

Sha Tin District Council
Minutes of the 6th Meeting of
the Traffic and Transport Committee in 2020

Date : 20 October 2020 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	2:30 pm	9:54 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	2:46 pm	3:03 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	9:54 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	3:05 pm	3:48 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:30 pm	4:03 pm
Mr CHAN Nok-hang	"	2:30 pm	6:03 pm
Mr CHAN Pui-ming	"	2:30 pm	9:54 pm
Mr CHAN Wan-tung	"	2:58 pm	9:38 pm
Mr CHENG Tsuk-man	"	2:45 pm	5:09 pm
Mr CHENG Chung-hang	"	2:30 pm	7:18 pm
Mr CHEUNG Hing-wa	"	2:30 pm	9:54 pm
Mr CHIU Chu-pong	"	2:30 pm	6:38 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	9:54 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	9:54 pm
Mr HUI Lap-san	"	2:30 pm	9:54 pm
Mr HUI Yui-yu	"	2:30 pm	3:03 pm
Dr LAM Kong-kwan	"	3:41 pm	4:45 pm
Mr LI Chi-wang, Raymond	"	3:07 pm	9:54 pm
Mr LI Sai-hung	"	2:30 pm	7:10 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	7:44 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	5:52 pm
Mr LO Tak-ming	"	2:30 pm	6:29 pm
Mr LO Yuet-chau	"	2:30 pm	6:28 pm
Mr LUI Kai-wing	"	2:30 pm	7:44 pm
Ms LUK Tsz-tung	"	2:44 pm	9:54 pm
Mr MAK Tsz-kin	"	2:30 pm	9:54 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	3:43 pm
Mr NG Kam-hung	"	2:30 pm	7:47 pm
Ms NG Ting-lam	"	2:49 pm	5:09 pm
Mr SHAM Tsz-kit, Jimmy	"	2:30 pm	7:28 pm
Mr SHEK William	"	2:30 pm	9:54 pm
Mr SIN Cheuk-nam	"	2:30 pm	7:04 pm
Ms TSANG So-lai	"	2:30 pm	6:51 pm
Mr WAI Hing-cheung	"	2:30 pm	6:35 pm
Mr WONG Ho-fung	"	3:05 pm	7:56 pm
Ms WONG Man-huen	"	2:51 pm	8:23 pm
Mr YAU Man-chun	"	2:30 pm	6:29 pm

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr YEUNG Sze-kin	DC Member	4:03 pm	9:54 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		
<u>In Attendance</u>	<u>Title</u>		
Ms CHENG Siu-ling, Katy	Chief Liaison Officer, Sha Tin District Office		
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council), Sha Tin District Office		
Ms TSANG Hing-kwan, Natalie	Senior Transport Officer/Shan Tin, Transport Department		
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department		
Mr POON Wing-hong	Senior Engineer/Shan Tin 1, Transport Department		
Mr MAN Cheung-kong, Thomas	Engineer/Shan Tin 1, Transport Department		
Mr LO Hoi-wing, Jeff	Engineer/Shan Tin 3, Transport Department		
Mr NGAI Hiu-kan, Wilfred	Engineer/Ma On Shan, Transport Department		
Mr CHEUNG Chun-yin, Joey	District Engineer (ST)1, Highways Department		
Mr LIU Chi-kwong	District Engineer (ST)2, Highways Department		
Ms CHU Kam-seung	Administrative Assistant/Lands (Atg), District Lands Office, Sha Tin		
Ms CHAN Lai-na, Laura	Housing Manager (Tai Po, North & Shatin 1), Housing Department		
Mr KO Chun	District Operations Officer (Shatin District), Hong Kong Police Force		
Mr LAM Chi-chung	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force		
Mr Rob LIU	Division Manager, Operations (NTE), The Kowloon Motor Bus Co. (1933) Ltd.		
Mr Dennis LEE	Manager, Planning and Development, The Kowloon Motor Bus Co. (1933) Ltd.		
Mr Jeff TAM	Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd.		
Ms Vivian KWONG	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd.		
Mr CHAN Chung-yi	Assistant Officer, Planning and Development, The Kowloon Motor Bus Co. (1933) Ltd.		
Ms Tish WU	Public Affairs Officer, New World First Bus Services Limited and Citybus Limited		
<u>In Attendance by Invitation</u>	<u>Title</u>		
Mr CHEUNG Lai-shun, Benedict	Senior Engineer/Walkability 2, Transport Department		
Mr YEUNG Chin-ho, Daniel	Engineer 6/Walkability, Transport Department		
Mr CHUNG Wing-hong, John	Chief Engineer/N(SD8), Civil Engineering and Development Department		
Mr Albert YU	Chief Resident Engineer, AECOM Asia Co. Ltd		
Mr POON Wai-kwong	Project Director, China Railway – China Railway First Group – Zhen Hua Engineering Joint Venture		

In Attendance by Invitation

Dr Priscilla CHOY
 Mr LO Kwok-leung
 Mr NGAN Hung-fai
 Mr LEE Chi-kin
 Mr Dennis HO

Mr Simon WONG

Mr LEUNG Sean Man-dik

Title

Arborist (Managing Director)
 Manager, Kwok Chung Motor Car Limited
 Management Manager, Wai Ching Industrial Company Limited
 Manager, Wai Ching Industrial Company Limited
 Assistant Operations Manager,
 New World First Bus Services Limited
 Planning and Scheduling Manager,
 New World First Bus Services Limited and Citybus Limited
 Assistant Public Relations Manager – External Affairs,
 MTR Corporation Limited

Absent

Mr MOK Kam-kwai, BBS
 Mr TING Tsz-yuen
 Mr YIP Wing
 Mr TSANG Kit

Title

DC Member	(Application for leave of absence received)
”	(”)
”	(”)
”	(No application for leave of absence received)

Action

The Chairman welcomed members and representatives of government departments and organisations to the meeting.

2. The Chairman briefly introduced the papers of the meeting, including the letter about New Territories Green Minibus (GMB) Route Nos. 803 and 804 provided by Kwok Chung Motor Car Limited and the letter about New Territories GMB Route Nos. 806A, 806B and 29 provided by Wai Ching Industrial Company Limited.

3. The Chairman briefly introduced the reply from the Transport Department (TD) to the provisional motion of the last meeting. As the department could not provide relevant information before the deadline, he requested that the reply be included in the paper “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting”.

(Post-meeting note: The reply had been included in the supplementary information of the said paper and uploaded to the Sha Tin District Council (STDC) website.)

Matters Arising

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting
 (Paper No. TT 48/2020)

4. Mr Ricardo LIAO opined that the time between the issue of the supplementary paper and the holding of the meeting was too short that he did not have enough time to go through the paper. He said it took one or more working days to get well prepared for a meeting and asked why the paper was issued to members only right before the meeting. Besides, he requested that the discussion of the paper “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” be rescheduled or postponed to the next meeting.

5. Mr MAK Tsz-kin asked when the terminus of Route No. 88X would be relocated to Chun Yeung Estate, Fo Tan.

6. The views of Mr CHAN Pui-ming were summarised below:

- (a) he enquired about the progress of the consultation on “Hong Kong Planning Standards and Guidelines” (Guidelines) by the TD; and
- (b) he asked whether the District Lands Office, Sha Tin (DLO/ST) would consider converting the short term tenancy sites into temporary car parks to alleviate the problem of insufficient parking spaces.

7. The Chairman noted Mr Ricardo LIAO’s request. He asked whether members agreed to postpone the discussion of “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” until all questions had been raised.

8. Members unanimously endorsed the above arrangement.

9. The Chairman asked representatives of departments to jot down members’ views and give responses when the meeting proceeded to the agenda item concerned. Besides, as his question had not yet been responded by all departments, he considered having the discussion on a backup meeting date.

Application for Leave of Absence

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

Mr YIP Wing	Sickness
Mr MOK Kam-kwai	Official commitment
Mr TING Tsz-yuen	”

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

Discussion Item

Proposed Regulatory Framework and On-site Trial Arrangement of Electric Mobility Devices

(Paper No. TT 49/2020)

Questions

Question to be Raised by Mr CHOW Hiu-laam, Felix on the Use of Bicycles in the Sha Tin District and the Pilot Scheme of Electric Mobility Devices and Power Assisted Pedal Cycles

(Paper No. TT 51/2020)

12. The Chairman welcomed the representatives of the TD to the meeting.
13. The Chairman said discussion paper no. TT 49/2020 was similar in nature to Mr Felix CHOW's question (Paper No. TT 51/2020) and suggested discussing the two items together. He asked whether members agreed with the arrangement.
14. Members unanimously endorsed the above arrangement.
15. The representatives of the TD briefly introduced the contents of the paper.
16. The views of Mr HUI Yui-yu were summarised below:
 - (a) he believed that electric mobility devices (EMDs) would not replace bicycles and opined that there was a lack of data to support the TD's claim that EMDs would not put any burden on the use of cycle tracks;
 - (b) he opined that members of the public might intentionally purchase EMDs for commuting and entertainment if they were legalised. As EMDs were different from bicycles in terms of functions, their demand was hard to predict and burden might be placed on cycle tracks;
 - (c) he said cycle tracks in the district were already overloaded at weekends and on public holidays. The use of EMDs would create an impact if they were legalised;
 - (d) he said EMDs were used on footpaths, in housing estates or private places. However, due to the lack of regulatory and enforcement efforts, legalisation of EMDs would not allay safety concerns; and
 - (e) he said EMDs could not be purchased by lawful means at present and only a few people had EMDs. However, the situation after legalisation would be different from the trial, and he had reservations about the plan.
17. The views of Mr Felix CHOW were summarised below:
 - (a) he opined that the legislation on road traffic in place was rather outdated which called for legislative amendments by the Government;
 - (b) he had carried out a simple survey at the Hong Kong Science Park (Science Park), in which 70% of the respondents supported the legalisation of EMDs, but they had doubts about the use and regulation of EMDs, such as whether there would be restrictions on age, speed and specifications;
 - (c) he said some members of the public were concerned whether users of EMDs had to take out third party insurance, make registration or attend theory courses;

- (d) he suggested that the Government make reference to overseas practices, for example, in Singapore, EMDs could run at a speed limit of 25 km/h and had to meet the safety standards of the United States, etc.;
- (e) he asked whether the trial scheme would be open for public enrolment, whether participants had to take a test or had some experience, whether the TD had any measures to distinguish participants from other members of the public, and whether it would review with the Police whether non-participants were involved; and
- (f) he said there had been bicycle accidents injuring runners in the district, and some cyclists only rode bicycles on holidays, posing risks to cycle tracks. He asked how the police would carry out enforcement action on cycle tracks and what measures would be taken, for example, initiating prosecutions at black spots. He hoped that the police would step up enforcement.

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

- (a) he asked the TD whether the site for the trial was only 1 km in distance and pointed out that an EMD running at a speed of 25 km/h could complete the trial at such a distance in a short time, which made the trial ineffective;
- (b) he opined that the speed limit of 25 km/h was too high and was not suitable for cycle tracks in Hong Kong;
- (c) he said EMDs were quiet during operation and it was difficult to notice approaching EMDs, which might cause accidents. He asked who should be held responsible in the event of an accident;
- (d) he would like to know whether the TD would set any limit on the number of wheels of EMDs and how the purchase channels would be regulated;
- (e) he said fire accidents caused by charging of EMDs had occurred in Hong Kong and asked whether the TD had reviewed the safety issues with the Electrical and Mechanical Services Department (EMSD);
- (f) he asked whether EMDs could be used in Chi Ma Wan Mountain Bike Trail;
- (g) he asked which department would be responsible for enforcement against non-compliance with specifications, overloading, alteration, etc.; and
- (h) he cited Tung Ping Chau as an example, saying that he had seen many different types of bicycles there and asked how the TD would maintain the order in the on-site trial.

19. The views of Mr SIN Cheuk-nam were summarised below:
- (a) he said the use of EMDs might give rise to risks and responsibility issues and thus he would like to know whether the TD would introduce mandatory annual examination;
 - (b) he said the TD intended to regulate the EMDs in the same way as bicycles and asked whether users of EMDs had to purchase third party risks insurance;
 - (c) he asked who would be responsible for accidents during the on-site trial; and
 - (d) he hoped that the TD would provide more information, such as the number of EMDs and the actual setting.
20. The views of Mr CHENG Tsuk-man were summarised below:
- (a) he supported the TD to bring EMDs under regulatory control;
 - (b) he had seen the use of EMDs in housing estates and on roads and was concerned about the safety issues. He believed that insurance could provide users and injured people with a certain degree of protection;
 - (c) he suggested that the TD consider introducing penalties to regulate the use of EMDs if they were legalised in future; and
 - (d) he suggested that the users of EMDs hold driving licences and speed limits be set to protect the safety of road users.
21. The views of Mr Chris MAK were summarised below:
- (a) he said EMDs entailed a certain degree of danger. However, the use of EMDs had already become the future trend of transportation as they could be easily purchased in the market at a cost of several thousand dollars, which called for regulation and monitoring; and
 - (b) he opined that the TD should regulate the specifications of EMDs and suggested the introduction of a licensing system, under which shops selling related devices were regulated, so as to monitor the source and power of EMDs.
22. The views of Mr Johnny CHUNG were summarised below:
- (a) he believed that the use of EMDs had become the future direction and supported the Government's decision to introduce legislative amendments. He also suggested regulating the import of EMDs;

- (b) he hoped that the TD could provide more information about, for example, enforcement against alteration, whether speed detector and roadblock would be placed, etc.;
- (c) he said the prevalence of driving licences in Hong Kong was lower when compared with Europe and the United States, and Hong Kong people also had lower awareness of road safety. Therefore, he suggested providing tests or courses for users of EMDs to protect the safety of road users;
- (d) he was concerned about the issue of electric wheelchair modification and asked whether the TD would consider providing courses or requiring users to watch an instructional video before the use of the device; and
- (e) he hoped that the TD could explain which vehicle class “mobility scooter” was under, as well as the current and future regulatory systems.

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

- (a) he supported the on-site trial;
- (b) he would like to know whether the TD would regulate the sale of EMDs and develop an accreditation system for EMDs;
- (c) he suggested that users of EMD be required to wear protective gear;
- (d) he hoped that the TD would give supplementary information on the general specifications of EMDs, age restrictions on users; and
- (e) he opined that cycle tracks were mainly used by cyclists and he was concerned about the interaction between traditional cyclists and users of EMDs on cycle tracks and whether there would be any safety concerns.

24. The views of Mr CHAN Pui-ming were summarised below:

- (a) he suggested that the Secretariat attach the paper for the briefing session for reference to members not present at that time;
- (b) he asked whether the TD would consider conducting the on-site trial in two phases;
- (c) he pointed out that EMDs were generally quite heavy and believed that the speed limit of 25 km/h was too high, there would be disastrous consequences in case of accidents. He suggested that the TD consider setting a limit on the weight of EMDs;
- (d) he asked whether the TD would test the functions of EMDs, especially the braking system, before the on-site trial; and

- (e) he said there were no direction indicator signals on EMDs and he asked whether the TD would have any special traffic arrangement for EMDs, such as restriction on lane cutting.

25. The views of Mr CHENG Chung-hang were summarised below:

- (a) he opined that the Government should regulate a novelty instead of implementing a total ban. Therefore, he supported the on-site trial;
- (b) he opined that there was room for improvement in the existing cycle tracks as family bikes were not the mainstream means of transport but would cause obstruction to other users. Hence he suggested enacting legislation to regulate or ban family bikes; and
- (c) he enquired about the models or specifications of EMDs and suggested that the TD work out a testing method to ensure that EMDs could be used safely on roads.

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

- (a) he asked the TD about the estimated number of participants of the on-site trial and whether there was an upper limit;
- (b) he opined that the on-site trial would have a promotional effect which would boost the sales of EMDs for the reason that it might send out a wrong message to the public that the use of EMDs would be legalised after the trial;
- (c) he said EMDs might be used at more dangerous locations, such as ramps or bends. He asked the TD whether there would be any restriction in this regard; and
- (d) he said the use of bicycles was prohibited in some places at present, but no enforcement action was taken, hence he suggested that the TD step up enforcement and pay attention to how the situation was handled in private places.

27. The views of Mr Jimmy SHAM were summarised below:

- (a) he said the current legislation only regulated the use in public places and he believed problems could be solved by way of regulation. He supported the TD's on-site trial;
- (b) he opined that adaptation was unavoidable during the process of regulation and the existing electric wheelchairs might not comply with the standards. Therefore, the Government should put in place suitable measures to help electric wheelchair users comply with the law, instead of taking rigorous enforcement action;

- (c) he asked who would be liable for compensation in case of accidents during the trial and whether first-aiders would be arranged on day of the on-site trial;
- (d) he suggested that, apart from technical requirements and specifications, the TD should impose age restrictions. For example, in Singapore, people aged under 16 were prohibited from using EMDs;
- (e) he suggested that the TD remind pedestrians not to walk on cycle tracks when it distributed leaflets for publicity about the on-site trial, in order to enhance the safety of the trial; and
- (f) he suggested that the TD categorise the views from pedestrians and those from users of EMDs when carrying out the questionnaire survey.

28. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he said EMDs were not a novelty and he supported the regulation of EMDs so that they could be used in Hong Kong lawfully;
- (b) he opined that there was room for improvement in the cycle tracks in Hong Kong, for example, the “Super Cycle Track” linking Tuen Mun and Ma On Shan was recently opened to the public. However, some sections were close to container yards and users had to get off their bicycles intermittently and push them across those sections. If EMDs were allowed on those sections, accidents might occur;
- (c) he asked the TD about the criteria for issuance of permits to participants; and
- (d) he said there might be differences in the speed control of different kinds of EMDs and it might be dangerous if participants used smartphone app to display the speed.

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

- (a) he doubted whether there were sufficient ancillary facilities for EMDs in Hong Kong at present and was concerned about the safety issues;
- (b) he said the existing cycle tracks in Hong Kong were highly utilised and might not be able to cope with the use of EMDs;
- (c) he opined that the speed limit of 25 km/h was not low and there had been accidents of EMDs in Hong Kong before. He advised the TD to exercise caution in handling the matter and make more detailed planning for ancillary facilities; and
- (d) he enquired about the insurance for the activity.

30. Mr LO Yuet-chau asked if the TD approved the use of EMDs on cycle tracks, how the Police would chase and intercept users of EMDs to carry out enforcement action against violations.

31. The views of Mr WONG Ho-fung were summarised below:

- (a) he asked whether the TD would quantify the requirements for the braking system;
- (b) he asked how the TD would track down the users of EMDs in breach of the law through legislation; and
- (c) he would like to know on the trial day, except the on-site staff, whether any first-aiders would be arranged to enhance safety.

32. The views of Mr Ricardo LIAO were summarised below:

- (a) he said EMDs were prevalent in various places and he supported the TD's on-site trial;
- (b) he asked apart from this on-site trial to be carried out on cycle tracks, whether the TD had any plan to conduct the second phase of the on-site trial on roads;
- (c) he said some EMDs could run at a high speed of even 50 km/h and such EMDs could also travel on roads in the Mainland. Moreover, given that no cycle track was available in some villages in the Sha Tin District, he suggested that the TD consider allowing EMDs to travel on roads to facilitate the commuting of residents;
- (d) he said quite a number of residents of the villages in the North District travelled from villages to main roads or cycle tracks by EMDs. He suggested that the TD thoroughly study the regulation of EMDs and decide the locations where EMDs could be used lawfully; and
- (e) he agreed that users of EMDs had to be licensed. He suggested that the TD review the Road Traffic Ordinance in force at the same time and consider the introduction of a licensing system, under which specifications of EMDs, annual inspection, etc would be regulated.

33. Mr SHEK William asked how the TD would identify participants and members of the public on the day of the on-site trial and whether the TD would keep a record of when they joined and left. He hoped that the TD would report the situation to the TTC after the trial.

34. The views of the Chairman were summarised below:

- (a) he said if a driver drove a vehicle without due care and attention, he would be regarded as driving carelessly or dangerously, and the interests of car owners and pedestrians were protected by third party insurance. He asked

who would be responsible for accidents in this trial in case there was no third party insurance;

- (b) he said there was a high pedestrian flow on the related road section of Science Park during weekends. He asked the TD how crowd control would be implemented on the day of the trial; and
- (c) he asked the TD whether pedestrian flow and vehicular flow had been predicted and what impact was expected to be brought to the roads concerned by the activity.

35. Mr Benedict CHEUNG, Senior Engineer/Walkability 2 of the TD gave a consolidated response as follows:

- (a) the TD hoped to introduce a regulatory framework to allow the use of EMDs on cycle tracks under suitable regulatory and safety requirements. The TD also proposed a speed limit of 25 km/h for the EMDs participating in the on-site trial in order to evaluate whether the operating performance of EMDs was similar to that of bicycles. Besides, the TD would also restrict the size and weight of EMDs for the observation of performance;
- (b) he said there were age restrictions and technical requirements for the on-site trial. The TD might consider imposing technical and safety requirements in the future regulatory framework;
- (c) he added that the TD would issue permits to participants who must be holders of driving licences given that the EMDs would be deemed as vehicles. The EMDs would be subject to speed, size and horsepower restrictions while no carrying of passengers was allowed;
- (d) he said the cyclist flow on the cycle track where the on-site trial would take place was rather high at weekends, therefore the TD would set different time slots and restrict the number of participants in each time slot to control the flow;
- (e) he said except questionnaire survey, the TD would also monitor the speed, the flow and the actual distance of use, etc., of bicycles and EMDs on the cycle track;
- (f) he said the TD would provide third party insurance for participants of this activity to play safe;
- (g) he said the TD would consider enhancing education, publicity or pre-approving some models for the future regulatory framework to enhance public safety awareness;
- (h) he said when drafting the legislation for the regulation of EMDs, the TD would look into which category four-wheeled mobility scooter was under, or exercise further regulation;

- (i) he said on the day of the on-site trial, on-site staff would be deployed to keep the venue safe and remind members of the public to look out for the condition of the cycle track. Sufficient signages would be put up to remind members of the public to stay alert in the area. First-aiders would be stationed to provide assistance;
- (j) he said the on-site trial was a one-off arrangement to obtain data for introducing a regulatory framework. During the activity, the TD would also explain the arrangement to the public;
- (k) he said the speed of a general electric wheelchair was around 6 to 10 km/h. The TD would study the market situation further;
- (l) the TD would consider imposing mandatory requirement for user registration under the future legislative framework, the decision had not yet been finalised; and
- (m) regarding the question of whether the EMDs could be used on roads, after reviewing the road situation in Hong Kong, the TD considered that the current road infrastructure design was vehicle-oriented without any dedicated lane for bicycles. In fact, roads were crowded with vehicles and people, and there were also busy roadside activities. On the consideration of road safety, the TD advised that the EMDs and electric bicycles be forbidden on roads and thus proposed a trial run of the EMDs to assess their suitability for use on cycle tracks.

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

- (a) he asked how many questionnaires the TD would distribute and believed that the number distributed would affect the results;
- (b) he opined that the TD had only taken into consideration a number of factors, which would not be tested in the trial. He was doubtful about the effectiveness of regulation;
- (c) he reiterated that the EMDs were quiet during operation which might pose risks to younger users of cycle tracks. He asked whether the TD had considered public safety;
- (d) he said the on-site trial was categorised by date and time slots. The trial results, if satisfactory, would be included in the legislative framework directly, which he considered too lax; and
- (e) he asked how the TD would carry out publicity for the trial.

37. Mr Felix CHOW asked how the TD would select the participants of the on-site trial, whether it was open to the public for enrolment or through invitation by the consultant company. If it was open to the public for enrolment, how the TD would ensure the EMDs complied with the criteria. He also asked about the number of

participants, how the TD would ensure the eligibility of participants and how the police would enforce the law on cycle tracks.

38. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he asked about the number of participants and, given that the TD had no clear definition of EMDs yet, whether participants were required to use specific types of EMDs or they could use any kind of EMDs; and
- (b) he opined that there was room for improvement in some of the cycle tracks in Hong Kong. The iron poles and kerbs might pose a danger to users of EMDs with smaller wheels.

39. Mr SHEK William asked the TD again how participants would be identified on the day of the trial and whether the time they participated would be recorded.

40. Mr CHENG Chung-hang opined that the objective of the on-site trial was rather vague and incomplete. He asked what the specific results the TD was expecting.

41. The views of Mr CHAN Pui-ming were summarised below:

- (a) he asked the TD about the criteria for issuance of permits; and
- (b) he opined that the TD did not have a clear publicity plan and he suggested that the TD expand the coverage of publicity and promote the activity to members of the public who were unfamiliar with the road condition in order to enhance safety.

42. Mr Benedict CHEUNG gave a consolidated response as follows:

- (a) the TD did not set an upper limit on the number of questionnaires but it was hoped that pedestrians, cyclists and users of EMDs in the vicinity would be surveyed;
- (b) the TD had not carried out a detailed study on the use of EMDs on mountain bike trails for the time being. The EMDs would first be used on cycle tracks on trial;
- (c) he said the required specifications of EMDs and power assisted pedal cycles participating in the on-site trial were set out in the paper;
- (d) the TD did not set a limit on the number of wheels of EMDs participating in the on-site trial at the moment. However, restrictions would be imposed on the specifications, such as speed and sizes. The TD would also check whether the EMDs met the required specifications;
- (e) he said participants were required to hold and display permits and wear the helmets for the on-site trial for identification. They had to make registration when they joined and left the activity;

- (f) the TD hoped to observe whether the operating performance of EMDs was similar to that of bicycles through the on-site trial; and
- (g) he said in addition to the residents nearby, the TD would consider carry out publicity for the activity to bicycle rental shops in the district.

43. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr Felix CHOW.

44. Members agreed to discuss the provisional motion proposed by Mr Felix CHOW.

45. Mr Felix CHOW proposed the provisional motion as follows:

“Background:

The Government is considering relaxing the restrictions on the use of electric mobility devices, and has proposed that an on-site trial be conducted at the end of this year. In this connection, the Traffic and Transport Committee of the Sha Tin District Council proposes the following:

1. Before the on-site trial of electric mobility devices, the Transport Department (TD) is required to explain to this Committee:

- (1) detailed requirements for the specifications of the trial devices and how to ensure the trial devices meet the requirements
- (2) the selection criteria for the trial participants
- (3) the temporary traffic arrangements for conducting the trial

2. The TD is required to clarify the responsibility for accidents concerning the trial.

3. The TD needs to step up its efforts to promote the trial, so that residents in the district are informed of the trial details”

Mr SIN Cheuk-nam, Mr MAK Tsz-kin, Ms WONG Man-huen, Ms LUK Tsz-tung, Ms TSANG So-lai, Mr CHAN Pui-ming, Mr HUI Lap-san, Mr CHENG Chung-hang, Mr Johnny CHUNG, Mr WAI Hing-cheung, Mr Michael YUNG and Mr LUI Kai-wing seconded the motion.

46. The Chairman asked members whether they endorsed the provisional motion in paragraph 45.

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

48. The Chairman said he was reviewing the meeting schedule and would follow up the on-site trial arrangement at the special meeting to be held. He requested that the TD report the information for consultation and briefing to cycling organisations.

Question to be Raised by Mr LUI Kai-wing on Road Occupation and Illegal Parking at Au Pui Wan Street in Fo Tan and Provision of an Outdoor Car Park at Lai Ping Road
(Paper No. TT 52/2020)

49. The Chairman asked members whether they agreed to re-arrange the order of the agenda item and to address Mr LUI Kai-wing's question first as the public light bus operators had not arrived at the Conference Room.

50. Members unanimously endorsed the above arrangement.

51. The views of Mr LUI Kai-wing were summarised below:

- (a) he thanked the Police, the Highways Department (HyD) and the TD for taking time to attend the inter-departmental meeting earlier for the discussion on how to combat illegal parking in Fo Tan. He said the problem of illegal parking at Au Pui Wan Street, Sui Wo Road, Tsung Tau Ha Road, Kwei Tei Street, Wong Chuk Yeung Street, Fo Tan Road and Shan Mei Street was discussed. There were traffic congestion and occupation of roads and loading/unloading areas at the above roads. After knowing the law enforcement action by the police, he explored possible solutions to the problems with the relevant departments; and
- (b) he enquired about the current planning arrangement for parking spaces in Fo Tan and the number of parking spaces, and the progress of the consultation on the widening of the junction between Fo Tan Road and Sui Wo Road.

52. The views of Mr MAK Tsz-kin were summarised below:

- (a) he said the serious illegal parking problem in Fo Tan was caused by faulty planning. There were quite a lot of garages and logistics companies in the area, giving rise to the problem of illegal loading/unloading of goods. He asked whether the DLO/ST had ever considered giving advice or imposing penalty on the landlords of those businesses in order to minimise the impact on the local traffic; and
- (b) he said there was a vacant government site of considerable size at Shan Mei Street. He asked whether the relevant department would consider rezoning the site for use as a car park or loading/unloading area.

53. The views of Mr Felix CHOW were summarised below:

- (a) he said since the intake of Yuk Wo Court and Chun Yeung Estate, the illegal parking problem in that area had become more serious. In the past few months, he noticed that additional police manpower had been deployed for enforcement against illegal parking. However, the problem of road occupation by some business operators had not yet been solved;
- (b) he said the pick-up/drop-off area at Kwei Tei Street was occupied by some business operators for their mobile garage business, which caused

obstruction. He asked how the relevant departments would step up enforcement effort in the area, whether additional traffic control measures could be put in place and whether enforcement action targeting illegal operation of businesses or unauthorised use of government sites would be carried out; and

- (c) he asked whether the relevant department would provide additional parking facilities at Lai Ping Road.

54. The views of the Chairman were summarised below:

- (a) he apologised for not being able to attend the inter-departmental meeting the day before; and
- (b) he said the illegal parking problem at Au Pui Wan Street, Fo Tan Road and Shan Mei Street in Fo Tan was severe. The successive completion of housing estates in the area would aggravate traffic congestion, while garages and express delivery companies also occupied the roads illegally. He asked the members concerned to pass the photos showing the above problem to the DLO/ST for follow-up action.

55. Mr POON Wing-hong, Senior Engineer/Shia Tin 1 of the TD gave a consolidated response as follows:

- (a) he thanked members for attending the inter-departmental meeting the day before and expressing their views;
- (b) he said the traffic problems in Fo Tan were mainly caused by illegal parking, and government departments would carry out joint operations to tackle the problem. The TD would continue to put in place the control measures and consider adjusting the time period of prohibited zones and carrying out control actions on walkways, such as plantation of small trees for the prevention of illegal parking;
- (c) he said the TD would continue to study how road crossing facilities could be improved to provide convenience to members of the public and enhance road safety;
- (d) regarding the supply of parking spaces, he said under the principle of “single site, multiple use”, the TD would endeavour to provide public parking spaces in government facilities in response to the demand for parking spaces in the district. He cited the proposed development project of a recreation and sports complex in Fo Tan as an example, saying that the TD had requested the departments concerned to include a suitable number of public parking spaces; the TD had also requested the provision of around 300 parking spaces in the development project at the former bus depot of The Kowloon Motor Bus Co. (1933) Ltd (KMB); and

- (e) he said the site at Shan Mei Street would be used as a short-term site office. For long-term planning, the Planning Department or the Lands Department would provide further information.

56. Mr Wilfred NGAI, Engineer/Ma On Shan of the TD gave a consolidated response as follows:

- (a) regarding the illegal parking problem at Lai Ping Road, he said the TD had already confirmed the provision of additional bollards at some sections of the road to prevent illegal parking on walkways;
- (b) he said the TD had already requested the police to step up enforcement at Lai Ping Road; and
- (c) he said given that slope facilities were located on the two sides of the road sections of Mount Regalia and service reservoir, there was no flat land suitable for the provision of a car park. The TD would continue to study whether any other suitable location was available for the provision of roadside parking spaces for public use.

57. The Chairman said a member suggested relocating the stop of Route No. 88X from Shan Mei Street to Fo Tan Road and he invited the TD to provide additional information.

58. Ms Natalie TSANG, Senior Transport Officer/Shu Tin of the TD gave a consolidated response as follows:

- (a) the TD was processing the application for the route adjustment of KMB Route No. 88X in Fo Tan and the adjustment was expected to be implemented in late October or early November this year; and
- (b) since bus routes to Chun Yeung Estate had been diverted to travel via Fo Tan Road at present, the TD had to review the traffic flow of Fo Tan Road and the usage of the new en-route stop outside Shatin Galleria at Fo Tan Road to study the feasibility of diverting the bus routes bound for Sui Wo Court to travel northbound via Fo Tan Road.

59. Mr LAM Chi-chung, Officer-in-charge, District Traffic Team (Shatin District) of the Hong Kong Police Force said the Police was aware of the rapid development of Fo Tan and the traffic condition there and would maintain close communication with various departments and members to combat illegal parking with a view to improving the traffic condition.

60. The Chairman asked what established measures the DLO/ST had in place to follow up the unauthorised placing of goods or illegal parking on government sites.

61. Ms CHU Kam-seung, Administrative Assistant/Lands (Acting) of the DLO/ST gave a consolidated response as follows:

- (a) she said it was specified under the land lease of Hopeful Factory Centre that industrial and/or godown use was permitted, if the industrial building was used for storage of goods, it would not constitute a breach of lease conditions. Regarding this case, the DLO/ST had carried out a site visit in August this year, it was observed that one of the ground-floor units of Hopeful Factory Centre facing Au Pui Wan Street was used for the storage of goods and staff were moving goods. However, no service counter or provision of services to the public was found. The DLO/ST had already sought legal advice and it was concluded that there was no breach of the lease conditions on the use of the unit;
- (b) she said the problem of insufficient parking spaces was under the TD's purview. The TD would communicate with the DLO/ST after identifying a location suitable for parking and the DLO/ST would take follow-up action according to the prevailing policies to maintain close communication between the two parties; and
- (c) she said the DLO/ST would take action against illegal occupation of land, which, generally meant objects that could not be moved readily. If the object was dumped refuse, the DLO/ST would refer the case to the Food and Environmental Hygiene Department (FEHD) for follow-up action. If it was a structure, the DLO/ST would put up notices requiring cessation of occupation and take follow-up action.

62. Mr LUI Kai-wing asked the DLO/ST to explain in detail the land lease of the industrial building concerned and the issue of the service counter.

63. Ms CHU Kam-seung said according to the lease conditions, it was specified that industrial and/or godown use was permitted in the industrial building in question. According to the lease condition concerned, it would not constitute a breach of lease condition if the unit was used for placing or storage of goods. From the DLO/ST's site visit in August this year, it was seen that staff were moving goods, but no service counter was available for business activities or provision of services to the public. The DLO/ST believed that the above situation did not constitute a breach of lease condition after seeking legal advice.

64. Mr LUI Kai-wing asked if a goods vehicle arrived there for picking up goods on the strength of an invoice, whether commercial transactions were involved.

65. Ms CHU Kam-seung said the above situation was different from the DLO/ST's observation during the site visit in August this year. It would not constitute a breach of lease condition if staff were moving goods or placing goods only. However, it might breach the lease condition if people were picking up goods on the strength of invoices. Nevertheless, a decision could only be made subject to evidence and legal advice.

Contract No. NE/2017/05 Road Widening and Retrofitting Noise Barriers on Tai Po

Road (Sha Tin Section) — Works Progress and Construction Arrangements
(Paper No. TT 50/2020)

66. The Chairman welcomed representatives of the Civil Engineering and Development Department (CEDD), the consultant company and the contractor to the meeting.

67. Mr Albert YU, Chief Resident Engineer of the AECOM Asia Co. Ltd briefly introduced the contents of the paper.

68. The views of Mr WONG Ho-fung were summarised below:

- (a) he asked in which month Tai Po Road (Sha Tin Section) would be closed; and
- (b) he said some drivers were not aware that two right turns had to be made at the section of Sha Tin Rural Committee Road near the Headquarters of the Leisure and Cultural Services Department (LCSD). He suggested that the TD put up additional road signs to show direction.

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

- (a) during the works period, he had received a complaint that the strong spotlight installed at the overhead signage frame at Wai Wah Centre caused disturbance to sleep. He asked the department which section was responsible for the management of the design concerned and whether there would still be works that affected members of the public in future; and
- (b) he said after the closure of the cycle track at Tai Po Road, some cyclists switched to Sha Tin Centre Street or walkways for cycling, posing risks to the safety of pedestrians. Some cyclists rode in Sha Tin Park and caused discontent among other park users. He hoped that the TD could bring the problems to the attention of the LCSD and take follow-up action.

70. The views of Mr Jimmy SHAM were summarised below:

- (a) given that there were quite a lot of elderly residents in the district, he suggested retrofitting walkways with covers to provide convenience to residents and enhance safety;
- (b) he said some residents had reflected that the road section between King Wo House and Mei Wo House in Wo Che Estate was dimly lit, he suggested adding lighting facilities there; and
- (c) he said the works involved the diversion of many driving routes and the CEDD had to put up additional direction signs to the public.

71. The views of Mr Raymond LI were summarised below:

- (a) he said vehicles were diverted to Yuen Wo Road due to the night-time demolition works of the overhead signage frame at Tai Po Road (Sha Tin Section) bound for Tai Po. However, taxis were parking at the section of Yuen Wo Road near the swimming pool while a large number of vehicles were parking at Hip Wo House near the section of Fo Tan Road for a long time at midnight hours. He advised the department to pay attention to the situation and take follow-up action to avoid affecting the traffic;
- (b) he said the lighting of some road sections was rather dim and he hoped that the department would take follow-up action; and
- (c) he hoped that the works could be finished as soon as possible to improve the traffic of the New Territories. He also asked whether the CEDD had formulated any measures to avoid noise nuisance or minimise the noise generated.

72. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) regarding the closure of northbound and southbound lanes of Tai Po Road, he asked whether reference could be made to the southbound routing for the diversion arrangement, with a view to avoiding travelling via Pai Tau Village; and
- (b) regarding the arrangement of the lift for the temporary passageway, he asked whether the entrance/exit of lift would be facing the same direction after works completion and the detailed arrangement of the lift.

73. The views of the Chairman were summarised below:

- (a) he opined that after the widening works, Kowloon-bound vehicles turning left to Tai Po Road from Sha Tin Rural Committee Road would take the middle lane of Tai Po Road in future, instead of joining the left most lane at present, which would effectively solve the congestion caused by lane changing;
- (b) regarding the retrofitting of the lift, he asked whether another lift would be retrofitted at any location near the East Rail Line;
- (c) regarding the arrangement that northbound vehicles of Tai Po Road had to detour via Pai Tau Street, he asked whether the department had estimated the preliminary traffic flow and the number of vehicles. He also asked whether there were any alternative routes to provide more choices to the public and prevent all vehicles from detouring via Pai Tau Street so that the number of vehicles at Pai Tau Street could be reduced;
- (d) regarding the noise barrier, he asked about the level of damage caused by typhoons to the paper-bark trees and whether the main trunks had been

damaged to the extent that transplantation was not possible and thus had to be removed. As far as he was aware, several trees at the works site had been listed in the Register of Old and Valuable Trees. He asked the department about the measures to be adopted to protect the trees concerned during the works period; and

- (e) he said the widening works were expected to be completed in 2023. However, in view of the opening of Liantang Port and the development at Queen's Hill, the traffic flow from the North District of the New Territories would be extended to the vicinity of Sha Tin, and therefore traffic congestion would not be significantly improved. He enquired about the works programme for Trunk Road T4, the strategic road planning in Sha Tin and when the incomplete works would be dealt with.

74. Mr John CHUNG, Chief Engineer/N(SD8) of the CEDD gave a consolidated response as follows:

- (a) he said the CEDD could catch up with the schedule based on the current works progress. The CEDD would continue to review the works procedure to expedite the works progress under a safe condition while the impact on road users was minimised;
- (b) he said the CEDD would review and take follow-up action regarding insufficient lighting at individual locations;
- (c) he said the retrofitting of walkways with covers involved other established practices and the CEDD would check and follow up with other departments;
- (d) the CEDD expected that the works that required road closure would be carried out in the fourth quarter of this year and the first quarter of the coming year. Sufficient temporary signages would be put up around the works site and coordination with the management company of the tunnel concerned would be made for the broadcasting of announcements in the tunnel;
- (e) he said the CEDD had been pressing on the planning of the works for Trunk Road T4, with the aim of gazettal of the works in the coming year; and
- (f) he said the CEDD would maintain close communication and coordination with the TD on other improvement works.

75. Dr Priscilla CHOY, Arborist (Managing Director) said the reasons for not recommending the preservation of the paper-bark trees included: the trees concerned were at least decades old, which were considered mature or very mature; many pedestrians and cyclists passed by the walkway nearby, it would be dangerous if there was any problem with the trees; the roads concerned were rather narrow, the tree roots were susceptible to damage during the installation of noise barriers; the road surface was uneven and tree roots were prone to be exposed, the branches and leaves of the trees on the top would easily be lost in typhoons and epicormic shoots would grow on the lower

part of trunks, which would endanger structural stability and the trees would be susceptible to mould infection; some parts of the bark were already eaten away by ants and the condition was not desirable; the soil of the road section concerned also lacked air, and the trees were too tall. Therefore, suitable tree species should be chosen for replantation there.

76. Mr Albert YU gave a consolidated response as follows:

- (a) he said sufficient road signs would be provided;
- (b) he said the maintenance and repair of the overhead signage frame concerned were performed by the HyD originally but the frame was included in the works area at present. Follow-up action had been taken regarding the strong spotlight;
- (c) he said the LCSD would be contacted for the study on the provision of signages in Sha Tin Park to remind cyclists that no cycling was allowed in the park. Besides, signages would be provided to inform cyclists of the suitable route to the bus stops;
- (d) regarding traffic noise and illegal parking, he said, as usual, notices would be put up on roads to prevent illegal parking and the contractor would also put up notices on the windscreens of private cars beforehand. Police assistance would be sought when necessary;
- (e) regarding the arrangement for northbound traffic of Tai Po Road to detour via Pai Tau Village, he said pedestrian lights were provided at the road section concerned and if vehicles were allowed to drive through there directly at night, drivers might misunderstand that they were allowed to drive straight ahead when the traffic resumed normal in daytime, which would pose danger to the public;
- (f) regarding the protection of the old and valuable trees inside the works site, he said all works procedures and tree preservation methods could only be adopted with prior approval of the LCSD in order to reduce the works impact on the old and valuable trees; and
- (g) regarding the lift, he said the original entrance/exit would be kept after the works. A lift would also be installed near the East Rail Line and Sheung Wo Che Village but the foundation could not be laid yet due to the underground electricity cables and water mains and diversion was being arranged. It was hoped that the works could commence early next year.

77. Mr Raymond LI suggested carrying out greening and improvement works on the land occupied during the works after it was released, such as tree planting or construction of leisure facilities for use by residents.

78. The views of the Chairman were summarised below:

- (a) he asked the CEDD what protective measures would be taken for the three trees listed in the Register of Old and Valuable Trees, whether it would demand or suggest the project resident engineer or the contractor to follow the CEDD's advice to protect the trees;
- (b) he said the current locations of the old trees were not desirable and the works were in close proximity with the roots of the old trees upon completion. He asked the CEDD for its advice; and
- (c) he asked whether the CEDD had consulted the residents or the mutual aid committee of Wo Che Estate when the decision to remove the paper-bark trees was made.

79. Mr Albert YU responded that as stipulated in the contract, arborists had to assess the health condition of the three old trees and submit reports every month. As for the two old trees near Shatin Centre, the works location did not cover the canopy spread and thus the impact on the roots on the slope was mild. As for the old tree near Lek Yuen Estate, he said the works would be carried out at the location of the existing structure as far as possible to minimise the impact on the old tree, and the experts of the LCSD would also be closely consulted. He said soil testing had been conducted for the works and the results showed that the soil was suitable for tree growth. He said the conditions of the old trees were monitored at many levels, so the works would not create a significant impact on the growth of the old trees.

80. The Chairman asked members whether they agreed to address the two provisional motions moved by Mr Jimmy SHAM and himself respectively.

81. Members agreed to discuss the above two provisional motions.

82. The Chairman decided to address the provisional motion moved by Mr Jimmy SHAM first.

83. Mr Jimmy SHAM moved the following provisional motion:

“Background:

Road widening and retrofitting of noise barriers were underway on Tai Po Road (Sha Tin Section) currently. The works concerned include widening Tai Po Road, retrofitting noise barriers and also altering a number of community facilities nearby, such as modification of cycle tracks. Among the surfacing works of some of the walkways, the alterations at the junction on Sha Tin Rural Committee Road are the most important.

The Sha Tin Rural Committee Road interchange is the connecting point of Lek Yuen Estate, Pai Tau Village, Sheung Wo Che Village, Ha Wo Che Village and Sha Tin Town Centre, which local residents must pass through for access to important community facilities such as Lek Yuen Market, Sha Tin Centre Street

Market and Sha Tin MTR Station.

Quite a number of residents in the district are elderly people. They often use the walkways at Sha Tin Rural Committee Road interchange in their daily lives. Though currently equipped with barrier-free access, the walkways do not have covers. During the rainy season, many of the elderly will carry their groceries with one hand and hold an umbrella with the other hand, dangerously stumbling up and down the stairs connecting Sha Tin Rural Committee Road and Lek Yuen Estate.

A number of residents have been longing for the provision of walkway covers in the Sha Tin District all along. Besides, quite many of them pointed out that the lighting along the walkway and cycle track next to Tai Po Road (Sha Tin Section) was insufficient. Hence, it is hoped that the residents' need would be considered under the works project to improve the facilities in the vicinity at one go.

Motion:

1. Install walkway covers (e.g. from Lek Yuen Estate to the lift near Lek Yuen at Sha Tin Rural Committee Road / from the walkway under the bridge at Sha Tin Rural Committee Road near Sha Tin Market to Footbridge NF40 / from the walkway off Footbridge NF40 to Footbridge NF66)
2. Enhance the lighting system at the cycle track off the section from King Wo House to Mei Wo House in Wo Che Estate"

Mr WAI Hing-cheung and Mr Raymond LI seconded the motion.

84. The Chairman asked members whether they endorsed the provisional motion in paragraph 83.

85. Members unanimously endorsed the provisional motion in paragraph 83.

86. The Chairman moved the following provisional motion:

“Background

Starting from the new school year in 2020, parents have been driving their children to and from schools throughout the Sha Tin District, leading to traffic congestion there. Despite the incessant population growth in the district in recent years, the Civil Engineering and Development Department (CEDD) is short-sighted, no studies have been conducted to build additional outbound trunk roads in the district so far so as to ease the severely congested Lion Rock Tunnel and Tate's Cairn Tunnel. The widening of Tai Po Road (Sha Tin Section) alone will not be able to cope with the new population under various development projects in Sha Tin, Ma On Shan and New Territories East.

Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the CEDD expeditiously implement improvement works on the following roads in the Sha Tin District and carry out study and planning of outbound trunk roads for the district:

1. expeditiously study the feasibility of constructing dedicated lanes from southbound A Kung Kok Street to Tate's Cairn Highway, in order to ease the traffic at Shek Mun Interchange;
2. expeditiously widening the section at Shek Mun Interchange towards Tai Chung Kiu Road to three lanes, so as to ease the Sha Tin-bound traffic in Ma On Shan with tailbacks at Shek Mun Interchange and A Kung Kok Street caused by traffic signal waiting time at the junction of Tai Chung Kiu Road / Ma On Shan;
3. expeditiously commence the works for Trunk Road T4 and build additional westbound slip road connecting Lion Rock Tunnel Road, so as to ease the traffic from Sha Lek Highway towards the end of Siu Lek Yuen Road;
4. expeditiously study the feasibility of widening the road from Tate's Cairn Highway to Siu Lek Yuen slip road, so as to extend the bus-only lane and enhance efficiency;
5. with reference to the designated bus gate at the Cross-Harbour Tunnel from northbound Canal Road Flyover, study the feasibility of setting up a designated bus gate for buses entering A Kung Kok Street from Ma On Shan Road, so as to enhance the efficiency of bus operation;
6. expeditiously build an additional tube for Lion Rock Tunnel and widen Lion Rock Tunnel Road, and provide additional bus-only lanes for the section of westbound Lion Rock Tunnel Road from Sha Tin Road to Hung Mui Kuk Road;
7. expeditiously study the feasibility of providing a new tunnel in the Sha Tin District to Kowloon East, so as to ease the traffic congestion at Lion Rock Tunnel and Tate's Cairn Tunnel."

Mr CHAN Pui-ming, Ms LUK Tsz-tung, Ms WONG Man-huen, Mr MAK Tsz-kin, Mr LUI Kai-wing, Mr Felix CHOW, Mr LO Tak-ming, Mr HUI Lap-san, Ms NG Ting-lam, Mr CHENG Tsuk-man, Mr Johnny CHUNG, Mr CHENG Chung-hang, Mr CHAN Wan-tung, Mr WONG Ho-fung, Mr CHEUNG Hing-wa, Mr SHEK William, Mr Jimmy SHAM, Mr NG Kam-hung, Mr LO Yuet-chau, Ms TSANG So-lai, Mr Ricardo LIAO, Mr YEUNG Sze-kin, Mr CHIU Chu-pong, Mr CHAN Nok-hang, Mr Wilson LI, Mr SIN Cheuk-nam and Mr Raymond LI seconded the motion.

87. The Chairman asked members whether they endorsed the provisional motion in paragraph 86.

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

Review on the Operation of New Territories GMB Route Nos. 803 and 804

89. The Chairman welcomed the representative of the GMB operator Kwok Chung Holdings Limited to the meeting.

90. The Chairman briefly introduced the contents of the letter from Kwok Chung Holdings Limited.

91. Mr SIN Cheuk-nam said there was some distance from the stops of GMB Route No. 803 to Ma On Shan Station as well as Heng On Station. He asked whether the merged route of Route Nos. 810 and 803 would continue to operate via the stop at Hang Hong Street. If not, it would cause inconvenience to members of the public commuting to Tai Wai and Hin Keng.

92. The Chairman said the Secretariat had deleted some of the individual Orders of the Sha Tin District Council Standing Orders (the Standing Orders) he cited in his invitation letter to the GMB operator. He wished to know why.

93. Mr Derek YUEN, Senior Executive Officer (District Council) of the Sha Tin District Office (STDO) responded that the Chairman might invite any persons to attend the meeting in accordance with the Standing Orders, and the Secretary had prepared the relevant letter in which editorial amendments were made for the sake of conciseness.

94. The views of Ms TSANG So-lai were summarised below:

- (a) she disapproved of the merging of Route Nos. 803 and 810 and opined that overly complicated or lengthy minibuses routes would turn people away instead of increasing the source of passengers;
- (b) she said the loss of passengers of Route No. 803 could be attributed to the pandemic and the commissioning of Tuen Ma Line, yet there was also room for improvement of the service quality such as lost trips. She suggested the operator improve service quality and routeing; and
- (c) she supported extending Route No. 810 to Wu Kai Sha, which would provide residents of Ma On Shan North with services to reach On Tai area.

95. The views of Mr CHAN Pui-ming were summarised below:

- (a) he opined that according to Order 7(3) of the Standing Orders in Section D, the Secretariat's withdrawal from the meeting might have breached the Standing Orders; and
- (b) he said Ma On Shan Area 77 was not close to the railway, and the residents could only rely on KMB Route No. 81C to commute to and from Tai Wai. He suggested the operator consider introducing services similar to Route No. 803M to provide circular feeder services in areas not adjacent to the

railway.

96. Ms WONG Man-huen considered that service quality was crucial to patronage, and the decrease in patronage should not be fully attributed to the commissioning of Tuen Ma Line. She suggested the operator and the TD provide more data to the TTC for information. She disapproved of introducing Route No. 804A without consultation and supporting data.

97. The views of Mr CHAN Wan-tung were summarised below:

- (a) he supported the operator to continue with the operation and did not oppose the fare increase decision in principle. However, he proposed improving service quality, including drivers' attitude and frequency;
- (b) he wanted to know the operation status of Route Nos. 803M and 804A, and whether there was any other route that the operator would like to discuss. He suggested the operator enhance communication with the TTC; and
- (c) he said the TTC was willing to assist the operator and hoped that there would be improvement in the operation status. However, any route decided without consultation would not meet the needs of members of the public. Therefore, he hoped that the operator could actively express their views and communicate more with STDC Members.

98. Mr SHEK William said residents of Yue Tin Court and City One had relayed the lost trip problem of Route No. 804. He also relayed on behalf of Mr LAI Tsz-yan that Route No. 804 to Tai Wai had skipped the stop at Belair Gardens. A possible reason was that the minibus stop, which was close to a bus stop, was overshadowed by buses stopping at the bus stop. Therefore, he proposed relocating the minibus stop to the back of the bus stop.

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

- (a) he said the attitude of some drivers of the operator had been a subject of criticism, such as not wearing a mask during the pandemic, which became a concern to some members of the public;
- (b) he cited Route No. 804 as an example and said there was considerable passenger demand at Prince of Wales Hospital and along the route. He suggested strengthening and improving the services in order to compensate for the profit carved up by Tuen Ma Line;
- (c) he added that Route No. 803 was usually full by the time it reached Tai Wai MTR Station where many passengers were waiting for the route there, which indicated that passengers needed to take the minibus instead of the MTR. He suggested the operator carry out a review;
- (d) he said Route No. 803 departing from Ma On Shan was usually full by the time it reached Tai Shui Hang. He suggested the operator make

improvements to attract passengers again; and

- (e) based on his observation, the passenger demand for the two new routes was low. He suggested the TD consider intervention to provide assistance. He added the TTC did not intend to veto the decision to increase fare, but the services should be improved prior to the fare increase. He hoped the operator would provide further information and plans.

100. The views of Mr HUI Lap-san were summarised below:

- (a) he was sympathetic to the operator as some minibuses had been operating at a loss due to the pandemic. However, he had often received complaints from residents about drivers' attitude, quality, frequency, and cleanliness of the vehicle compartments of Route No. 803; and
- (b) he said as Route No. 803 operated via Hang Hong Street and Belair Gardens whereas Route No. 810 operated via Ma On Shan Area 77 and Yuen Wo Road, the two routes served different groups of target passengers. In this regard, he did not oppose fare increase under the pandemic, but he disapproved of the merging of the two routes.

101. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he did not support the introduction of Route No. 804A and added there were various means of transport running to and from Siu Lek Yuen and City One, including many minibuses and buses, which could not address the operation issues; and
- (b) he did not oppose the operator's fare increase, but suggested improving the service quality, including drivers' attitude and the problem of skipping stops.

102. The views of Ms LUK Tsz-tung were summarised below:

- (a) she said there was a complete overlap of services of Route Nos. 804A and 804 along the road section between Kwong Yuen and City One with similar fare. The frequency of Route No. 804 was every 5 to 6 minutes whereas that of Route No. 804A was every 10 minutes. She would like to know the purpose of introducing Route No. 804A; and
- (b) she proposed introducing a minibus route running between Kwong Yuen and Shek Mun. With the successive completion of housing estates such as Greenhill Villa, together with the shopping centres, restaurants and a wet market in Shek Mun, the introduction of the route could provide convenience to the residents, meeting the objective of making interchange to Ma On Shan Line as well.

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

- (a) he said in addition to attracting passengers, the operator should also consider whether the re-routeing would result in a loss of passengers. He suggested the operator proceed with the re-routeing only upon availability of sufficient data and comprehensive planning;
- (b) he opined the TD failed to take into full consideration the operator's operation status in studying how the introduction of Tuen Ma Line would affect other means of public transport. He wished to know whether the TD had provided assistance to the operator; and
- (c) he suggested the operator and the TD not to proceed with the re-routeing until they understood the residents' needs.

104. Mr Felix CHOW hoped that operation resources could be put to good use. He suggested the operator consider complementing the existing services when introducing new routes; for example, providing a commuting route in Tai Wai area or providing a circular route running between Hin Keng Estate and Sun Tin Wai Estate with Tai Wai as the centre to facilitate the daily lives of the residents.

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

- (a) he said buses and minibuses could hardly compete with Tuen Ma Line upon its commissioning. Therefore, he suggested the operator and the TD consider introducing services in areas not covered by the main railway such as remote areas in the district;
- (b) he opined the merging of Route Nos. 803 and 804 might undermine its competitiveness, and therefore had reservations about the plan; and
- (c) he suggested introducing Route No. 810X, which would depart from Ma On Shan Park or Ma On Shan Town Centre and operate via Villa Oceania, Sai Sha Road and Pak Shek through Shek Mun Interchange towards Sha Tin. He suggested that the operator carry out an overall review.

106. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he opined the "railway-as-the-backbone" policy relied heavily on railway development and neglected the long-term development of buses and minibuses. He added the patronage of Route No. 804A might not be sufficient with low feasibility; and
- (b) he hoped the operator and the TD could discuss with the DC members of the relevant constituencies before proposing a new plan so as to explore its room for improvement.

107. The Chairman asked the operator whether resources could be deployed flexibly to the merged route given that the operation hours were affected by the passenger service

licence. He hoped the operator would provide further information.

108. Mr LO Kwok-leung, Manager of the Kwok Chung Motor Car Limited said after the operator joined the “\$2 Transport Fare Concession Scheme”, the vehicle fleet of different routes could not be deployed interchangeably. For instance, as in past Yata promotion campaigns, the original vehicle fleet of Route No. 810 alone was not sufficient and vehicles of other routes had to be deployed to meet the sudden increase in passenger demand. He said that “merging” referred to the deployment of Route No. 803 vehicles to Route No. 810 during certain service hours, instead of merging of the two routes.

109. The Chairman said members held different views on the routes, and were generally dissatisfied with the decision of the trial run of Route Nos. 803M and 804A without prior discussion with them. He wished to explore future improvement measures with the operator.

110. Ms Natalie TSANG gave a consolidated response as follows:

- (a) the department understood the commissioning of Tuen Ma Line had affected the operation of the operator. To improve its operating environment, the department had maintained close contact with the operator to discuss improvement measures jointly. The trial run of short-haul Route Nos. 804A and 803M was an improvement measure implemented after repeated discussions with the operator;
- (b) she pointed out that Route Nos. 804A and 803M were the short-haul services of long-haul Route Nos. 804 and 803 along similar routings. The department hoped the trial short-haul services would divert passengers and increase the turnaround capacity of the short-haul vehicles, thereby increasing operation efficiency and improving the operator’s operating environment;
- (c) the department noted members’ views and suggestions regarding the trial run of Route Nos. 803 and 804. The department would follow up and review with the operator, and study the current public transport network to explore the feasibility of the suggestions; and
- (d) the department had handled the application for the merging of the passenger service licences of Kowloon GMB Route Nos. 2 and 6 in 2015. The said passenger service licences were held by the same party whereas the passenger service licences of Route Nos. 803 and 810 were currently held by different parties, which showed the differences in circumstances.

111. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD responded that the department had received the fare adjustment application of the routes under the group of Route No. 803 and the documents were currently under review. In light of the socio-economic impacts brought by COVID-19, the department had to exercise more caution when processing the application to strike a balance between the operator’s financial status, the operating environment and acceptance of passengers. The department

would process the application as soon as possible and collect the views of members and the local community later.

112. The views of the Chairman were summarised below:

- (a) he hoped the operator would provide further information on the holders of the passenger service licences;
- (b) he agreed that the department had to handle the fare increase application with caution. However, the fiscal health of minibus operators was not comparable to that of bus companies. He opined that taking about a year to process the application was not satisfactory; and
- (c) he was of the view that another meeting should be held with the department to review minibus routes in the district, and added it was an effective practice to invite the operator to the meeting. He requested the Secretariat to reprint, resend and file the unedited invitation letter to the representative of the operator.

113. Mr LO Kwok-leung gave a consolidated response as follows:

- (a) he said the passenger service licences were held by a parent company and its subsidiary of a different name, but the shareholder structures were identical; and
- (b) he added Route Nos. 803M and 804A were at the trial run stage currently. The operator noted the lost trip problem of Route Nos. 803 and 804. The operator also planned to replace some of the vehicles in the coming year if possible.

114. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he said the operator and the department's introduction of supplementary minibus routes did not require any consultation. However, he was of the view that the plan of Route No. 804A was not satisfactory; and
- (b) he added the problem with Route No. 804 was skipping stops instead of lost trips.

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

- (a) he considered that the operator should review the routes from a macro perspective; and
- (b) he suggested the minibus operator increase the frequency of the routes to guarantee the sources of passengers in the long run, improve the transport network in the district and provide the residents with better services.

116. The views of Mr CHAN Pui-ming were summarised below:

- (a) he said apart from the poor route design of Route No. 803M, the lack of publicity prior to the trial run also confused some members of the public;
- (b) he opined the department had made a hasty decision on the introduction of supplementary routes, and asked whether the same arrangements would apply to future studies on introducing similar supplementary routes;
- (c) he was of the view that the supplementary routes did not benefit the minibuss operator or the residents. He hoped the department could give more thorough consideration to all minibuss routes; and
- (d) he considered that the Government had not given sufficient support to minibuss operators. He pointed out that under the Employment Support Scheme, each minibuss was entitled to a \$30,000 subsidy only whereas the MTR Corporation Limited (MTRCL) had hundreds of millions of subsidies and property income.

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

- (a) he opined some of the existing regulations throttled the room for survival of minibuss routes, and the department should review the requirements and help minibuss operators tide over the difficulties as far as possible;
- (b) he considered that the department could discuss the routeing with the DC members of the relevant constituencies prior to introduction of new routes; and
- (c) he hoped the Chairman could convey to the department the need to address the operation issues of Route Nos. 803, 804 and 803K.

118. The views of the Chairman were summarised below:

- (a) he said the department had allowed two different minibuss operators to operate two identical routes. However, when the industry expressed the wish to follow Chit Fai Motors Company Limited to merge the passenger service licences of a parent company and its subsidiary, the department refused to grant approval, indicating different standards had been adopted;
- (b) he said members were dissatisfied with the lack of consultation prior to the trial run of Route Nos. 803M and 804A;
- (c) he opined it would take time for Kwok Chung Motor Car Limited to collect data during the trial run. He said he would decide whether to follow up the matter depending on the arrangement of agenda items for the next meeting;

- (d) he suggested the department study the feasibility of merging the routes under the group of Route Nos. 803 and 810; and
- (e) he asked the Secretariat about the follow-up progress of sending the invitation letter to the minibus operator.

119. Ms Natalie TSANG noted members' views on Route Nos. 803M and 804. The department would continue to follow up on the services and patronage of the two trial routes, and conduct a review with Kwok Chung Motor Car Limited later.

120. Mr Derek YUEN said that the editorial amendments in the letter addressed to the minibus operator were made for the sake of conciseness, and it was learnt at the meeting that the Chairman intended to set out the details of the Standing Orders.

121. The Chairman said the Secretariat could make suggestions regarding the contents of the letter, but should not make any amendments on its own. He asked the Secretariat to provide the unedited letter to the minibus operator.

122. Mr LO Kwok-leung said regardless of the effectiveness of Route Nos. 803M and 804A, he hoped to explore improvement measures with the department after the trial run.

123. The Chairman said the agenda item might be followed up at a special meeting. He asked Kwok Chung Motor Car Limited to prepare the operation data of Route Nos. 803M and 804A and other improvement measures, in order to discuss with the department and all members about enhancement of the arrangements. To avoid disclosure of operation data of the companies, he suggested Kwok Chung Motor Car Limited and Wai Ching Industrial Company Limited submit the relevant papers to the Chairman, who would then forward them to other members with a copy to the TD. He asked the representatives of the two companies of their opinions regarding the above suggestion.

124. Mr LO Kwok-leung and Mr NGAN Hung-fai, Management Manager of Wai Ching Industrial Company Limited did not object to the above suggestion.

Review on the Operation of New Territories GMB Route Nos. 806A, 806B and 29

125. The Chairman welcomed the representatives of GMB operator Wai Ching Industrial Company Limited to the meeting.

126. The Chairman briefly introduced the contents of the letter from Wai Ching Industrial Company Limited.

127. Mr LEE Chi-kin, Manager of Wai Ching Industrial Company Limited gave a consolidated response as follows:

- (a) he said there was not yet a designated minibus area at Wan Tau Tong terminus in Tai Po at present where other vehicles would often drive in, which might cause accidents easily. The company had already discussed

with the department about setting up traffic signs for the GMB stop at the above location;

- (b) he added a minibus terminus had been set up in Wong Nai Tau, but passengers could hardly board and alight from the vehicle due to the serious problem of illegal parking. The illegal parking situation in Shek Mun was even worse, ending up that passengers had to board and alight from the vehicle on the fast lane. The above situation had affected the service of the first departure. He hoped the department and the police would provide assistance in improving the situation;
- (c) he said there was disturbance from suspected triad members during the initial operation, but there was no disturbance any longer after the police had been contacted;
- (d) he said the journey time of Route No. 806 was longer and a direct route between Wan Tau Tong and Pak Shek Kok was not available at the moment. Therefore, the company proposed providing short-haul services of the route and was discussing the proposal with the department. It was hoped the proposal could be implemented expeditiously to provide convenience to the passengers commuting between Tai Po and Pak Shek Kok and alleviate the burden on Route No. 806; and
- (e) he said CUHK Medical Centre might commence operation by the end of the year, and some members of the public had expressed concern about whether the existing route would operate via the mentioned location. Therefore, the company proposed that Route No. 29 operate via the mentioned location to provide convenience to the public.

128. The views of Ms LUK Tsz-tung were summarised below:

- (a) she said illegal parking was serious in Shek Mun and the shortage of parking spaces was a planning mistake. A stopgap measure was to rely on the police's law enforcement. She asked the TD and the HyD whether there would be traffic measures to facilitate the police's law enforcement;
- (b) she suggested reviewing the sectional fare of Route Nos. 806A and 806B, and said the current sectional fare was not satisfactory. She pointed out that members of the public taking Route No. 806A mostly travelling from Ravana Garden to Science Park, but no sectional fare was available for this section. While running a similar route as GMB Route No. 806A, KMB Route No. 82C charged a lower fare, which discouraged the public from taking Route No. 806A;
- (c) she proposed advancing the first departure of Route Nos. 806A and 806B. The journey time was about an hour and there was already a long queue for the first departure. Passengers who could not get on had to wait for 20 to 25 minutes, which was not satisfactory; and

- (d) she said due to the gradual resumption of work and classes, it was suggested that the frequency of Route Nos. 806A and 806B be increased during peak hours. She cited the example of Route No. 806B departing from Shek Mun. After reaching Ravana Garden, the vehicle became fully occupied after the second or third stop, which showed a great demand for the service.

129. The views of Ms WONG Man-huen were summarised below:

- (a) she said the residents' demand for GMB Route Nos. 806A and 806B had increased after KMB Route No. 43P no longer operated via City One. Members of the public mostly chose to take the routes to and from Science Park during peak hours. Therefore, she suggested increasing the frequency during peak hours and extending service hours; and
- (b) she added the routes were too long in distance, and therefore suggested providing a short-haul route and offering an appropriate sectional fare in the morning peak hours for going to work and school to attract passengers.

130. The views of Mr Felix CHOW were summarised below:

- (a) he expressed worries about the suggestion of extending Route No. 29 from Ma Liu Shui Pier to CUHK Medical Centre, and pointed out that the utilisation rate of Chak Cheung Street and University Station was high in the morning. Apart from a potential lack of car pits, it would also bring pressure to the traffic in the vicinity. He hoped the authority would further study the suggestion;
- (b) he supported the diversion proposed by the minibus operator and hoped it could serve more members of the public travelling to and from the vicinity of Science Park; and
- (c) he hoped the department would pay attention to the disturbance the minibus operator had suffered and the facilities at the minibus stops to ensure a good working environment for the operator.

131. The views of Mr SHEK William were summarised below:

- (a) he said many residents of Yue Tin Court, City One or Kwong Yuen Estate would go to Science Park for work or leisure and the routes could provide convenience to them. However, he proposed that sectional fare be offered for the section between Science Park and Kwong Yuen; and
- (b) he suggested Route No. 29 provide whole-day service to obviate the need for introducing a short-haul route, while Route Nos. 806A and 806B did not have to operate via Pak Shek Kok so as to avoid increasing journey time.

132. The views of Mr CHAN Pui-ming were summarised below:

- (a) he said residents generally welcomed the operation of Route Nos. 806A and 806B, but the lost trip problem in the morning deserved attention. He wanted to know whether the current services had been affected by the traffic at the two roundabouts near University Station;
- (b) he said it was rather congested when Route No. 806B operated via Hang Ming Street and Hang Kin Street. Although the police had issued penalty tickets for traffic offences, he hoped the department could study the problem of traffic congestion at the mentioned locations with other departments in the long run; and
- (c) he wished to know the possibility of setting up an en route stop for Route No. 806 to solve the problem in which passengers at the stops after Ma On Shan could not get on board as the vehicle was already fully occupied.

133. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he suggested providing sectional fare for Route No. 806A in City One bound for Wong Nai Tau similar to that of Route No. 804A; and
- (b) he suggested the police step up law enforcement and remove vehicles which caused obstruction if penalty tickets did not achieve adequate deterrent effect.

134. The views of the Chairman were summarised below:

- (a) he suggested representatives of Wai Ching Industrial Company Limited take the opportunity to explain to the police how illegal parking affected their operation at the meeting; and
- (b) he said sectional fare was currently offered for the section from Wan Tau Tong to Ma Liu Shui Pier. He suggested Wai Ching Industrial Company Limited consider offering a similar sectional fare for the section from Pak Shek Kok to Sha Tin.

135. Mr NGAN Hung-fai gave a consolidated response as follows:

- (a) he pointed out that the road section of Tate's Cairn Highway near Sha Tin Sewage Treatment Works was often congested. The introduction of a short-haul route could ease the passenger loading in Pak Shek Kok without adding pressure on the traffic at Chak Cheung Street roundabout; and
- (b) he said if sectional fare was provided for the section between Pak Shek Kok and Sha Tin, it was likely that passengers who alighted at en route stops would take up a large proportion and passengers heading to Tai Po would be affected.

136. Mr LEE Chi-kin gave a consolidated response as follows:

- (a) he pointed out that the minibus regulator communicated with passengers from time to time and would pay attention to their needs. He did not rule out the possibility of applying to the department for advancing the service hours;
- (b) he said generally speaking, the frequency of Route Nos. 806A and 806B was every 20 to 25 minutes. Based on the operator's observation during the peak hours from 7:15 am to 9:00 am dozens of days ago, the actual interval was around 8 to 11 minutes;
- (c) he added the operating minibuses were equipped with walkie talkies, drivers had to make a report when passengers were left behind at minibus stops, so that the regulator could make arrangements depending on the circumstances and deploy vehicles of either Route No. 806A or 806B to meet the passenger demand;
- (d) he said he had tried to reserve two to three seats for passengers to get on in Pak Shek Kok, yet it might attract complaints. Therefore, he hoped to introduce a short-haul route to alleviate the pressure in the morning peak hours;
- (e) he said the service area of Route No. 29 was different from that of Route No. 806A or 806B. The main target passengers were commuters from Tai Po to Science Park and the daily patronage was not more than 200 persons. Therefore, there was no plan for providing whole day service of the route at the moment;
- (f) he added as the routeing of Route No. 29 was rather long, it was difficult to foresee traffic congestion, which might lead to lost trips; and
- (g) he said a short-haul route of Route No. 806B was under consideration by the operator. He welcomed members' suggestions, which would be considered carefully by the operator and discussed with the department.

137. Mr LEE Chi-kin showed photos to illustrate how illegal parking had affected the operation. For instance, some road users were not cooperative in Wong Nai Tau and Shek Mun, so minibuses could not pull over and passengers even had to board and alight on the fast lane, which might cause accidents easily. In addition, while the TD had already provided traffic signs to allow minibus parking outside the operation time, he said most drivers had no choice but to park at the opposite bus stop because the locations had been occupied by other vehicles, ending up that they were repeatedly ticketed, which was unfair to them.

138. The Chairman hoped the police could refer the matter to New Territories North Section for follow-up action. He also wanted to know how the police would follow up the issues of Wong Nai Tau and Shek Mun stops.

139. Mr LAM Chi-chung gave a consolidated response as follows:

- (a) he said the police had maintained contact with the TD on matters such as setting up minibus stops. The department would contact the police, who would also provide assistance;
- (b) he noted the matter raised by the operator. Apart from referral to the traffic team for follow-up action, the Sha Tin Police District would also be notified to carry out law enforcement actions at different time periods; and
- (c) he added he would discuss the solutions with the representatives of the operator regarding the issues of Wong Nai Tau terminus after the meeting. The police would also step up law enforcement in the vicinity of Shek Mun.

140. The Chairman said two airport bus routes might be introduced in the Sha Tin District, one of which might depart from Wong Nai Tau. The police should pay heed to traffic order. Meanwhile, the trolleys illegally placed there had obstructed minibuses from pulling in and out. He wished to know the enforcement action of the DLO/ST.

141. Mr LAM Chi-chung said he would discuss with Mr Ricardo LIAO and Mr YEUNG Sze-kin about follow-up action to alleviate the problems of illegal parking and obstruction to pulling in and out.

142. Ms CHU Kam-seung responded that the DLO/ST primarily carried out law enforcement actions at permanent structures. The department opined that it would be more effective for the FEHD to handle the trolleys.

143. Mr Leo CHAN gave a consolidated response as follows:

- (a) he said the operator had conveyed the problem of illegal parking in Wong Nai Tau and Shek Mun termini to the department. Similar situations were found during inspections and the department had written to the police requesting them to take appropriate law enforcement actions. The department would continue to observe the operation of the route, and urge the police again to step up patrols and law enforcement if necessary;
- (b) he said regarding the suggestion of extending the service area of Route No. 29 to CUHK Medical Centre, the department was seeking the opinions of CUHK Medical Centre. To his knowledge, there were minibus stopping points within the area of CUHK Medical Centre, so it might not be necessary to use the current public transport interchange at University Station. However, the traffic conditions of the roads in the vicinity and the public transport services operating via the road sections nearby still had to be taken into account in the proposal. The department would consider all these factors in determining the appropriate traffic arrangements and discuss with the operator later; and
- (c) he said the routeing of Route No. 806A or 806B was relatively long, and the vehicle fleet of Route No. 29 would be deployed flexibly during non-

peak hours to tie in with the operation of Route No. 806A or 806B. Therefore, further discussion with the operator was required as to whether there would be room for the introduction of a special short-haul route during peak hours as well as the arrangements for fleet deployment. If there was any suggestion, there would be further discussion with the STDC or the relevant members.

144. Mr CHAN Pui-ming wished to know the operation of Route No. 806A or 806B at the two roundabouts at University Station, and the impact on the routes brought by regular traffic congestion at present. He was worried that large-scale expansion works of Science Park in the future might affect the services.

145. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he said he had a site visit with Mr LO, Engineer of the TD at Kwong Sin Street near Castello to study the possibility of setting up a minibus terminus there. He would like to know the progress and the difficulties of the plan so far; and
- (b) he suggested providing sectional fare for Route No. 806A similar to that of Route No. 804A in City One. He hoped the department would consider the suggestion.

146. The views of the Chairman were summarised below:

- (a) he said some specialty services in the New Territories East Cluster had been transferred to Alice Ho Miu Ling Nethersole Hospital in Tai Po. However, the journey to the hospital from Sha Tin or Ma On Shan was circuitous. He suggested the operator consider expanding the service area to cover the above location;
- (b) he was concerned about illegal parking in Wan Tau Tong. He opined the problem would affect members of the public in the use of public traffic network and urged the department to follow up; and
- (c) he suggested advancing the first departure of Route Nos. 806A and 806B to provide convenience to the public.

147. Mr NGAN Hung-fai considered that the main reason for the traffic congestion at Chak Cheung Street was the tailback of traffic towards Kowloon. The provision of traffic lights at the roundabout in future might produce a counter effect and even lead to frequent traffic accidents. He proposed dealing with the diversion of vehicles to Kowloon first. With a successful diversion, traffic congestion would then be resolved naturally.

148. Mr LEE Chi-kin said he would discuss with the company about the arrangements for advancing the first departure of Route Nos. 806A and 806B, and an application for advancing services would be submitted to the department subject to manpower deployment.

149. Mr Leo CHAN gave a consolidated response as follows:

- (a) he said the department had all along encouraged operators to provide fare concessions subject to their financial status. He believed the operator had already noted the suggestion and would take the suggestion into active consideration;
- (b) he added the department noted Mr YEUNG Sze-kin's suggestion of setting up a minibus terminus at the roundabout off Castello and would study its feasibility;
- (c) he pointed out that the department had reviewed the situation at Wan Tau Tong terminus, put forward proposals for adjustment and conducted consultation. The department was considering and studying the opinions collected to further review the existing arrangements for Wan Tau Tong terminus. He would also continue to follow up with the operator regarding the arrangement for the regulator's kiosk after the meeting;
- (d) the department noted the suggestion on the services from Sha Tin to Alice Ho Miu Ling Nethersole Hospital in Tai Po; and
- (e) he said the department would facilitate the operator's arrangements as far as possible and actively consider any service adjustments to meet passenger demand.

150. Mr POON Wing-hong noted the views on signal-controlled junction. The design of Chak Cheung Street roundabout was under review by the relevant departments, including the consultant company of Science Park. Further consultations would be conducted if more information was available.

Question to be Raised by Mr LO Yuet-chau on the Transport Services in the Yu Yan Constituency
(Paper No. TT 53/2020 (Revised))

151. Mr YEUNG Sze-kin made an enquiry on behalf of Mr LO Yuet-chau regarding the TD's reply to Question (d). He said Mr LO Yuet-chau was of the view that the suggestion was not practical and hoped the TD could provide more effective solutions.

152. The views of the Chairman were summarised below:

- (a) he wanted to know whether Route No. 182X or 982X could reach Che Kung Miu Road faster;
- (b) he wished to know whether the department had considered Route No. 182P going straight to Tsang Tai Uk, Jat Min Chuen, Belair Gardens and Wong Nai Tau without operating via World-Wide Gardens and Sun Chui Estate; and

- (c) Route No. 182X could operate via Waterloo Road flyover, but there would be serious congestion at the road section. He would like to know whether the bus drivers could have flexibility in deciding the routeing.

153. Mr Felix CHOW opined that there was a lack of cross-harbour bus services in Sha Tin and Fo Tan. He wished to know the current situation of the bus routes running from Pak Shek Kok to the Central and Western Districts via Lek Yuen and Wo Che, as well as the bus routes running from Fo Tan to Tai On Building in the Eastern District, whether the department would enhance the services, and the relevant tender progress.

154. Mr SHEK William opined that sectional fare should be introduced for Route No. 73A. At present, the fare of Route No. 72A was \$5.8 whereas that of Route No. 73A was \$7.8. Therefore, he suggested sectional fare be introduced for bus routes running from Cheung Shue Tan to Sha Tin.

155. Ms Natalie TSANG gave a consolidated response as follows:

- (a) the road section near the taxi pick-up and drop-off point at Chui Yan Street was a “No-stopping Restriction Zone” at present, and it was actually an offence for taxis to park at the above location. In case of serious illegal parking, the department would write to the police and request them to step up law enforcement, and ask taxi associations to remind their members not to park illegally;
- (b) she suggested the bus companies provide additional information on the journey time of Route Nos. 182X and 982X and the operation arrangements for Route No. 182X;
- (c) as some en route stops with high patronage of Route No. 182P were proposed to be cancelled, passengers of those en route stops would be affected. The department had to consider the proposal with caution. However, the department and the bus company noted members’ opinions, which would be taken as reference in route planning; and
- (d) regarding Mr Felix CHOW’s enquiry about the progress of cross-harbour bus routes, the department was carrying out the preparatory work for tendering.

156. Mr Jeff TAM, Manager, Public Affairs of the KMB gave a consolidated response as follows:

- (a) he said information on the journey time of Route Nos. 182X and 982X was not available at the moment and he would follow up after the meeting;
- (b) regarding the arrangement for Route No. 182 to operate via Waterloo Road, he pointed out that the existing bus route was determined based on the “service conditions”. Owing to the number of traffic lights and stopping arrangements, Route No. 182X would be faster; and

- (c) he added the arrangements for fare concessions involved the consideration of a number of factors such as financial implications and the nature of routes. The KMB noted members' opinions on sectional fare, which would be taken as reference in future.

157. Mr Simon WONG, Planning and Scheduling Manager of the New World First Bus Services Limited and Citybus Limited gave a consolidated response as follows:

- (a) he said the running data of Route Nos. 182X and 982X was not available at the moment and an analysis would be conducted after the meeting; and
- (b) he said the company was open to the diversion proposal for Route No. 182P in Wong Nai Tau and would collect journey time data to consider the attractiveness of the adjustment to passengers in Kwong Yuen and Wong Nai Tau.

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting
(Paper No. TT 48/2020)

158. The views of the Chairman were summarised below:

- (a) he would like to know the progress of relocating the bus terminus of KMB Route No. 88X from Fo Tan Station to Chun Yeung Estate;
- (b) he said he had asked the department for running data of different route plans of KMB Route Nos. 86C and 286C, but the officer who vacated office or was newly appointed did not follow up the matter. Therefore, he was dissatisfied with the officers of the Bus and Railway Branch of the TD; and
- (c) he said the frequency of Citybus Route No. 5X operating via Whitfield Road had been reduced to every 20 minutes. He wanted to know whether there was any space for an evening departure point for two Western Harbour Crossing bus routes to Ma On Shan at the location and the terminus of Citybus Route No. 89R which had ceased operation. He added he had discussed the proposal with the relevant committee chairman of the Wan Chai District Council, and wished to know the bus company's views on the proposal.

159. Mr CHAN Pui-ming said traffic congestion was serious in Ma On Shan at present. Some residents had no choice but to take the MTR. He worried it might not be appropriate to conduct another investigation into the affected bus routes in October this year before the problem was solved.

160. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he wished to know the department's proposed timetable for relocating the terminus of KMB Route No. 88X from Fo Tan Station to Chun Yeung Estate;

- (b) he wanted to know the views of the Kwun Tong District Council on the department's suggestion of turning KMB Route No. 88X from a circular route into a two-way route; and
- (c) he understood the department was identifying an appropriate stopping point for cross-harbour bus Route Nos. 980X and 981P at the relevant locations. He would like to know whether the department would also consider setting up the terminus of the return trips of cross-harbour bus Route Nos. 982X and 985X in Causeway Bay.

161. The views of Mr SHEK William were summarised below:

- (a) he said the frequency of KMB Route No. 86C had been reduced. He considered an alternative necessary for the residents in the vicinity of Belair Gardens; and
- (b) he said KMB Route No. 286C operated via Tai Po Road to Tsing Sha Highway, and the widening works of Tai Po Road caused traffic congestion easily. He wished to know whether the department would consider operating via Tai Chung Kiu Road to Tsing Sha Highway instead.

162. The Chairman said that in the provisional motion at the previous meeting, KMB officers of higher seniority responsible for route planning and development had been invited to the meeting to address the problems. He expressed regret that the KMB did not make arrangements. He reiterated that the TTC did not support or agree with the department's unilateral decision in relation to the bus route programme.

163. Ms Natalie TSANG gave a consolidated response as follows:

- (a) the department was processing the KMB's application for adjusting the routeing of Route No. 88X in the Fo Tan area. The trial routeing had been completed at this stage and it was expected that the simplified routeing within Fo Tan and the relocation of the terminus in Fo Tan to Chun Yeung Estate would be implemented in late October or early November this year; and
- (b) the department understood that different stakeholders in the Kwun Tong District held various views on KMB Route No. 88X. Therefore, in implementing the adjusted routeing in Fo Tan, the department would retain the operation mode of a circular route. When the department and the bus company had new proposals for Route No. 88X, the relevant district councils would be consulted again.

164. Mr Dennis LEE, Manager, Planning and Development of the KMB gave a consolidated response as follows:

- (a) he said the adjustment of KMB Route No. 88X was expected to be implemented in late October or early November this year. The progress was good so far and everything was ready;
- (b) he understood members' concerns about KMB Route Nos. 86C and 286C. The KMB had been receptive to the views and maintained close contact with the department. The KMB would actively follow up with the department to improve the network of Sha Tin and Ma On Shan to Tsing Sha Highway; and
- (c) he said that regarding the terminus locations of the four cross-harbour bus routes, the company had to continue the discussion with the department about ways to improve the existing services.

165. Mr Simon WONG said regarding the proposed extension of the starting point of evening return trips of cross-harbour bus Route No. 980X eastwards, he would continue to identify an appropriate stopping point with the department to provide convenience to passengers and maintain a smooth operation at the same time.

166. The Chairman opined that the proposal should be implemented as soon as possible and suggested the New World First Bus actively consider the proposal. In addition, he would like to discuss the frequency reduction upon the commissioning of Tuen Ma Line at the next special meeting. He added that the TD was carrying out a patronage study to work out the level of frequency reduction. He had requested the department to deploy resources to the routes in need.

167. Mr POON Wing-hong said the relevant section of the department was still carrying out consultation regarding the parking standards of the Guidelines. He had yet to learn about the implementation date and would provide additional information after the meeting.

168. The views of Mr HUI Lap-san were summarised below:

- (a) he said there was news about regularisation of KMB Route No. 286C since late March this year. He did not understand why there was no confirmed plan so far. Members also opposed the shared use of the bus fleet of KMB Route Nos. 286C and 86C; and
- (b) he added that the information provided in the KMB app was incorrect; for example, the cancelled Pei Ho Street stop of Route No. 286C was still displayed, which had confused passengers.

169. Mr Dennis LEE said that Pei Ho Street stop of KMB Route No. 286C to Sha Tin had been cancelled due to diversion, and passengers could see whether their downloaded app was the most updated version.

170. The Chairman said the lost trip problem of KMB Route No. 286C was severe currently. He reminded the KMB to pay attention to service quality. He asked the department to take note of the matter and conduct spot checks.

Question to be Raised by Mr YUNG Ming-chau, Michael on the Transport Condition of Various Road Sections in the Sha Tin District

171. The views of the Chairman were summarised below:

- (a) he said as some departments had not submitted a written reply to the question, no discussion could be held at the meeting. He asked the Secretariat about which departments had or had not submitted their replies, and requested the Secretariat to email him the replies submitted by all departments the next day;
- (b) he pointed out that the Secretariat should urge other departments to submit their replies to the question, and he would like to know how the STDO would follow up; and
- (c) he added that if the departments could not submit all replies prior to the meeting, the Secretariat should inform members of the reasons. He wanted to know whether there was any administrative blunder on the part of the STDO.

172. Mr Derek YUEN responded that a number of departments had submitted their replies. However, the replies to some parts of the question were still outstanding and required follow-up action.

173. Ms Katy CHENG, Chief Liaison Officer of the STDO gave a consolidated response as follows:

- (a) she said the Secretariat had contacted the relevant department for replies to the question, but the replies were incomplete. She believed the Secretariat had been in liaison and opined that time should be given for the Secretariat to communicate with the relevant departments; and
- (b) she added that incomplete replies were not conducive to the discussion, and the member who had raised the question might be dissatisfied with the incomplete replies that had been received. She hoped the Chairman would understand that it took time for the Secretariat to communicate with the departments.

174. Mr CHAN Pui-ming said that some departments were unable to provide complete replies prior to the meeting before, and they would respond by way of supplementary information at the next meeting. He suggested referring to the practice.

Information Item

Progress Report of the Transport Department
(Paper No. TT 55/2020)

175. The views of Mr Felix CHOW were summarised below:

- (a) he welcomed the diversion of Route No. 43P, which no longer operated via City One and Tai Chung Kiu Road. He wished to know whether it was hard to get on Route No. 43P towards University Station, and suggested the department consider service adjustments; and
- (b) he pointed out that given the frequency reduction of Route No. 82C to City One and early departure time of the last trip, he proposed increasing the frequency of Route No. 82C to provide convenience to the residents who got off work at a later time.

176. The views of Ms LUK Tsz-tung were summarised below:

- (a) she was dissatisfied that the department adjusted Route No. 82C to address the impacts brought by the diversion of Route No. 43P. She also pointed out that the greatest differences between the two routes were fare and frequency. The diversion had caused inconvenience to members of the public working at Science Park. She suggested the department adjust the frequency of Route No. 82C;
- (b) she said there was a similar problem with the return trips of Route No. 82C. Before the diversion of Route No. 43P, there were at least seven departures of Route No. 82C which could provide return trips. After the diversion, there were only two departures of Route No. 82C within a shorter time period. It caused inconvenience to members of the public travelling between Science Park and the Sha Tin District. She suggested the department deploy resources and increase the frequency; and
- (c) she wanted to know whether the patronage of Route No. 82C met the target. If yes, she asked the department to review the service of the route as soon as possible.

177. Mr CHEUNG Hing-wa wished to know the progress of review of the traffic signs at Tai Wai Station Public Transport Interchange.

178. The views of the Chairman were summarised below:

- (a) he said Route Nos. 47A and 47X originally shared a fleet. The frequency of Route No. 47X during non-peak hours was adjusted; meanwhile, Route No. 47A operated every 30 minutes. Therefore, he would like to know why the department did not put in some resources to Route No. 47A to strengthen the bus services of Shui Chuen O Estate; and

- (b) regarding the situation of Tai Wai Station Public Transport Interchange, he had asked the relevant departments and organisations about the arrangements for the bus stops, and proposed “removing the island” at the location. However, the department responsible for the maintenance platform there was not known at the time. Therefore, he wanted to know the follow-up progress of the issue so far.

179. Ms Natalie TSANG gave a consolidated response as follows:

- (a) she said the maintenance platform at Tai Wai Station Public Transport Interchange was to facilitate repair of the installations at a higher location there. The department responsible for the maintenance platform was the Architectural Services Department and the department which used the maintenance platform was the EMSD. She added that setting up a bus stop there would require the lifting of the current maintenance platform for buses to pull over. However, lifting the maintenance platform would reduce its maintenance space. Therefore, the department was reviewing with the EMSD to see if the proposal would affect the maintenance of the installations at a higher location there;
- (b) she pointed out that due to the property development projects above the station, some bus stops at Tai Wai Station Public Transport Interchange had to be closed temporarily. A temporary bus stop near the exit of Che Kung Miu Road had been added for Citybus Route No. B8 which was about to commence service. She said upon completion of the topside property development project and re-opening of the bus stops, the stopping of Citybus would be improved; and
- (c) the department would review with the bus company the feasible adjustment arrangements for Route No. 47A depending on the passenger demand for Route Nos. 47A and 47X.

180. Mr Leo CHAN said the department and the bus company would monitor closely the operation of Route No. 43P after the service adjustment, the passenger demand and service of Route No. 82C, and study service adjustment arrangements at an appropriate time.

181. The views of the Chairman were summarised below:

- (a) he suggested that in case of deployment similar to Route Nos. 47X and 47A in future, the department should instruct the bus company to improve the existing services instead of merely frequency reduction; and
- (b) he wished to know the progress of extending Route No. 89S to Shui Chuen O Estate.

182. Mr Dennis LEE gave a consolidated response as follows:

- (a) he said the KMB monitored closely the patronage of Route Nos. 82C and 43P, and was of the view that the existing services could meet passenger demand;
- (b) he added the existing services of Route No. 82C could meet passenger demand. The KMB was willing to adjust its services in case of increased demand; and
- (c) the KMB was communicating with the TD regarding Route No. 89S, and it would follow up and explain the situation to members in a timely manner.

183. The Chairman wanted to know the specific follow-up of Route No. 89S, and suggested the KMB address the problem expeditiously.

184. Mr Dennis LEE said the discussion with the TD about Route No. 89S was underway, and the details would be provided to members in due course.

185. Mr POON Wing-hong said the department had reviewed the traffic signs at Tai Wai Station and found that some signs were overlapped or insufficient. The department was arranging improvement works with the HyD.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 56/2020)

186. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin (Paper No. TT 57/2020)

187. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan (Paper No. TT 58/2020)

188. Mr CHAN Pui-ming said due to the pandemic, school hours ended early at noon, which was identical to the lunch hour and caused traffic congestion in locations such as Po Tai Street and Hang Kin Street. He requested the police to step up patrols during the above period.

189. Mr LAM Chi-chung said the police noted the issue and would step up patrols.

Report on the Operation and Works Progress of the Mass Transit Railway Corporation
(Paper No. TT 59/2020)

190. The views of Mr SHEK William were summarised below:

- (a) he said he had contacted representatives of the MTRCL regarding the frequency of the MTR. He was pleased to know that the frequency had been adjusted from every 10 minutes to every 7 minutes. However, as there were more passengers when school finished, he requested the MTRCL to increase the frequency during the said period; and
- (b) he wished to ask the MTRCL whether the train frequency was related to the commissioning of the Kai Tak Line.

191. The views of the Chairman were summarised below:

- (a) he requested the MTRCL to arrange a site visit in relation to the new trains and the progress of Shatin to Central Link; and
- (b) he wanted to know the progress of the MTRCL signalling system testing and the improvement to the computer systems for train operations.

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

- (a) he said the MTRCL increased the frequency of Tuen Ma Line Phase 1 on 19 October this year, and the frequency during non-peak hours was increased to every 7 minutes;
- (b) he added the MTRCL would monitor closely the patronage when school finished and make further adjustments when necessary;
- (c) he pointed out that the MTRCL was investigating the suspension of the commissioning of the new signalling system of East Rail Line, and it was expected that the report would be completed in three months. It was re-assessing the impacts on the commissioning of the Hung Hom to Admiralty Section brought by the incident and would explain the situation to the public in due course; and
- (d) he said the MTRCL noted member's opinions about a visit to the new trains and would inform members of further information upon re-consideration.

193. The Chairman said there were not only problems with frequency of the MTR, but also the bus routes in the district when students went to schools. Therefore, he asked the TD, the relevant bus companies and minibus operators to discuss ways to strengthen services.

194. Ms Natalie TSANG said in response to the implementation of half-day class arrangements of some schools, the relevant minibus operators had already deployed their

fleet to tie in with the passenger demand when school finished, and the bus companies would also make necessary deployment depending on the circumstances.

195. Mr Dennis LEE said the KMB had noticed the increase in demand for certain routes at noon due to the class arrangements, the KMB would closely monitor the utilisation rates of the routes and adjust the services.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 60/2020)

196. The Chairman cited the reply of the Civil Aviation Department (CAD) regarding the TTC's request for information on the Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin as well as the supplementary information mentioned at the meeting on 17 September this year, the CAD had provided the statistics between May and July this year, which were set out in Annexes 1 to 5 to the paper. The CAD had apologised for not being able to attend the meeting.

197. The Chairman said that he would write to the department for the reasons for repeated absence at the meeting if members agreed. No member present at the meeting objected to the proposal.

198. The meeting was adjourned at 9:54 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

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