design of the existing bus stops and minibus stops for a unified style, and consult local communities regarding the exterior design;
- (e) she asked about the drainage design of walkway covers;
- (f) regarding the "Provision of Walkway Covers for the Footbridge from Exit C of Fo Tan MTR Station to The Palazzo (near the lift)", she handed

in a proposal of District Minor Works Programmes (District Minor Works) to the STDO and hoped that the said District Minor Works would be in line with the overall design produced by the TD;

- (g) as there were no cycle tracks besides the walkways around The Palazzo, she asked if works in that road section could be given priority;
- (h) she pointed out that cyclists should dismount in the area near Exit C of Fo Tan MTR Station, but most of them simply rode past, posing safety risks to pedestrians, especially the elderly and children. She hoped the department could arrive at a solution that could balance the interests of both pedestrians and cyclists;
- (i) she asked if walkway covers could be installed close to the walls, so that pedestrians could find shelter far away from roads on rainy days to avoid splashes from vehicles. She hoped that the Government would consult Fo Tan residents via questionnaires regarding different proposals before making a final decision; and
- (j) she asked if the GreenWay (a shared-use pavement for cyclists and pedestrians) in the Kwun Tong District could be implemented at Lok King Street.

38. The Chairman informed all attendees that some members of the public were taking photographs and making video and audio recordings.

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

- (a) the TTC had been fighting for the retrofitting of walkway covers on the walkway at Lok King Street for a long time, but the department had been refusing the proposal, claiming that it was technically infeasible. He opined that the documents submitted by the department this time did not propose the use of new technology and that the department's past refusal of the works was unjustified; and
- (b) the department should consult the local community regarding the exterior design of the walkway covers.

40. Mr TING Tsz-yuen provided 2 more proposals for the department's consideration. The first proposal was to install pillars on the stone wall at Lok King Street to build a walkway cover over the existing cycle track and walkway without eliminating the original cycle track. The second proposal was to install a walkway cover similar to a noise barrier above the walkway and to expand its coverage as much as possible. The HyD could consider removing the existing railings alongside the walkway, building the pillars of the walkway covers as close to the roads as possible and reinstalling railings between pillars afterwards.

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

- (a) the findings of the opinion survey that he conducted showed that most residents supported the first proposal. He opined that cumbersome procedures and potential risks could be averted by adopting the first proposal;
- (b) although the utilisation rate of cycle tracks was not high, he suggested that the department refer to the design of Kwun Tong Promenade and build a “GreenWay”, which was shared by pedestrians and bicycles, and maximise the coverage of the walkway cover;
- (c) he opined that the second proposal would create a more enclosed environment. Since many residents walked their dogs in Lok King Street, the smell of dog faeces might not disperse. He also opined that residents would be exposed to less sunlight if the second proposal was adopted. He therefore supported the first proposal and suggested the implementation of “GreenWay”; and
- (d) he hoped that the works of the walkway cover at Lok King Street could commence expeditiously, regardless of which proposal to be adopted.

42. Mr Michael YUNG asked the Secretariat if the HyD provided the file of its PowerPoint presentation for TTC members’ reference prior to the meeting.

43. Mr Roy LEUNG, Executive Officer (District Council) 4 of the STDO responded that the HyD did not provide the Secretariat with the file of its PowerPoint presentation for TTC members’ reference prior to the meeting.

44. The views of Mr Michael YUNG was summarised below:

- (a) he opined that the department did not measure the flow of bicycles, rendering it difficult to evaluate the impact of closing the cycle track on cyclists;
- (b) generally speaking, the Roads (Works, Use and Compensation) Ordinance (Cap. 370 of the Laws of Hong Kong), required the department to gazette permanent closure of cycle tracks and consult the public on the matter. He opined that, if there was no opposition after the gazetting, the second proposal would be selected; however, if there was public opposition against the second proposal, the first proposal would have to be chosen;
- (c) he asked for the department’s explanation about the following matters: the respective bearable wind loads of the 2 proposed walkway covers, the reason that the walkway cover was only 1 metre wide in the first proposal, the reason for a 1.3-metre wide space between the walkway cover and the stone wall in the second proposal and the depth the footing works of the walkway cover would extend to underground; and

- (d) he asked the department to provide the presentation documents to members after the meeting.

45. Mr CHIU Man-leong asked the TD if the pilot project of “GreenWay” for pedestrians and cyclists carried out by the Development Bureau was suitable to be implemented at Lok King Street, where an inclusive environment for both pedestrians and cyclists could be created with facilities similar to those at Kwun Tong Promenade.

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

- (a) he suggested that the pillars of walkway covers be installed as close to the roads as possible, the railings be reinstalled between pillars and the walkways covers be maximised;
- (b) he enquired about the drainage design of the walkway cover in the first proposal; and
- (c) regarding the elimination of cycle tracks in the second proposal, he asked if gazetting was required.

47. Mr PUN Kwok-shan opined that the Sha Tin District had always been proud of its well-developed cycle track network, and therefore did not support the elimination of the cycle track at Lok King Street. He opined that the department should study the option of adding a cover over the existing cycle track and walkway.

48. Mr WONG Yue-hon pointed out that the walkway cover in the first proposal was only 1 metre wide and would not be able to keep rain out. He suggested installing the pillars of the cover between the walkway and the cycle track. The “T-shape” cover could extend to both sides in a so as to strengthen protection from rain.

49. Mr TANG Kam-kee, Senior Engineer / CWY1 of the HyD gave a consolidated response as follows:

- (a) he did not refer to past researches but said that the department and the consultants strove to facilitate the works of the walkway cover on the walkway at Lok King Street and studied ways to even out the weight of the cover among different pillars. The proposal was confirmed to be feasible at the end;
- (b) the exterior design of the walkway cover currently displayed could be improved during the detailed design stage, after collecting opinions from members or the local community;
- (c) the walkway covers would be designed in a way that rain water would flow along the surface of the covers directly into ground drains via pipes;
- (d) generally speaking, the department would gazette the projects in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370 of the Laws of Hong Kong). However, if no dissenting views

from the Sha Tin District Council (STDC), the local community and the stakeholders were received regarding the proposal during prior consultation, the department could consider invoking regulations concerning minor works in the above ordinance to build the walkway cover, where gazettal would not be necessary; and

- (e) as part of the stone wall at Lok King Street was within the MTR station's premises, it was necessary to maintain a space between the walkway cover and the wall.

50. Mr KUNG Man-hoi, Engineer / C2 of the HyD gave a consolidated response as follows:

- (a) in order to effectively bear and evenly distribute the weight of the walkway covers, the pillars had to be placed on top of the beams at Lok King Street. It was therefore infeasible to build the pillars at the location of the existing roadside railings;
- (b) the stone walls at Lok King Street could not structurally support the pillars of the walkway covers, and therefore the walkway covers could not be extended to the stone wall; and
- (c) regarding why the walkway cover was only 1 metre wide in the first proposal, he explained that walkway covers were not permitted above cycle tracks according to the current road design standard. The walkway covers therefore were not designed to cover the cycle tracks in order to comply with the road safety standard.

51. Mr John LAW, Engineer / Covered Walkway of the TD gave a consolidated response as follows:

- (a) the CEDD and the Leisure and Cultural Services Department started a 6-month short-term pilot project in July this year, setting up the "GreenWay" on an approximately 1-kilometre long walkway in Kwun Tong Promenade. The project would end on 31 December 2018 and would be a reference for the full implementation of the "GreenWay" in the Kai Tai Development (KTD) in the future. The cycle track network and the "GreenWay" in the KTD would be constructed in 2 phases. The network of the first phase totalling approximately 7.5 kilometres in length was expected to be completed in 2023, along with projects including relevant open spaces in the KTD, Kai Tak Sports Park and the Station Square at Kai Tak. The second phase was expected to be completed after 2025 to accommodate the implementation timetable of infrastructure and other development projects in the KTD. As the TD was not responsible for the pilot project, members could refer to the websites of relevant departments for detailed information of the project;
- (b) the pilot project of "GreenWay" for cyclists and pedestrians would end on 31 December 2018, after which the Government would review its effectiveness. The TD had no plans to implement the pilot project of "GreenWay" in other locations yet; and

- (c) regarding the proposal on the walkway covers at Lok King Street, the department had consulted cycling associations and no objection had been received so far.

52. Mr Charles HO, Senior Engineer / Covered Walkway of the TD added that the current plan was to construct covers only for walkways but not cycle tracks.

53. The views of the Chairman were summarised below:

- (a) he opined that the department should consider whether the opinion of Sha Tin residents or that of cycling associations was more important; and
- (b) he opined that there was no consensus among members regarding the proposal and asked that the department learn more about the wishes of Fo Tan residents from members of that constituency before making a final decision.

Contract No. NE/2017/05 - Road Widening and Retrofitting of Noise Barriers on Tai Po Road (Sha Tin Section) - Temporary Traffic Arrangement
(Paper No. TT 90/2018)

54. The Chairman welcomed the representatives of the CEDD and the consultants to the meeting.

55. The representatives of the CEDD and the consultants briefly introduced the content of the paper.

56. Ms YUE Shin-man asked the CEDD how it would handle the trees along the roadside from Wai Wah Centre to Wo Che Estate.

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

- (a) since the works were expected to be completed in 2023, he was worried that they might not catch up to tackle the worsening traffic congestion in the Sha Tin District;
- (b) he demanded that the CEDD expedite work progress and study ways such as investing more resources and manpower to shorten construction time; and
- (c) he hoped that other government departments would endeavour to facilitate the works.

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

- (a) the Sha Tin-bound lane of Shing Mun Tunnel Road was often congested during afternoon peak hours. She opined that the works would help divert the vehicular flow and benefit Tai Wai-bound traffic via the Shing Mun Tunnels;

- (b) she was concerned about whether the temporary traffic arrangements during the construction period would further exacerbate the traffic congestion of Tai Po Road (Sha Tin section) at present; and
- (c) she pointed out that the downhill section of Sha Tin-bound Shing Mun Tunnel Road and the slip road leading to Tai Po Road (Sha Tin section) in Fo Tan were bottlenecks for the traffic flow and asked how the CEDD would solve the issue.

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

- (a) some residents were concerned about whether traffic congestion would further worsen during the works;
- (b) some residents were concerned that the noise produced during the works would affect their daily lives;
- (c) he relayed that some reckless drivers, when taking a turn to Sha Tin Rural Committee Road via a slip road from Tai Po Road (Sha Tin section), posed a danger to pedestrians by illegally driving directly to the slip road that led back to Tai Po Road (Sha Tin section). He asked how the CEDD would solve the problem during and after the works;
- (d) regarding the arrangement for temporarily closing cycle tracks, he said that cycle tracks would terminate at Sha Tin Town Centre during the period. Some residents were concerned that more bicycles would pose a danger to pedestrians by passing through the public transport interchange in Sha Tin Town Centre and the pavements along Sha Tin Centre Street towards Sha Tin Market; and
- (e) he opined that the construction period of 5 years was too long.

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

- (a) he demanded that the CEDD expedite the retrofitting of noise barriers at Tai Po Road (Sha Tin section), so as to reduce the noise impact on residents nearby;
- (b) he was worried that the implementation of the 50km/h vehicular speed limit at the section of Tai Po Road (Sha Tin section) off Sha Tin Town Centre during the works would worsen traffic congestion in the Sha Tin District. With unaffected lanes and clear instructions, he asked the CEDD about its reasons for limiting the vehicular speed, whether it had reviewed the impact of speed limit on the vehicular flow and whether it had prepared relevant relief measures; and
- (c) with ongoing development in the North East New Territories, he opined that Tai Po Road (Sha Tin section) and Trunk Road T4 would not be able to meet traffic demands and that the department should expeditiously study the construction of a bypass in Sha Tin for traffic from the North District and Tai Po to travel directly to urban areas, so as to alleviate

traffic congestion in the Sha Tin District.

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

- (a) he opined that the retrofitting of noise barriers at Tai Po Road (Sha Tin section) had been proposed for many years. It was further postponed due to the road widening works. He hoped the noise barrier retrofitting works could commence as soon as possible; and
- (b) he demanded that relevant government departments enhance communication and disseminate relevant information on cycle tracks to the public as soon as possible. The departments should announce the list of affected cycle tracks and suggest alternative routes, so as to ensure the safety of drivers, pedestrians and cyclists.

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

- (a) the speed limits of several sections of Tai Po Road (Sha Tin section) would be lowered from 70 or 80 km/h to 50 km/h during the works. He asked about the impact of the change on the vehicular flow and demanded that the CEDD provide estimates of the vehicular flow under speed limits of 50 km/h, 70 km/h and 80km/h respectively; CEDD
- (b) he asked whether the CEDD's decision to impose a speed limit to ensure works safety was an arrangement made in accordance with the HyD's latest standards and hoped that the CEDD could provide more information on relevant situations;
- (c) during the works, the traffic flow might be diverted to Trunk Road T6 and Tate's Cairn Highway, and the traffic from Ma On Shan to urban areas could be even more congested. He asked if the CEDD had reviewed the impact on other roads when vehicles took alternative routes due to the speed limit; CEDD
- (d) he asked if the department had studied the possibility of combining different works stages to refrain from frequent changes of temporary traffic arrangements, so that drivers would find them easier to adapt to and the risks of traffic accidents would be lowered;
- (e) regarding the closure and diversion of cycle tracks, he asked if the department would provide signage at relevant locations to inform cyclists of such changes; and
- (f) regarding the implementation and changes of temporary traffic arrangements, he asked the department how it would inform members in a timely manner.

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

- (a) due to the population growth in the Sha Tin District, he opined that new roads had to be built to solve the issue of traffic congestion;

- (b) he suggested designating bus-only lanes in suitable sections of Tai Po Road and Tolo Highway to encourage the public to use public transport;
- (c) he demanded that the CEDD provide more information on the impact of the speed limit on the vehicular flow; and
- (d) he hoped that the CEDD could thoroughly solve the traffic problems regarding urban bound traffic from Ma On Shan.

64. The Chairman left the conference room and the Vice-Chairman presided over the meeting in his absence.

65. Mr MAK Yun-pui relayed that the traffic from Ma On Shan to the North District or urban areas would often be congested at the bottleneck near A Kung Kok Street. He asked if the CEDD had any relief measures to improve the current traffic conditions in Ma On Shan before the implementation of road widening works.

66. Mr CHING Cheung-ying pointed out that although the vehicular speed was lower during peak hours, the free flow of traffic resumed in non-peak hours at the speed of approximately 70 km/h. He therefore had reservations about the saying that the speed limit would not affect the vehicular flow. As lanes would not be closed during the works, he suggested observing the traffic conditions while maintaining the original speed limit to minimise the impact on drivers.

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

- (a) most of the trees by the roadside off Wai Wah Centre would be removed to facilitate the works. It was recommended that the paper-bark tree between King Wo House and Man Wo House of Wo Che Estate and 3 other old trees nearby receiving more public attention should be kept. After removing affected trees, the CEDD would carry out compensatory planting at other locations;
- (b) the current construction period was drawn up with factors such as the rainy season and adverse weather conditions taken into account. The actual completion date would depend on circumstances. The CEDD would closely monitor the progress after the commencement of the works;
- (c) contractors would use more sophisticated mechanical equipment to reduce the noise produced during the works. The CEDD would set up monitoring stations at 25 locations and the noise level would be monitored by Independent Environmental Checkers according to relevant guidelines. Monitoring reports would be uploaded to the website of the Environmental Protection Department regularly;
- (d) the road section under speed limit during the works was approximately 1.1 kilometres long. Assuming the speed limit was adjusted from 80 km/h to 50 km/h, the travel time would only be 1 minute longer. Under temporary traffic arrangements, even though the number of lanes would

remain unchanged, some road sections would be narrower. Taking safety into consideration, he opined that a speed limit was an appropriate measure. He pointed out that the vehicular speed at the relevant sections was generally lower than 50 km/h during rush hours and thus believed that the speed limit would not have too much of an impact on the vehicular flow. Besides, vehicles in general would not be going at a high speed when diversion was in place. The CEDD would provide members with information regarding the impact of the speed limit on the vehicular flow after the meeting;

- (e) regarding temporary closure or diversion of cycle tracks, the CEDD would announce the information to the public through websites, circulation of papers, community liaison groups, etc, and put up notices at suitable locations to remind the public. The CEDD would also monitor the situation at Sha Tin Centre Street and advise the public against cycling there;
- (f) regarding the traffic problem in Ma On Shan, he believed the Widening of Tai Po Road (Sha Tin Section) could relieve relevant situations. Improvement works would be carried out at the junctions of On Sum Street and On King Street in 2019, which would help improve the situation at Shek Mun Interchange and consequently alleviate the congested urban bound traffic from Ma On Shan. The CEDD was also considering implementing improvement works at A Kung Kok Street. In the long run, the Government would conduct an overall study on the planning of cross-district traffic to meet development needs after 2030 and report to the STDC in due course; and
- (g) regarding the traffic from the bypass in Fo Tan to Tai Po Road (Sha Tin section), a new lane would be added to the latter after the completion of the road widening works. He believed it would help relieve traffic conditions there.

68. The Chairman returned to the conference room.

69. Mr Albert YU, Chief Resident Engineer of AECOM Asia Co. Ltd. gave a consolidated response as follows:

- (a) regarding the impact of the works on the vehicular flow, he reiterated that the contractors would not reduce the number of lanes for the works from 6:00 am to 10:00 pm or 11:00 pm;
- (b) regarding the impact of the speed limit on the vehicular flow, he opined that the speed was not the major factor that affected the vehicular flow and vehicles did not reach the maximum speed limit of 80 km/h or 70 km/h during peak hours at present. He therefore believed the speed limit during the works would not have much impact on the vehicular flow;

- (c) contractors would put up notices at suitable locations along cycle tracks to inform the public of relevant cycle track diversion arrangements, and position staff at specific locations to remind cyclists of such arrangements during the initial phase of the works;
- (d) upon completion of the works, vehicles could go directly onto the nearside lane from the bypass in Fo Tan to Tai Po Road (Sha Tin section) without cutting lanes. He believed this could greatly improve the traffic from the bypass in Fo Tan to Tai Po Road (Sha Tin section); and
- (e) he and the contractors would try their best to look into better construction proposals to speed up the works progress. The design of sound barriers was currently under review to speed up the progress. The construction method of the enhancement works of Sha Tin Rural Committee Road was also under review to reduce road closures and night work, in the hope of simplifying procedures and shortening construction period substantially.

70. The Chairman demanded that the CEDD provide members with information on the impact of the speed limit on the vehicular flow after the meeting and handle the situation according to the actual circumstances after the implementation.

Working Group on Development of Major Transport Infrastructures and Cycle Network - Draft Report of "Study on Sha Tin District Car Parking Facilities"
(Paper No. TT 91/2018)

71. The Chairman welcomed the Working Group on Development of Major Transport Infrastructures and Cycle Network (Working Group) and the representatives of the consultancy to the meeting.

72. The representatives of the consultancy briefly introduced the content of the paper.

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

- (a) he opined that the Draft Report of "Study on Sha Tin District Car Parking Facilities" was a huge improvement on the previous version submitted to the working group and he thanked the convenor of the working group for her hard work;
- (b) he would not comment on the merits and demerits of the draft report but opined that the suggestions on building multi-storey car parks and revising the Hong Kong Planning Standards and Guidelines were worthy of reference and could help solve parking space shortage; and
- (c) he opined that relevant government departments' opinions on the report were more important.

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

- (a) he once participated in the discussion of a focus group on the traffic problems of Chik Fuk Street in Tai Wai on 25 August 2018. He asked if

the organiser was the consultancy that submitted the draft report. If yes, a representative of Grandway Garden corrected the consultancy on that day that the car park of the estate was open to the public. The consultancy also did not mention that parking spaces would be provided by the property development projects above Tai Wai MTR Station. He therefore was concerned about the accuracy of the draft report; and

- (b) he enquired about the amount of consultancy fees and opined that public money had to be used effectively.

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

- (a) she thanked the convenor of the Working Group for her hard work;
- (b) the report cited Wong Chuk Yeung Street as an example, which she thought was insufficient in reflecting the overall problem in Fo Tan. She pointed out that there were many factors contributing to illegal parking in the industrial area in Fo Tan, including spaces occupied by automobile companies, abandoned vehicles, shortage of parking spaces and high rents of parking spaces in private housing estates. She suggested providing parking spaces in the leisure building to be built to help relieve parking space shortage;
- (c) regarding the draft report's suggestion for the police to step up enforcement action against illegal parking, she opined that only overall planning and the complementarity between hardware and software could be long-term solutions; and
- (d) she was against the suggestion on adding more roadside parking spaces for large commercial vehicles and opined that it could pose a danger to pedestrians. If the consultancy suggested adding more indoor parking spaces, it should provide specific locations.

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

- (a) she thanked the convenor of the working group and the Secretariat for their hard work and hoped that the draft report could summarise the problem of parking space shortage in the Sha Tin District; and
- (b) she hoped that the consultancy could explain its criteria for selecting investigation sites and provide analysis supporting its suggestions.

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

- (a) regarding the draft report's suggestion on building a multi-storey car park on Hang Tai Road, he pointed out that the selected site was where Yan On Estates Phase 2 would be built and opined that the consultancy did not collect sufficient information; and

- (b) he opined that the analysis of the draft report fell short on comprehensiveness and failed to provide forward-looking suggestions on adding parking spaces in the Sha Tin District.

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

- (a) he agreed with the draft report's suggestion on revising the Hong Kong Planning Standards and Guidelines, so as to facilitate the latest development in the community and to suppress the increase in the number of private cars. He also agreed with other suggestions, including encouraging the use of public transportation. He deemed the above worthy of further exploration; and
- (b) he pointed out that it was insufficient for the draft report to only study the area within 500 metres of the investigation site. He opined that the draft report failed to address the problem, the study area should be expanded to cover the whole community or even other districts and concrete suggestions should be proposed.

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

- (a) she thanked members of the working group for their contribution and support. She also thanked relevant officials from the TD and the police for providing invaluable advice;
- (b) the "Study on Sha Tin District Car Parking Facilities" was a cross-year study. An independent consultancy was hired to look into the problem of illegal parking in the Sha Tin District and to provide solutions to the shortage of parking spaces. A few illegal parking black spots that were discussed in previous TTC meetings had been selected as research targets;
- (c) she understood that the CEDD once invested over a million dollars to commission a traffic study of a certain location in Shek Mun. However, the study this time only cost \$ 210,000, rendering it inadequate, as it could not fully and thoroughly explore the overall problems of the Sha Tin District with limited resources and had overlooked the features of different districts; and
- (d) the working group would include members' opinions as annexes to the report and submit the report to relevant Government departments for their reference and follow-up actions.

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

- (a) he thanked the convenor of the working group and the Secretariat for their hard work;
- (b) the original intention of the working group was to explore more locations, but the study had to be conducted cross-year due to resource consideration. The working group had already striven to hire the best

possible consultancy during the tender exercise under funding constraints;

- (c) he opined that the draft report was a huge improvement on the previous version submitted to the Working Group. Owing to the limited resources and the vast number of investigation sites, the report might not be able to delve into problems; and
- (d) as a member of the working group, he welcomed members' opinions on the report.

81. Mr Tiger WONG hoped to clarify if the car park in Grandway Garden was open to public or simply provided parking spaces for visitors.

82. Mr Alfred CHAN, Project Manager of the C&A Consulting Ltd. gave a consolidated response as follows:

- (a) the TD and the police had commented on their suggestions, and therefore the ones listed on the report should be feasible. He would consult relevant government departments again regarding the contents of the report;
- (b) he confirmed that the C&A Consulting Ltd. was exactly the consultancy that held the aforementioned focus group on 25 August 2018. He explained that the management office of Grandway Garden refused to respond when their investigators went there to enquire about the types and the number of parking spaces of the car park. The investigators therefore could only count the number of parking spaces themselves. Since there was no clear signage indicating monthly and hourly parking spaces in the car park, the investigators could only count the total number of parking spaces;
- (c) the report would provide information regarding car parks of property development projects above Tai Wai MTR Station;
- (d) regarding member's opinion that studying individual streets could not reflect the overall situation, he pointed out that the consultancy selected the investigation site and studied the area within 500 metres of the site as stipulated in the contract;
- (e) pedestrians' sightlines would be blocked by large commercial vehicles parked legally or illegally along the roadside. The report therefore suggested building indoor car parks for large commercial vehicles at suitable locations in Fo Tan;
- (f) he understood that the police had limited resources and could not carry out enforcement action against illegal parking too often. The report mentioned the stepping up of such efforts simply as one of the suggestions;

- (g) regarding the selection of investigation sites, the consultancy inspected various locations and counted the number of vehicles in the Sha Tin District in the first phase of the study. The current sites were selected as a result of negotiations at working group meetings and consideration of the availability of resources;
- (h) regarding the matter that public housing estates would be built on the site at Hang Tai Road selected for building a multi-storey car park in the report, he would review relevant information and apologised for the oversight;
- (i) he pointed out that the report would provide more details on suppressing the growth of the number of private cars and said that relevant measures included increasing first registration tax and license fee; and
- (j) he thanked the convenor of the working group for her assistance and said that the consultancy would collect members' opinions and revise the final version of the report accordingly.

83. Mr CHENG Ching-lam, Assistant Engineer of the C&A Consulting Ltd. clarified that the consultancy did not investigate the car park inside Grandway Garden, but the one managed by Wilson Parking. The car park provided both monthly and hourly parking spaces; however, without clear signage, the investigators could only count the total number of parking spaces.

84. The Chairman asked the consultancy to note members' opinions and revise the final version of the report accordingly.

Motion

Motion by Ms LAM Chung-yan: Requesting Early Opening of the Section of Shatin to Central Link (Tuen Ma Line) between Sha Tin and Kowloon
(Paper No. TT 92/2018)

85. The Chairman asked the Secretariat to count the number of members present.

86. Due to a lack of a quorum, the Chairman suspended the meeting for 15 minutes and asked the Secretariat to call absent members back to the meeting.

87. The Secretariat recalled absent members to the meeting; however, the quorum was still not met. The Chairman adjourned the meeting at 7:34 pm.

Date of Resumed Meeting

88. The resumed meeting was scheduled to be held at 2:30 pm on 18 December 2018 (Tuesday).

Sha Tin District Council Secretariat
STDC 13/15/45

February 2019