

**Minutes of the 7th Meeting of
the Sha Tin District Council in 2016**

Date : 24 November 2016 (Thursday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Chairman : Mr HO Hau-cheung, BBS,MH	2:30 pm	6:26 pm
Vice-Chairman : Mr PANG Cheung-wai, Thomas, SBS, JP	2:30 pm	6:26 pm
Members : Mr CHAN Billy Shiu-yeung	2:30 pm	4:35 pm
Mr CHAN Kwok-keung, James	2:30 pm	4:35 pm
Ms CHAN Man-kuen	2:30 pm	6:26 pm
Mr CHAN Nok-hang	2:30 pm	6:14 pm
Mr CHENG Tsuk-man	2:44 pm	5:48 pm
Mr CHING Cheung-ying, MH	2:47 pm	6:26 pm
Mr CHIU Chu-pong, Sunny	2:30 pm	4:35 pm
Mr CHIU Man-leong	2:30 pm	6:26 pm
Mr HUI Yui-yu, Rick	2:30 pm	4:42 pm
Mr LAI Tsz-yan	2:30 pm	6:26 pm
Ms LAM Chung-yan	2:30 pm	6:26 pm
Mr LEE Chi-wing, Alvin	2:30 pm	6:26 pm
Mr LEUNG Ka-fai, Victor	2:30 pm	6:05 pm
Mr LI Sai-hung	2:30 pm	6:26 pm
Mr LI Sai-wing	2:30 pm	4:00 pm
Mr LI Wing-shing, Wilson	2:30 pm	5:57 pm
Mr MOK Kam-kwai, BBS	2:30 pm	6:26 pm
Mr NG Kam-hung	2:52 pm	6:26 pm
Ms PONG Scarlett Oi-lan, BBS, JP	2:30 pm	5:23 pm
Mr PUN Kwok-shan, MH	2:30 pm	6:26 pm
Mr SIU Hin-hong	2:30 pm	6:23 pm
Mr TING Tsz-yuen	2:56 pm	5:56 pm
Mr TONG Hok-leung	2:30 pm	6:26 pm
Ms TUNG Kin-lei	2:30 pm	6:26 pm
Mr WAI Hing-cheung	2:30 pm	6:13 pm
Mr WONG Fu-sang, Tiger	2:30 pm	6:26 pm
Mr WONG Hok-lai	2:30 pm	6:26 pm
Mr WONG Ka-wing, MH	2:30 pm	6:26 pm
Ms WONG Ping-fan, Iris	2:30 pm	6:26 pm
Mr WONG Yue-hon	2:30 pm	6:05 pm
Mr YAU Man-chun	2:30 pm	5:15 pm
Mr YIP Wing	2:30 pm	6:26 pm
Mr YIU Ka-chun	2:30 pm	6:26 pm
Ms YUE Shin-man	2:30 pm	5:34 pm

Present

Secretary : Mr YUNG Ming-chau, Michael
Mr YUEN Chun-kit, Derek

**Time of joining
the meeting**

2:30 pm
Senior Executive Officer (District Council) /
Sha Tin District Office

**Time of leaving
the meeting**

6:26 pm

In Attendance

Ms CHAN Yuen-man, Amy, JP
Mr WONG Tin-pui, Simon

Ms KWAN Chui-ching, Catherine

Mr Sean LIN

Ms Rosanna TSE

Mr NG Kok-hung

Mr TAM Chung-keung

Mr LAU Chun-him, Kenny

Ms KWOK Wai-ying, Candy

Ms LO Lai-fong, Jackie

Mrs LEE CHEUNG Yat-wai, Gloria

Mr TSAI Yu-sing, Eric

Dr HO Wing-chuen

Mr LUK Hing-chuen, Steve

Ms LO Wai-man, Mimi

Ms WAN Siu-ling

Mr HO Kin-nam, David

Title

District Officer / Sha Tin District Office
Assistant District Officer / Sha Tin District
Office
District Commander (Shatin) / Hong Kong
Police Force
Police Community Relations Officer (Shatin
District) / Hong Kong Police Force
District Lands Officer / ST (District Lands
Office, Sha Tin) / Lands Department
Administration Assistant / Lands (District
Lands Office, Sha Tin) / Lands Department
Chief Engineer / New Territories East 3 /
Civil Engineering and Development
Department
Senior Town Planner / Sha Tin / Planning
Department
Principal Transport Officer / New Territories /
Transport Department
District Leisure Manager (Shatin) / Leisure and
Cultural Services Department
District Social Welfare Officer (Shatin) /
Social Welfare Department
District Environmental Hygiene
Superintendent (Sha Tin) / Food and
Environmental Hygiene Department
Chief School Development Officer (Shatin) /
Education Bureau
Chief Manager / Management (Tai Po, North,
Shatin & Sai Kung) / Housing Department
Senior Liaison Officer (East) (Atg) / Sha Tin
District Office
Senior Liaison Officer (West) / Sha Tin District
Office
Executive Officer I (District Council) 1 /
Sha Tin District Office

In Attendance by Invitation

Mr CHUI Wing-wah

Mr YEUNG Kong-sang

Mr CHUI Po-fai

Title

Deputy Director of Highways / Highways
Department
RHE / New Territories / Highways Department
Senior District Engineer / South East /
Highways Department

Absent

Mr MAK Yun-pui
Ms TSANG So-lai

(No application for leave of absence received)
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Action

The Chairman welcomed Members and representatives from government departments and organisations to the meeting. He also, on behalf of the Sha Tin District Council (STDC), welcomed Ms Amy CHAN, District Officer (Sha Tin) to the meeting.

2. The Chairman informed the meeting that some media representatives and members of the public, being present as observers, were taking photographs and making video and audio recordings.

3. The Chairman said that as the Director of Highways was absent due to other official commitments, Mr CHUI Wing-wah, Deputy Director of Highways, represented him to attend the meeting. He welcomed Mr CHUI Wing-wah, Mr YEUNG Kong-sang, RHE (New Territories), Mr CHUI Po-fai, Senior District Engineer (South East) of the Highways Department (HyD) to the meeting.

Confirmation of the Minutes of the Meeting Held on 22 September 2016
(STDC Minutes 6/2016)

4. Members confirmed the above minutes unanimously.

Visit of Director of Highways
(Paper No. STDC 102/2016)

5. The Chairman invited Mr CHUI Wing-wah to briefly introduce the responsibilities of the HyD.

6. Mr CHUI Wing-wah gave a PowerPoint presentation to briefly introduce the responsibilities of the HyD, and the main points were as follows:

- (a) since the Director of Highways was absent due to other official commitments, he represented the Director to attend the meeting. He apologised to Members for making such an arrangement;
- (b) the HyD was responsible for the design, construction and maintenance of the road networks in Hong Kong. It was also responsible for planning the railway networks, monitoring the implementation of railway projects, minor road works at district level and the Enhancement Programme of Vegetated Slopes of HyD;
- (c) the HyD, led by the Director of Highways, comprised of four divisions, namely the Railway Development Office, the HK-Zhuhai-Macao Bridge HK Project Management Office, the Major Works Project Management Office, the Headquarters and two Regional Offices under the administration of the Deputy Director of Highways. The department had an establishment of about 2 180 staff members, among which around 530 were professionals, who were mainly engineers, while some were landscape architects, architects and surveyors.

There were also around 1 080 technicians, and the remaining staff members were in clerical grades;

- (d) currently, Hong Kong's population was approximately 7.32 million, with Sha Tin taking up about 9%, i.e., 660 000. The length of roads in Hong Kong added up to 2 101 kilometres, with Sha Tin taking up 148 kilometres, which was in proportion to the population in the district. The total length of railways in Hong Kong was 221 kilometres. There were 1 344 flyovers and 774 footbridges, among which 142 and 45 were located in Sha Tin. Among 463 subways throughout the territory, 87 were located in Sha Tin. The HyD was also responsible for the management of the road lighting system in Hong Kong. Among all 145 000 street lights throughout the territory, Sha Tin took up 12 500 of them. Meanwhile, among 12 994 roadside slopes under the management of the HyD, nearly 800 were located in Sha Tin;
- (e) at present, one of the major projects was the Shatin to Central Link (SCL). The SCL, with a total length of 17 kilometres, consisted of two sections. One of them was Tai Wai to Hung Hom Section. This was an extension of the Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom where it would join the West Rail Line. The other one was Hung Hom to Admiralty Section. This was an extension from Hung Hom across the Victoria Harbour to Wan Chai and Admiralty. The SCL would have 10 stations, among which 6 were interchange stations. The stations of Sha Tin Section included Tai Wai and Hin Keng. Upon the completion of Tai Wai to Hung Hom Section, 8-car trains, instead of 4-car trains, would be used at the Ma On Shan Line to tie in with the future 8-car train operation configuration of the whole section of "East West Corridor". To cope with such a change, improvement works were being carried out at the stations of the Ma On Shan Line. The works of the SCL had commenced in 2012. It was anticipated that Tai Wai to Hung Hom Section would be completed in 2019, while Hung Hom to Admiralty Section would be completed in 2021;
- (f) the structural works for MTR Hin Keng Station had been completed in general. At present, track laying works, building services works and electrical and mechanical works were being carried out. The tunnelling works of the Hin Keng to Ma Chai Hang, Wong Tai Sin tunnel commenced in October 2012 and was broken through in November 2015. Tunnel lining construction inside the tunnel was completed in August 2016 and track laying works were being carried out at the moment. The Ma On Shan Line platform expansion and modification works commenced in July 2012 and was completed in October 2016. Testing of the signalling system and installation works of the Automatic Platform Gates were being carried out now;
- (g) the department always hoped that, where technically feasible, they could install barrier-free access facilities for those footbridges or subways that had not been installed with standard barrier-free access facilities and there were no proper at-grade pedestrian crossing facilities available within an area of about 100 metres as a response to the proposal put forward by the Equal Opportunities Commission. This was called the Original Programme. In 2012, the Chief

Executive had launched the Universal Accessibility Programme, and the department called it the “Expanded Programme”. Under the Expanded Programme, the department would, where technically feasible, consider installation of lifts for footbridges or subways with access ramps. Upon completion of the works, the department would decide whether the access ramps would be retained. Space could be vacated if the access ramps were to be removed;

- (h) under the Original Programme of the Sha Tin District, the project at Tai Po Road near Fo Tan Road had been completed, while the projects at Yuen Wo Road and Sha Kok Street were still in progress. In addition, four projects were at the design and planning stage. The department hoped that those projects would commence as soon as possible;
- (i) under the Expanded Programme, the Government had invited each District Council (DC) to nominate three priority projects in the district. The Sha Tin District had decided that lifts would be installed at the following three locations: in the vicinity of MTR Tai Shui Hang Station, the roundabout at Che Kung Miu Road and Mei Tin Road, and Pai Tau Street. Works of the three projects were in progress. Besides the projects under the Original Programme and the Expanded Programme, starting from the fourth quarter of this year, the Government would again invite the DCs to further nominate not more than three existing walkways in their respective districts for the next phase of the Universal Accessibility Programme;
- (j) in recent years, the Government had heard some public opinions, expressing people’s wish for provision of covers to public walkways linking with public transport interchanges or MTR stations, so that the elderly and members of the public could commute between public transport systems comfortably. The Government had put forward a proposal in the *2016 Policy Address* to provide covers to walkways. All DCs were invited to nominate a walkway in their respective districts for provision of a cover. They were required to select and accord priority to three locations, and then the Government would conduct feasibility studies. A project would commence if it was found feasible. However, in case the first priority project was not feasible, feasibility studies on the other proposed projects would be conducted according to their descending order in priority;
- (k) the HyD would also carry out minor road improvement works in the district at the Transport Department (TD)’s request, such as enhancement of cycle tracks, widening of pavements and provision of parking areas. For example, a parking area would be provided at Shing Mun Road near Fu Shan Crematorium and directional signs would be re-installed at Siu Lek Yuen Road. In addition, the department was responsible for road maintenance, such as timely repavement of damaged road surface and maintenance of cycle tracks and pavements to keep the road surface in good condition. Recently, repavement works had been carried out at Yuen Wo Road, Sha Tin Rural Committee Road and Tai Chung Kiu Road; and

- (1) regarding the Enhancement Programme of Vegetated Slopes of HyD, the department pointed out that a large number of senescent Acacia trees planted in Hong Kong in the early days showed signs of ageing. The average life span of senescent Acacia trees was 50 years. For many of them, sudden ageing might take place between 20 and 30 years old, during which they might be easily infected with fungus, and their health condition might rapidly deteriorate within a short period of time. They might even collapse. The HyD found that the number of senescent Acacia trees removed due to poor tree health and structural conditions had been increasing in recent years. In respect of the Sha Tin District, collapse of a senescent Acacia tree had taken place at the cycle track near Yuen Chau Kok Park. To take precautions to safeguard public safety, the department was implementing the Enhancement Programme of Vegetated Slopes of HyD to carry out phased replacement of the aged senescent Acacia trees in a systematic manner. Having consulted the STDC earlier, the department had launched the first phase of a pilot scheme in Yuen Chau Kok. It would gauge Members' views and review the second phase of the scheme. The HyD would then consult Members of the concerned constituency in 2017.
7. The Chairman thanked Mr CHUI Wing-wah for his brief presentation on the responsibilities of the HyD, and invited Members to give their views.
8. The views of the Vice-Chairman were summarised below:
 - (a) he hoped that the HyD would adjust the on/off time of street lights in winter. He pointed out that in his constituency, there were many hill roads nearby. He asked if the street lights of the whole section of the road were turned off, whether he could call other hotlines apart from 1823;
 - (b) as there were many flyovers in the Sha Tin District, he suggested that the department should carry out beautification works, and study with the Food and Environmental Hygiene Department (FEHD) how to step up waste disposal; and
 - (c) he had strived for provision of escalators in Sui Wo Court for many years. He had also moved a motion in recent years to request the department to complete the layout plan by the end of 2016 and conduct consultation. He urged the department to follow up the issue more actively so that the works could commence as early as possible to benefit the residents.
9. The views of Mr CHIU Man-leong were summarised below:
 - (a) he thanked the HyD and the Mass Transit Railway Corporation Limited (MTRCL) for implementation of the platform expansion works for Ma On Shan Line to tie in with the SCL project. He and the local residents had all along strived for provision of additional entrances and exits at MTR Tai Shui Hang Station and MTR Heng On Station. As several major public housing developments in Ma On Shan had been completed one by one, the population would increase. Therefore, it would be necessary to provide additional entrances and exits. On 8 November 2016, the Traffic and Transport Committee (TTC) passed a provisional motion, requesting that additional

entrances and exits at MTR Tai Shui Hang Station and MTR Heng On Station should be provided. He hoped that the department and the MTRCL would respond to the said request;

- (b) under the Universal Accessibility Programme, the lift installation works for subway NS287 linking Ma On Shan Road and Hang Tai Road near MTR Tai Shui Hang Station were in progress. However, as underground pipes, cables, signal cables, etc. needed to be relocated, the works had seriously lagged behind schedule. He hoped that the department would urge the relevant staff and contractor to catch up with the implementation schedule so as to benefit the residents and the needy as early as possible; and
- (c) he thanked the HyD for promotion of the use of eco-pavers. Since 2012, he had strived for extensive use of eco-pavers for the On Tai Constituency. In 2015, the HyD replaced the bricks outside Kam Tai Court with eco-pavers. However, the outer area of other housing estates such as Mountain Shore, Sausalito, La Coasta and Ocean View had not been paved with eco-pavers yet. He hoped that the department would carry out eco-paver paving works in the outer area of the said housing estates.

10. The views of Mr LI Sai-wing were summarised below:

- (a) he thanked the HyD for promotion of the use of eco-pavers. The department had paved eco-pavers for Hang Hong Street in Ma On Shan earlier. However, as the eco-pavers were quite loose, he hoped that the department and the contractor would study how to improve the paving method. In addition, the yellow eco-pavers paved at Hang Hong Street looked dirty. He asked whether there were any remedies;
- (b) the department might have laid down some requirements on street light installation. However, some road sections might be blocked by obstacles, and hence the overall illumination level was affected. He asked whether street lights could be installed according to the actual situation. Moreover, he asked whether feature street lights could be installed;
- (c) he opined that the Universal Accessibility Programme was well received by the public. He hoped that the programme would be extended to cover construction of escalators along slopes;
- (d) being the Chairman of the TTC, he considered that under the programme “Provision of Cover to Walkway”, as the DC was required to select and prioritise the locations, and decide on the workflow of public opinion collection, it would be difficult for the TTC to handle the matter; and
- (e) he found that the road surfaces of carriageways in Sha Tin might become uneven easily. The staff of the HyD in the Sha Tin District were co-operative and made an effort to deal with the problem of uneven road surfaces promptly. However, as the materials used to pave the carriageways were undesirable, the road surfaces could be easily damaged.

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

- (a) he appreciated that under the Expanded Programme, the works progress of the priority items was satisfactory. However, as some projects had come across difficulties, he hoped that the department would communicate with the MTRCL. While the works of footbridge NF73 were being carried out, the contractor had used the carriageways of the MTRCL to transport materials. Recently, the MTRCL permitted the access of engineering plant only. Therefore, the contractor might need to transport heavy materials via the pavement on one side of the road. The contractor said that the works would thus be delayed, and it would cause obstruction to the pavement;
- (b) it had taken many years to prepare the project NF40 under the Original Programme, and the project was gazetted last year. He asked why the information provided by the department indicated that the project was still at the design stage, and when the project would commence; and
- (c) he appreciated the department's maintenance works carried out at various locations in Sha Tin, but did not see why the road surfaces could be easily damaged after heavy rain. He hoped that the department would notify DC Members of the concerned constituencies and the local residents as early as possible if works were to be carried out, especially during nighttime, so as to minimise the impact on the residents' daily life.

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

- (a) he communicated with the consultant of the project of footbridge NF74 in Sun Tin Wai twice a year. He noted that the project was included in the second phase, and tenders should have been invited between June and July 2016. However, no progress had been made so far. He hoped that the department would follow up the issue. He asked when the projects of the second phase would be taken forward;
- (b) he was worried that the at-grade pedestrian crossing facilities of MTR Hin Keng Station might be too crowded due to high pedestrian flow, and this might cause danger. However, the department was reluctant to construct a footbridge linking to Hin Keng Estate. He hoped that the department would reconsider the case;
- (c) a lot of vehicles headed for Sha Tin via Tai Po Road, Route 8 and Shing Mun Tunnels in the evening, and thus Sha Tin might become the bottleneck. The construction of Road T4 was discussed many years ago, but the proposal was shelved finally. He asked whether the department and other departments concerned had any measures to improve the traffic in Sha Tin; and
- (d) the road capacity of the roundabout at the junction of Che Kung Miu Road, Hung Mui Kuk Road and Mei Tin Road had reached saturation. He enquired about the progress of the proposal to construct a flyover.

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

- (a) the road surface repaving works for several cycle tracks in the Sha Tin District had been completed. However, as the materials could be damaged easily due to their poor quality, the road surface became uneven. She suggested that the department should improve the road surface maintenance so as to safeguard the safety of road users;
- (b) the HyD's management of trees beside carriageways and pavements was unsatisfactory. In recent years, owing to high rainfall, the weeds and tree branches stretched to the carriageways and pavements. She hoped that the HyD would send staff to conduct regular inspection and remove weeds and prune the trees which might cause obstruction to road users. The department should not address the problems only upon receipt of reports or complaints from the public;
- (c) replacement of senescent Acacia trees was not the right way to eradicate the problem of collapse of trees. It would be more important to equip frontline workers with the knowledge of caring of trees. She suggested that the department should inspect, prune and take care of the trees on a regular basis. Moreover, she advised that the department should not plant shrubs around the corners of streets to avoid blocking the vision of pedestrians and motorists;
- (d) the repair and maintenance of eco-pavers was unsatisfactory. She suggested that the department should study whether there was anything wrong with the materials, or consider deploying more staff to help make improvement. As the project in the Shek Mun industrial and commercial zone and the second phase of Shek Mun Estate would be completed soon, she urged the department to tie in with the development in the area by paving eco-pavers to improve the environment; and
- (e) some of the railings for prevention of illegal bicycle parking in the Sha Tin District were quite old. She hoped that the department would study the installation of feature railings so as to beautify the environment.

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

- (a) regarding the provision of a cover to the walkway of MTR University Station, he opined that the department adopted a passive attitude and its efficiency was low. At the TTC meeting in 2011, his request in respect of this project was approved. Later, he took the lead in conducting site visits with the HyD and the TD three times and calling two meetings. He was satisfied with the work of the TD. However, since the HyD staff did not give sufficient support, no progress of the project had been made. Users of MTR University Station still could not be benefited. He hoped that the Deputy Director would be in charge of this project in person so as to expedite the design and finalise the works commencement date as soon as possible. On 30 November 2016, he would discuss this project with the HyD, the TD and the Sha Tin District Office (STDO). He hoped that the department representatives would bring with them the layout plans to attend the

meeting. No matter whether the project was feasible, he hoped that the departments would give Members a reply;

- (b) the street lights were turned off too early in winter. He suggested that they should not be turned off until 7:00 am and should be turned on at 5:30 pm so as to ensure safety of road users;
- (c) he urged the HyD to pave eco-pavers in Ma On Shan town centre as scheduled in mid-December this year; and
- (d) he had already submitted the proposal on provision of a cover to the walkway linking Pai Tau Street to MTR Sha Tin Station. He believed that the public had expected the project for long, and hoped that the department would place importance on the proposal.

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

- (a) although a lot of footbridges and flyovers were provided in the Sha Tin District, they had no distinguishing features and the colours were dim. The space under the footbridges or flyovers were not fully utilised either. She suggested that the department should make reference to the designs of the Mainland and foreign countries and renovate the footbridges and flyovers in the district by adding artistic, greening or lighting elements, so as to beautify the community and fully utilise the space under the footbridges and flyovers;
- (b) the cleanliness of footbridges and subways in the district was unsatisfactory. A member of the public had reflected to her that dog faeces in a subway had been left unattended over one month. The department concerned cleaned up the faeces only upon receipt of a phone call from the public. She hoped that the department would step up monitoring the contractors;
- (c) paving of eco-pavers for Tai Wai Road had been completed, but damages were often found. It was necessary for the department to enhance maintenance and repair; and
- (d) she had requested the department to install optical system under the flyover at Tai Po Road (Tai Wai Section) so that the public did not need to call the department to ask for turning on the lighting system.

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

- (a) relatively speaking, there were more expressways in Sha Tin linking to the New Territories and urban areas. As large vehicles often ran past those expressways, much wear and tear had been caused to the road surfaces, especially the locations near traffic lights or the ramps at which the road surfaces could be easily uplifted. After the road surfaces had been repaved with asphalt for one to two years, the road surfaces would be uplifted again. He had called 1823 several times and the HyD promptly addressed the problem every time. However, he believed that just relying on complaints lodged by DC Members or the public

was not a desirable management measure. He asked how the department would inspect and maintain the road surfaces;

- (b) as there were more expansion joints on flyovers, heavy vehicles would cause noise nuisance when passing by. He asked the department what measures it would take to reduce the noise impact; and
- (c) recently, several accidents had happened to workers who engaged in road surface maintenance works at night. He noted that the HyD had taken corresponding safety measures. However, as motorists were usually tired at night, this would cause traffic accidents more easily. He asked the department whether it could carry out road surface maintenance works during daytime non-peak hours so as to alleviate the workload at night.

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

- (a) in August 2012, he had requested the HyD in writing to pave eco-pavers for Che Kung Miu Road and Sha Tin Tau Road in the Chun Shek Constituency. Staff of the HyD had conducted a site visit with him, and replied in writing that it would take four years before commencement of the works. He urged the department to follow up the works schedule with him after the meeting;
- (b) he had all along strived for provision of sound barriers at Lion Rock Tunnel Road near Fung Shing Court. However, the Environmental Protection Department, instead of the HyD which was a works department, was the lead department for installation of sound barriers. He hoped that the HyD would follow up the matter with him after the meeting; and
- (c) regarding the surfaces of carriageways, especially the sections at which many buses passed by, damages and uneven surfaces were still found after repaving, resulting in water splash on rainy days. He asked whether the HyD would repave the road surfaces on a regular basis, or repaving works would commence only upon receipt of complaints by the department. He hoped that the department would conduct a site visit at the roads with uneven surfaces after the meeting and study the improvement measures.

18. Mr Tiger WONG pointed out that the Universal Accessibility Programme was well received by the public when it was launched in 2012. However, owing to certain limitations on the programme, its effect was undesirable. According to the report of the Audit Commission, some places with low pedestrian flow were installed with lifts, while some with high pedestrian flow were not. Moreover, some footbridges built by the Housing Department (HD) were not covered by the first phase of the Universal Accessibility Programme. He had all along reflected his views, and reflected the local needs to the Chief Secretary for Administration early this year. She gave a reply via the HyD, saying that they could wait until the HyD consult the STDC in the fourth quarter of this year. He considered that the same quota for each district was unfair to the Sha Tin District. Also, pedestrian flow should not be the sole consideration. The number of elderly and needy beneficiaries should be the major consideration instead. He hoped that when the department launched the second

phase of the Universal Accessibility Programme, it could provide the relevant information and include those footbridges which were not managed by the Government in the programme.

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

- (a) she had strived for the construction of a cycle track from Hin Keng to Tai Wai for ten years. The TD had provided a layout plan and conducted consultation in 2008, and the proposal was gazette later. However, no progress had been made so far. She enquired about the co-ordination between the TD and the HyD in respect of this project and asked when the works would commence;
- (b) she had written to the HyD to enquire about the works progress of paving eco-pavers. Since works still had not been carried out near the anticipated works commencement date, she called the department for enquiry and learnt about the reason for works delay. However, no staff had contacted her when the works commenced. She hoped that the department would actively follow up district works as soon as possible; and
- (c) she had all along requested the MTRCL and the HyD to take forward the construction of the footbridge linking to Hin Keng Estate. However, the department considered that the at-grade pedestrian crossing facilities were sufficient to cope with the anticipated pedestrian flow. As local residents opined that a footbridge would facilitate road crossing of the elderly and the disabled, she hoped that the department would review its decision.

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

- (a) he asked when the second phase of the Universal Accessibility Programme would commence, and enquired about the criteria for prioritising the projects. He was in support of Mr Tiger WONG's views, saying that regarding the selection of sites, besides pedestrian flow, the number of the elderly and the disabled should also be taken into consideration. In respect of the first phase of the Universal Accessibility Programme, he pointed out that the pedestrian flow of the Heng On Estate project was the third highest. He did not see why the project was not selected, but the one in Tai Shui Hang was selected instead. The housing estates in Tai Shui Hang were quite new, and the average age of the population should be lower than that of Heng On Estate. The number of the elderly and the disabled was not taken into consideration when the decision was made in early years. He suggested that the need of the elderly and the disabled should be considered in the second phase; and
- (b) although some pavements were narrow, covers for passengers queuing for buses were provided, such as covers at minibus stops. He suggested that the road sections concerned should be widened first before providing covers.

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

- (a) the MTRCL and the HyD had refused to take forward the construction of the footbridge linking to Hin Keng Estate. Over the past five years, he had

provided statistics to the HyD for reference, but the department still referred to the statistics compiled seven years ago. Last week, minor waterworks carried out at MTR Hin Keng Station had caused traffic congestion in the morning. He asked whether the adjustment of traffic light signals could help avoid the occurrence of similar situation. He hoped that the department would consider the proposal again; and

- (b) many accidents had happened at Tai Po Road near Keng Hau Road. Serious traffic accidents had resulted in seven death cases over the past 12 years. He hoped that the HyD would inspect the surroundings, especially the bend near Keng Hau Road at which Tai Po Road improvement works were being carried out. The department might conduct a site visit between nine o'clock and ten o'clock at night with Members if necessary.

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

- (a) as the completion date of the SCL had been extended, Members had strived for phased opening of the SCL. However, the proposal had been rejected by the MTRCL earlier. He hoped that the department would help strive for implementation of the proposal to avoid waste of resource;
- (b) the road surfaces could be easily damaged again after maintenance. He considered that the HyD should step up monitoring of contractors. Having repaved the road surfaces, some contractors reopened the road sections without waiting for the materials to dry up, resulting in uneven road surfaces;
- (c) the road capacity of Heung Fan Liu Street could no longer cater for the traffic flow. In addition, as there might be new residential developments in the future, he suggested construction of a traffic island; and
- (d) he considered that the HyD should clean up the refuse on pavements and carriageways on a regular basis.

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

- (a) the staff of the HyD in the Sha Tin District actively promoted the use of eco-pavers in the district to improve the local environment. She hoped that the department would continue to pave eco-pavers for the remaining road sections, and work on maintenance and repair with the contractors at the same time;
- (b) the road surfaces of carriageways might easily be damaged on rainy days. She asked whether it was due to the problem with the materials used or other reasons. If the road surfaces were easily damaged after maintenance, the public might have a bad impression on the HyD; and
- (c) she agreed that pedestrian flow should not be the only consideration for the Universal Accessibility Programme. The number of elderly and needy beneficiaries should be the major consideration instead. The Kwong Yuen and Kwong Hong Constituencies were developed along the hillside, and the

population was ageing there. However, as only an upward escalator was provided and it was not working quite often, it could not provide convenience to the elderly, women and children. She hoped that the department would study individual cases, review the objective condition and then prioritise the projects again.

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

- (a) he had received public enquiries about the progress of provision of covers at MTR University Station, and hoped that the department would give a response;
- (b) besides the cycle tracks, the problem of uneven road surfaces of other roads in Ma On Shan was serious. As four cases of pipe bursts took place in Ma On Shan in October, the road surfaces had to be repaved. However, the road surfaces were still uneven upon repavement. For example, after excavation of the pavement outside the east gate of Villa Athena, the problem of uneven road surface was serious, and even V-shaped potholes were found, causing inconvenience and danger to pedestrians. Nevertheless, he appreciated the high efficiency of the HyD in promptly repaving the road sections of the four locations. He hoped that the department would further study the use of other materials and make improvements;
- (c) he opined that the slope greening work was unsatisfactory and a lot of grass and flowers withered. A large part of the slope between Double Cove and Wu Kai Sha Village was managed by the HyD. The part managed by the Leisure and Cultural Services Department was in good condition, but the part managed by the HyD was undesirable. He hoped that the HyD would step up regular inspection and put more effort in greening and maintenance; and
- (d) the utilisation rate of the footbridge at Double Cove had increased. Currently, the HyD conducted cleansing work once a quarter. He suggested enhancing cleansing and inspection.

25. Mr Rick HUI pointed out that for footbridge NF316 under the Universal Accessibility Programme, the installation works of a lift at the location near Sun Chui Estate were delayed due to underground utilities in the vicinity. Those utilities were not found at the design stage because the layout plan of the underground utilities was not accurate. He considered that the Government should be held responsible for the delay to a certain extent. He hoped that the department concerned would take the initiative to intervene in the project and offer assistance to the contractor and consultant. Residents of Sun Chui Estate had been longing for a lift for a long time. They did not want to see the delay of works resulted from the Government's mistake.

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

- (a) it was easy for members of the public to gain access to the facilities provided by the HyD. Among all government departments, the HyD was one of the departments that he appreciated. Whenever he called the engineers of the district, they often gave prompt assistance to him;

- (b) he asked whether the police would speed up the processing of applications for excavation lodged by the HyD in response to the emergencies that took place at pedestrian crossings, crossroads, etc. It took four to five months to obtain an excavation permit for the works outside Yu Chui Shopping Centre. During the waiting period, flying debris and sand might cause accidents;
- (c) regarding the quota of street lights for rural areas, he hoped that more quotas could be provided;
- (d) he asked whether the department would take measures to minimise the danger brought by road surface maintenance works, especially the works conducted during nighttime; and
- (e) he was disappointed with the programme “Provision of Cover to Walkway”. In implementing the Universal Accessibility Programme, the department listed details such as the locations at which access ramps or lifts would be provided and the pedestrian flow. Now, such details were not provided when the programme “Provision of Cover to Walkway” was implemented.

27. Mr Sunny CHIU asked about the criteria for prioritising the projects under the second phase of the Universal Accessibility Programme. He would also like to know the actual implementation date, and how many walkways in the Sha Tin District would be installed with barrier-free access facilities. In addition, he enquired about the works progress of the footbridge linking up Sha Kok Street and Garden Rivera.

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

- (a) it was anticipated that paving of noise reduction surfacing materials for Tin Sum Street could commence at the end of this year. He hoped that the nuisance caused to motorists and residents would be reduced during the works period;
- (b) the HyD would install street lights for public housing estates. Upon completion of the works, management of the street lights would be handed over to the HD. As the request for provision of street lights in rural areas had not been addressed for long, he asked what policies the department would adopt to address the said request;
- (c) the Universal Accessibility Programme had proved to be a success since its implementation. It was hoped that the four locations of footbridge NF316 (an octopus footbridge) could be installed with lifts. The lift installation works at the location near Sun Chui Estate were delayed due to existence of buried water mains. However, the lift installation works at the property development above MTR Tai Wai Station would be completed even a bit late. The anticipated completion date was 2020 or 2021. As a result, the four lifts could not come into operation simultaneously. He opined that as the location of this lift installation works was at the property development above the MTR station, which was related to the MTRCL, the HyD should intervene in the works. Meanwhile, as the environment of Tin Sum Village and Festival City was more

desirable, operation of the lifts there could be advanced upon approval by the Electrical and Mechanical Services Department; and

- (d) he considered that the department should provide more details on the programme “Provision of Cover to Walkway”. As Sha Tin had a large population, he hoped that the department would allocate additional quotas to the district.

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

- (a) she asked how the HyD monitored the road works and road maintenance works. She pointed out that the road surfaces of Yuen Wo Road, Sha Tin Rural Committee Road and Lok King Street were often seriously damaged after heavy rain;
- (b) many elderly persons had reflected to her that the road bricks on pavements were uneven. She suggested that the department should study improvement measures;
- (c) she asked whether there were any new materials that could help reduce road traffic noise more effectively. Although Tolo Highway had already been paved with noise reduction surfacing materials, residents of the Palazzo still suffered from noise nuisance;
- (d) Exit C of MTR Fo Tan Station near Lok King Street was prone to flooding. She asked whether the problem was caused by uneven road surface or the drains;
- (e) according to the figures provided by the HyD, the elderly population in the Sha Tin District would be number one in the territory by 2024, and Sha Tin was the district with the largest population. She asked whether the quotas under the Universal Accessibility Programme could be allocated according to the proportion of elderly population. Moreover, she suggested that the walkways linking up Ficus Garden and Exit C of MTR Fo Tan Station and the one linking up the Palazzo and Exit A of MTR Fo Tan Station should be provided with covers;
- (f) in 2011, the HyD studied the use of non-illuminated retro-reflective traffic bollards. She considered that they were both environment-friendly and energy saving. She asked about their effectiveness and whether the department would greatly promote the use of those traffic bollards; and
- (g) she enquired about the anticipated completion date of the HK-Zhuhai-Macao Bridge.

30. The views of Mr Victor LEUNG were summarised below:

- (a) he appreciated the efforts made by the HyD for the district. Everytime he reflected his views, the department offered prompt assistance to him;

- (b) the road surface was usually seriously damaged after heavy rain. He suggested that the department should clear the gravels on the road surface first when it was raining, and then fill in the potholes; and
- (c) eco-pavers could help solve the problem brought by excavation, but they might easily become loose. He asked whether Members could be informed of the areas in Sha Tin in which the problem of eco-pavers was more serious, so that the problem could be settled in priority.

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

- (a) the eco-pavers on the pavements were often uneven and damaged. He asked whether there were any problems with the materials, implementation of works and supervision by the concerned department, or whether it was caused by human factors or contractors' intentional malpractice. The uneven surface of some road sections was caused by extension of the roots of old trees. He asked whether the department would study the possibility of solving the problem of uneven road surface without doing any harm to the trees;
- (b) some pavements were overgrown with weeds. If this problem was found on government land, he believed that the concerned department would deal with the matter. However, if the weeds grew between government land and private land, he asked who should be responsible for clearing the overgrown weeds;
- (c) plastic poles were used on most cycle tracks because they were safer to cyclists, but they could not provide sufficient protection to pedestrians, especially at the junction of pavements and cycle tracks. It was because most of the cyclists would not stop and dismount, posing danger to pedestrians. He suggested that the department should consider using iron poles so that cyclists must dismount and push their cycles; and
- (d) the footbridge bridging both sides of Shing Mun River was built some years ago. It was used by pedestrians, cyclists and wheelchair users. However, as it was not wide enough, it caused inconvenience to the users. He suggested that cycle tracks should be constructed beside the footbridge, or the footbridge should be reconstructed.

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

- (a) he opined that Members voiced more criticisms of the HyD than compliments to it. In the vicinity of his constituency, the road surface outside the HyD was paved with asphalt. As many buses ran past there, the road surface was uneven and damaged. However, the department did not send any staff to deal with the situation. He asked the department how it carried out routine maintenance;
- (b) repaving of part of A Kung Kok Street was conducted between 10 and 17 September this year. But many buses ran past the slow lane of the said road section. He suggested using concrete for the road surface so that it would not be necessary to repave the road surface so often;

- (c) he was discontented with the arrangements for the Lion Rock Tunnel maintenance works made by the HyD staff earlier. The Secretariat had received a letter dated 3 October by fax from the HyD via the STDO. However, Members did not know about the maintenance until 6 October. He did not see why the HyD still used outdated message delivery method. He had contacted the department by email, but the department was unable to receive the email due to failure of the email system. He suggested that the department should try its best to sort out the problem if the computer system was not working;
- (d) he asked whether the delay of the SCL project would cause overspending in construction costs, and whether the Government had learnt from the experience of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link to avoid recurrence of the same problem; and
- (e) some members of the public had reflected to him that the arrangements for relocation of bus stops at Tai Chung Kiu Road had aroused confusion. He hoped that the department would give an explanation. He also urged the Traffic Management Liaison Group to strengthen communication in respect of road surfacing works.

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

- (a) he considered that only three quotas for each phase of the Universal Accessibility Programme were not enough. He suggested providing additional quotas. As it was difficult for the elderly and wheelchair users to use the footbridge at Belair Gardens, he asked whether a lift could be installed for that footbridge first so as to address residents' needs over the past years;
- (b) he asked why it took 30 months to complete the works for footbridge NF89 linking Greenfield Court with Sha Kok Estate. The contractor had indicated that pipes and cables found during excavation caused obstruction to the works. He asked the department whether it should communicate with the concerned public utility companies before commencement of the works; and
- (c) many residents had lodged with him complaints against the Enhancement Programme of Vegetated Slopes of HyD, under which Yuen Chau Kok was a selected point for the pilot scheme. Therefore, he had asked the HyD for relevant papers, but the department gave him press cuttings only. He asked whether safety screening of slopes or inspection of health condition of trees had been conducted before implementation of the programme. If the department kept taking forward the programme, he believed that screening should be conducted first. In addition, as the health of the trees planted as replacements was not in good condition, he urged the department to continue to monitor the situation.

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

- (a) engineers in Hong Kong had gained worldwide reputation. However, he did not see why it was impossible to provide a cover at Lok King Street. He had

written to Professor Anthony CHEUNG Bing-leung in respect of this issue. In 2013, he had organised an “umbrella-holding” campaign, but the department did not respond to his request. The pedestrian flow of the said location had met the requirement, and many disabled persons used the walkway. He believed that the difficulty of providing a cover to the racecourse in Sha Tin would not be greater than that of providing one to Lok King Street. Therefore, he suggested that the department should try its best to overcome the difficulties in load and tension;

- (b) vehicles heading northbound from Lai Ping Road in Kau To Shan via Tai Po Road had to run past the racecourse first. As the road in the racecourse was a private road, it was not open all the time and the traffic was busy on race days. He suggested that individual roads should be constructed to link to Royal Ascot and Tolo Highway for the convenience of vehicles heading for the New Territories North. He also hoped that the department would check the motion that he and Mr KAN Chung-nin, Tony put forward in 2009; and
- (c) he asked what criteria the department adopted to determine which slopes would be improved, and whether all types of slopes would be improved.

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

- (a) he appreciated the prompt response of Mr KWOK Ka-chun, Gordon and Mr FUNG Ka-tsun of the HyD to public needs;
- (b) the footbridge outside Mei Chung Court was not provided with barrier-free access facilities. Therefore, he suggested installation of a lift. Under the Universal Accessibility Programme, each district was allocated with three quotas only. He considered that the HyD should allocate the resources according to the population proportion of each district. The resources of the programme “Provision of Cover to Walkway” should also be allocated according to the same principle;
- (c) the weeds at the traffic island next to the pavement and carriageway near Mei Tin Road and Pik Tin Street had grown into shrubs. He hoped that the department would take note of the situation; and
- (d) some residents had been aware of the maintenance works of the Lion Rock Tunnel earlier than DC Members. He considered that the notification mechanism was unsatisfactory.

36. The views of the Chairman were summarised below:

- (a) he had moved a motion at the Health and Environment Committee meeting on 6 November 2014, requesting the HyD and the FEHD to enhance cleansing of footbridges and subways to ensure that the hygiene condition was the same as that of ordinary pavements. Footbridges and subways were cleaned once a quarter in average. The cleansing work was not conducted as frequently as that of pavements. He had strived for more frequent cleansing work over the past

two years. However, he was aware that no progress had been made due to funding limit;

- (b) tackling the problem of illegal bicycle parking involved several departments, such as the TD and the STDO, and the Working Group on Tackling Illegal Bicycle Parking. Installation of acrylic panels in Tai Wai by the relevant department had achieved remarkable effect. He hoped that the department would keep adopting the said measure, especially for the dividers of cycle tracks and pavements in the subways, so as to minimise the number of accidents. He noted that the HyD could not fully implement such a measure because of the high material cost. The STDO had been tackling the problem of illegal bicycle parking under the District-led Actions Scheme. However, owing to the funding limit, only fully enclosed chaining fences could be used. The HyD should strive for more resources to address the issue; and
- (c) next year would be the 20th anniversary of Hong Kong's return to China. He noted that the Special Administrative Region (SAR) Government would allocate resources to beautify the community, including drawing on staircases. As there were a large number of footbridges and flyovers in the Sha Tin District, and the area of bridge piers was quite large, he suggested that the department should select the flyover linking up Mei Tin Road and MTR Tai Wai Station for the pilot scheme and beautify it.

37. Mr CHUI Wing-wah gave a consolidated response as follows:

- (a) Members were concerned about the community and actively expressed their views. Some were criticisms while some were praises. He undertook that the department would definitely follow up Members' views. Even if their comments might not fall within the HyD's responsibilities, the department would still liaise with the concerned departments with a view to solving the problems;
- (b) the street lights of the HyD were installed with sensors. The operation of its on/off function depended on the illumination level of the environment. The technology had been improved in recent years as the street lights were installed with Solar Timer. Besides the preset time, the on/off time could be adjusted in response to the seasonal changes. If the whole section of a road was in darkness, the reason was mainly failure of the sensors, or was that the sensors could not function properly due to other factors. Upon receipt of complaints, the department would send staff or the contractor to handle the cases. He considered that the 1823 hotline was the most efficient, which could help refer the cases to the HyD rapidly. It could also compile the statistics effectively to help the department manage the street lights;
- (c) the HyD would see if the illumination level in the environment met the standard and decide whether street lights would be installed. If large trees were found blocking the street lights, the department would deal with the problem subject to the circumstances. If the trees were not suitable for pruning, the department would consider installing street lights. If resources allowed, the department would install feature street lights at individual locations, such as serving the

purpose of illuminating antiquities and monuments. However, it was difficult to make extensive use of different designs for the time being. Currently, there were 145 000 street lights managed by the HyD. If different designs were adopted for all the street lights, it would be difficult to carry out repair and maintenance;

- (d) the HyD had painted some of the existing footbridges and flyovers with colour coating to facilitate maintenance. The coating could help maintaining the structure of the footbridges and flyovers, for example, prevention of weathering or growth of fungus. Construction of a footbridge or a flyover had to go through certain procedures, such as design of outlook. Then, the design would be submitted to the relevant committee for professionals to consider the outlook and express their opinions. Therefore, the newly built footbridges and flyovers were more diversified in terms of outlook. Regarding the existing footbridges and flyovers, the resources available and individual cases had to be considered;
- (e) the HyD was responsible for clearance of waste on expressways, while the FEHD was responsible for the waste on ordinary roads. Moreover, the HyD and the FEHD co-operated with each other to deal with the cleanliness on footbridges and in subways. The HyD sent staff to conduct regular inspections on the structure of footbridges and flyovers. If damages were found, the department would timely arrange maintenance to ensure structural safety. Currently, the HyD cleaned the footbridges once every three months, and cleansing work would be conducted more frequently on those footbridges with more serious cleanliness problem. The FEHD would carry out normal sweeping work on footbridges and in subways, including clearing the stuff which caused immediate hygiene problems;
- (f) in recent years, eco-pavers were used for all newly built pavements. Eco-pavers could be reused, and could help minimise the amount of cement used and the carbon footprint. Paving of eco-pavers could easily result in uneven road surfaces probably because the bottom layer of the road was not flattened and compressed evenly, or public utility companies did not flatten and compress the bottom layer of the road evenly after excavations. If the department found that the problem was serious, it would use a little bit cement to intensify the subgrades, or use adhesives to fix the road bricks on some roads. As there were many underground public utilities in Hong Kong, there were about 50 kilometres pipes beneath every 1 kilometre road surface. Underground public utility works were being carried out at over 3 000 locations every day. As such, it was difficult for the department to seal all the road bricks. The department was replacing eco-pavers for the existing concrete pavements in phases where appropriate. However, owing to limited resources, the works had to be prioritised, with pedestrian flow being one of the considerations. Moreover, the department said that sharp colours might help beautify the surroundings. But Members' views were noted and the department would consider whether dim colours should be used during the design stage in the future;
- (g) the repair and maintenance of road surfaces was subject to geographical constraints, and thus the quality control was more difficult than that of major

projects. If potholes were found on road surfaces, the department would carry out immediate repair works for safety's sake by filling in the potholes with asphalt, but the quality might not be satisfactory. To achieve a more long-lasting effect, repair works had to be carried out in a larger area, larger machinery had to be used and road closure was required. Therefore, the traffic or pedestrian flow had to be taken into consideration, and the repair works even had to tie in with other works in the vicinity. Before major repair works were carried out, the department would inspect the amount of space on the road surface. As the traffic of some road sections was quite busy during daytime, it was difficult to close the road. Meanwhile, there was not much time for implementation of repair works at night. Thus, there would not be enough time for caring. The department would keep discussing with other relevant departments in the hope that the road closure period could be extended so that the problem could be properly addressed. The HyD had set up specialised teams to study the use of different materials for road surfacing. Therefore, they had been trying to use new materials to overcome various difficulties, such as using polymeric substances to enhance the load of the road surface;

- (h) he would urge the staff concerned of the HyD to follow up the projects which had lagged behind schedule under the Universal Accessibility Programme. Under the existing policy, it was impossible to allocate the quotas of the Universal Accessibility Programme or the programme "Provision of Cover to Walkway" according to the proportion of local population or the elderly population. He would reflect Members' views to the Government. He requested the DC to select three priority items for the third phase of the Universal Accessibility Programme, and give suggestions in respect of the programme "Provision of Cover to Walkway". The department would give technical assistance as far as possible;
- (i) when planning the SCL, the MTRCL and the relevant government departments had already studied the arrangements of pavements at MTR Hin Keng Station of the SCL and the nearby areas. Upon opening of MTR Hin Keng Station, although the pedestrian flow would increase, according to the study result, it would still be safe and convenient for pedestrians to commute to and from MTR Hin Keng Station by crossing Che Kung Miu Road provided that the existing pedestrian crossing facilities were widened and the traffic signal lights were adjusted. The MTRCL and the relevant government departments would closely monitor the situation of MTR Hin Keng Station upon opening and timely review the arrangements subject to the circumstances;
- (j) he would consider the proposal to provide a cover to the MTR University Station Public Transport Interchange with the relevant staff and study whether it was possible to expedite the implementation of the proposal. He would also follow up the issue of whether a meeting on 30 November this year would be convened as scheduled. The department had been actively studying the feasible options to provide a cover to the MTR University Station Public Transport Interchange, such as removal of the existing welcome sign "The City of Olympic Equestrian Events: Sha Tin" so as to retain the trees and vacate some space to provide a walkway with a cover;

- (k) currently, the spaces under many footbridges and flyovers were government land, and they were not under the management of the HyD. The land use could not be determined by the HyD on its own either. It was because besides considerations such as the routine maintenance of flyovers, the Government would have to solicit stakeholders' opinions on organising activities in the spaces under the footbridges and flyovers. The HyD adopted an open attitude towards revitalisation of those spaces;
- (l) it took a long time to take forward the project of the cycle track at Che Kung Miu Road because the department had to deal with the opposing views received when the original proposal on the cycle track was gazetted earlier. Also, the department had to revise the design of routeing. The problem had already been solved and it was anticipated that the project would commence in December;
- (m) regarding the Enhancement Programme of Vegetated Slopes of HyD, the department took a proactive preventive measure to conduct phased replacement of the aged senescent Acacia trees. Local native plants would be planted in suitable places as far as possible. The purpose of planting senescent Acacia trees in early days was to expedite greening of slopes. However, taking into consideration of those trees' short life cycle which might result in potential danger of falling and an increase in the number of trees that required urgent removal, the department considered it necessary to carry out phased replacement of the aged senescent Acacia trees in a systematic manner. The department had consulted several DCs, both local and overseas experts, and submitted the concerned proposal to the Expert Panel on Tree Management under the Development Bureau. The proposal was widely supported and awarded the Silver Award of the Hong Kong Institute of Landscape Architects Design Awards 2016. The HyD would take the views of DCs and members of the public into consideration and review in detail the Enhancement Programme of Vegetated Slopes of HyD. It would also consult DC Members of the concerned constituencies before the second selected point for the pilot scheme was confirmed;
- (n) the HyD co-operated with various District Offices to handle the issue of village lights. The number of quotas for individual districts was proposed by each District Office every year. Currently, the department was striving for more quotas for village lights so that it could address the needs of various districts more promptly. For installation of village lights, the land issue of the concerned locations, impact on the residents in the vicinity, etc. had to be taken into consideration;
- (o) the HyD always placed importance on the safety of workers during the implementation period of road works. It had also formulated the Code of Practice for the Lighting, Signing and Guarding of Road Works. In response to a number of recent traffic accidents involving road works, the inter-departmental working group formed by the HyD, the TD and the Hong Kong Police Force (HKPF) was conducting a comprehensive review of the necessity to enhance the lighting, signing and guarding of road works. It was anticipated that the road works would be completed by mid-2017. Meanwhile, the department had taken

the initiative to implement new measures at its road works. For example, for road works on public roads with a speed limit of 70 kilometres per hour or above, a shadow vehicle equipped with a truck-mounted attenuator or temporary safety barriers with an appropriate containment level and a buffer zone should be provided in front of the works area. Also, the specification requirement of retroreflectivity on the rear of a truck-mounted attenuator on a shadow vehicle would be enhanced to provide better warning to motorists. If these measures were found effective, they would be included in the Code of Practice;

- (p) from the engineering viewpoint, the department hoped that works could be carried out during daytime as far as possible. However, since road traffic was busy during daytime, it was inevitable that some works had to be carried out at night or during long holidays;
- (q) in summer or rainy season, wild vegetations grew rapidly from the gaps, and clearing of such vegetations required road closure. These problems could not be solved together promptly. The department would closely follow up the problem and urge the contractor to take proper action; and
- (r) regarding the questions raised by some Members, the department would follow up the questions and give a reply.

38. The Chairman said that as many Members expressed their views, there would not be any speaking time for the second round.

39. Mr Michael YUNG said that the Deputy Director had not responded to his enquiry, such as whether the SCL project would be delayed as reported in the press.

40. The Chairman pointed out that the Deputy Director had already given a detailed reply to Members. However, he also noted that the Deputy Director had not given any response in respect of the works progress of the HK-Zhuhai-Macao Bridge and the SCL, such as whether the opening of the SCL could be advanced and whether additional entrances and exits could be provided.

41. Mr CHUI Wing-wah gave a consolidated response as follows:

- (a) according to the present works progress, it was anticipated that the SCL (Tai Wai to Hung Hom Section) would be completed by 2019, while the Hung Hom to Admiralty Section would be completed by 2021. The date would lag behind the original schedule. The reasons for lagging behind included carrying out of archaeological work of the ancient monuments at MTR To Kwa Wan Station and conservation of monuments, handing-over of the site of the Wan Chai Development, and preparation for construction of a convention centre above the MTR Exhibition Station. The HyD would co-ordinate and monitor the works of the SCL in the hope that the MTRCL would endeavour to recover part of the delay. Regarding the construction cost of the project, it was anticipated that the MTRCL would submit an assessment report in the second half of 2017. The department had not received any information so far; and

- (b) the works of the HK-Zhuhai-Macao Bridge had been progressing well, and the target opening date was the end of 2017. The department was closely monitoring the works progress. It would timely inform the public of any further amendments.

42. The Chairman pointed out that the department had undertaken to follow up Members' comments. As the HyD provided a wide range of services, he hoped that the department would give written replies to the questions that had not been answered yet. He indicated that the representative of the HyD might leave the meeting earlier.

43. The Chairman had received the provisional motions put forward by the Vice-Chairman and Mr PUN Kwok-shan respectively. He agreed to deal with the two provisional motions, and asked Members whether they had any objection.

44. Members agreed to discuss the provisional motions.

45. The Vice-Chairman put forward the following provisional motion:

“In recent years, the Government has been promoting the provision of barrier-free accesses and the implementation of the policy on “universal accessibility”. The policy is well received by the public, but the progress of implementation of the policy is unsatisfactory. Regarding the escalator at Sui Wo Court in Fo Tan and the lift reaching the footbridge at Kwong Yuen Estate Bus Terminus in the Sha Tin District, request on commencement of the two projects has been raised with the Government earlier, but no confirmation and works schedule have been received from the Government yet.

Therefore, we request the Government to:

1. commence the projects of the escalator in the Sui Wo Constituency and the lift in the Kwong Yuen Constituency as early as possible so as to benefit the public.
2. carry out a feasibility study as soon as possible and submit a layout plan to the DC for reference.”

Mr Tiger WONG seconded the provisional motion.

46. Members endorsed the provisional motion in paragraph 45 unanimously.

47. Mr PUN Kwok-shan put forward the following provisional motion:

“Background:

The footbridge at Che Kung Miu Road and Mei Tin Road in Tai Wai (commonly known as octopus footbridge) is one of the footbridges in the Sha Tin District that will be installed with lifts under the Universal Accessibility Programme. However, lifts will be installed at the ends near Tin Sum, Festival City and Sun Chui only. For the end near MTR Tai Wai Station, provision of a lift will tie in with the property development above the MTR station. It is anticipated that a lift will be provided for

public use only after 2021. Currently, the works at the three ends have commenced, and are expected to be completed for use in two to three years. It is widely known that the access leading to MTR Tai Wai Station is the one end with the highest pedestrian flow. It is very crowded during peak hours. Unfortunately, the lift and escalator will be available for use at least five years later.

Provisional motion:

To enable members of the public who have waited for a long time to use the lift to access the footbridge more conveniently and safely, the Sha Tin District Council puts forward a motion: to strongly request the government departments concerned, the New World Development Company Limited and the Mass Transit Railway Corporation Limited to undertake to prioritise the projects of provision of facilities such as a lift and an escalator at the entrance and exit of the octopus footbridge linking with the property development above MTR Tai Wai Station. The works must be completed simultaneously with the installation of lifts at other entrances and exits of the footbridge so that the facilities will be open for use at the same time as other lifts of the octopus footbridge to respond to Tai Wai residents' request over the past years.

Ms LAM Chung-yan second the provisional motion.

48. Members endorsed the provisional motion in paragraph 47 unanimously.

49. Mr CHING Cheung-ying wondered whether the visits of department heads to the STDC should be listed as an agenda item. As the visits of department heads took up a lot of time, he was worried that there would be fewer agenda items because of such arrangements. As a result, it would be difficult for Members to fully follow up the local issues. He suggested that special meetings with department heads should be convened instead.

50. The Chairman noted the above comments. As far as he was aware, since the last term of the DCs, the SAR Government had required all department heads to visit 18 DCs during each DC term. Some departments such as the Hongkong Post intended to change the mode of exchange to visits by DC Members. Also, some heads of policy bureaux exchanged views with DC Members outside DC meetings. Being the Chairman of the STDC, he had the responsibility to duly handle the agenda, maintain the smooth running of the meetings and would solicit Members' views. He had never deleted some of the agenda items to make way for the arrangement of visits by department heads. The rundown of DC meetings would be enhanced in the future.

Discussion Items

Updated Member List of Committee under the Sha Tin District Council (STDC)
(Paper No. STDC 103/2016)

51. Members endorsed the updated member list of the STDC's Education and Welfare Committee unanimously.

Revised Budget for the STDC as at 15 November 2016
(Paper No. STDC 104/2016)

52. On 15 November 2016, the Finance and General Affairs Committee had endorsed the revised budget, and endorsed that it would be recommended to the STDC for consideration.

53. Members endorsed the Revised Budget for the STDC as at 15 November 2016 unanimously.

Information Items

Reports of Committees under the STDC

District Facilities Management Committee
(Paper No. STDC 105/2016)

Culture, Sports and Community Development Committee
(Paper No. STDC 106/2016)

Education and Welfare Committee
(Paper No. STDC 107/2016)

Development and Housing Committee
(Paper No. STDC 108/2016)

Traffic and Transport Committee
(Paper No. STDC 109/2016)

54. Mr Michael YUNG asked whether the Chairman of the TTC was absent from the meeting. According to past experience, asking a question and answering it oneself was not desirable. He asked how to deal with such a situation.

55. The Chairman pointed out that this paper was submitted by the TTC, and the Chairman of the TTC should answer questions raised by Members. If the Chairman was absent from the meeting, the Vice-Chairman should answer the questions on behalf of the Chairman. He suggested that Mr Michael YUNG should raise questions and have them recorded in writing.

56. Mr Michael YUNG said that he wished to ask the relevant departments some questions. It was not appropriate to wait until the next TTC meeting.

57. The Chairman said that Members could raise questions on the content of this paper, while other traffic and transport issues could be dealt with in other occasions, such as the TTC meetings.

Health and Environment Committee
(Paper No. STDC 110/2016)

Finance and General Affairs Committee

(Paper No. STDC 111/2016)

58. The Council noted the above seven reports of committees.

Financial Account of the STDC as at 15 November 2016

(Paper No. STDC 112/2016)

59. The Council noted the above paper.

Information Paper

Report of the District Management Committee

(Paper No. STDC 113/2016)

60. Mr Sean LIN, Police Community Relations Officer (Shatin District) of the HKPF said that the Shatin District of the HKPF had implemented the “Smart Rider” campaign over the past six months. As 512 accidents were related to cycling in Sha Tin in 2015, the campaign was launched to promote participation of the local community in safe cycling events. In the event held on 19 November, the participants and 16 DC Members had broken the Guinness world record. Meanwhile, through education, publicity and training, the number of accidents which were related to cycling had decreased by 30%. 42 primary and secondary schools in the district, with a total of about 753 students, 42 school principals and over 700 parents had participated in the campaign to help disseminate the message of safe cycling. He shared the highlights of the event held on 19 November at this meeting. The Shatin District of the HKPF promoted safe cycling to districts other than Sha Tin via social networking platforms on 19 November. He thanked the STDC for joining the “Smart Rider” campaign.

61. The Vice-Chairman pointed out that there were many blackspots of illegal parking in the Sha Tin District, especially Shan Mei Street. Illegal parking might pose danger to road traffic and road users. He hoped that the police would try its best to tackle the problem.

62. Ms Catherine KWAN, District Commander (Shatin) of the HKPF said that the police had launched the “Vehicle Removal Operation” (“移天行動”) between 23 November and 28 November. The police took stringent enforcement actions against those illegally parked vehicles which had caused road obstruction throughout the territory by issuing fixed penalty tickets. Nearly 300 tickets had been issued in the Sha Tin District. She would closely monitor the blackspots of illegal parking and the number of cases handled and observe the effectiveness. The police placed importance on the illegal parking problem in the vicinity of Shan Mei Street. However, owing to limited resources, it was not possible for them to station officers there for the whole day.

63. Mr CHING Cheung-ying asked when the Education Bureau (EDB) would explain to the STDC in detail the traffic impact on the vicinity of the vacant school premises in the Sha Tin District brought by the arrangement of lending the premises to Island School for temporary use.

64. Ms Amy CHAN responded to Mr CHING Cheung-ying, saying that the STDO would keep close contact with the EDB so as to enable the EDB to report the issues concerned to the STDC via appropriate platforms.

65. The Council noted the above paper.

Other Items

66. The Chairman said that the Government had provided DC Members with funds for duty visits since this DC term. The funds were used to cover the expenditure on duty visits approved by the DC. The ceiling of the funds applied by each Member was \$10,000, and the duty visits that they undertook must be those arranged by the DC or its committees. He suggested that the Working Group on Public Relations and Publicity should gauge views and prepare proposals for the Finance and General Affairs Committee's discussion and the STDC's final decision.

67. Mr Michael YUNG pointed out that at present, only eight Members were members of the Working Group on Public Relations and Publicity. He suggested that this item should be included in the agenda of the meeting of the Finance and General Affairs Committee or an enlarged meeting should be held so that more DC Members could join the discussion.

68. The Chairman considered that it was inevitable that this item would be included in the agenda of the meeting of the Finance and General Affairs Committee. Efficiency would be enhanced if the working group collected information first and prepared several proposals for consideration.

69. Mr NG Kam-hung agreed with Mr Michael YUNG's views, and considered that this issue could be discussed directly at the meeting of the Finance and General Affairs Committee.

70. The Vice-Chairman, Ms LAM Chung-yan and Ms CHAN Man-kuen agreed with the Chairman's proposal. They opined that the working group could take up the preliminary work, including working out several proposals and selecting the proposals before submitting them to the Finance and General Affairs Committee for discussion. This could help save the time of committee members. The Vice-Chairman was of the view that it might not be necessary to endorse one proposal only. Members could select the suitable proposals according to the needs.

71. Mr YIU Ka-chun stated that there were still some vacancies in the Working Group on Public Relations and Publicity. He advised Members to join the working group to express their views. He pointed out that as there was no limit on the number of times that a member might speak at a meeting of the working group, members could freely express their views.

72. The Chairman said that he was aware that Members had different views on this issue. He suggested that it should be included in the agenda of the next meeting of the Finance and General Affairs Committee.

Date of Next Meeting

73. The next meeting was scheduled to be held at 2:30 pm on 26 January 2017 (Thursday).

74. The meeting was adjourned at 6:26 pm.

Sha Tin District Council Secretariat
STDC 13/15/50

December 2016