

Sha Tin District Council
Minutes of the 4th Meeting of
the Traffic and Transport Committee in 2021

Date : 19 October 2021 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Office Conference Room 441
 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 HUI Lap-san	DC Member	2:30 pm	5:40 pm
Mr CHENG Chung-hang	"	2:34 pm	5:40 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	5:40 pm
Mr CHUNG Lai-him, Johnny	"	2:36 pm	5:40 pm
Dr LAM Kong-kwan	"	2:43 pm	4:59 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	5:40 pm
Mr SIN Cheuk-nam	"	2:30 pm	5:40 pm
Mr WAI Hing-cheung	"	2:30 pm	5:40 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr LAM Fong-tat, James	Assistant District Officer (Sha Tin)1
Mr HO Kin-nam, David	Senior Executive Officer (District Council) (Atg)/ Sha Tin District Office
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Ms YUEN Nga-man	Senior Transport Officer/Shatin, Transport Department
Mr NGAI Hiu-kan, Wilfred	Engineer/Ma On Shan, Transport Department
Mr POON Chi-cheong, Vincent	Engineer/Shatin 2, Transport Department
Mr LO Hoi-wing, Jeff	Engineer/Shatin 3, Transport Department
Mr CHEUNG Chun-yin, Joey	District Engineer/Shatin(1), Highways Department
Mr LIU Chi-kwong	District Engineer/Shatin(2), Highways Department
Mr SUEN Kwok-chuen	Housing Manager/Tai Po, North and Shatin 4, Housing Department
Mr YEUNG Wai-dor	Administrative Assistant/Lands (Atg) (District Lands Office, Sha Tin)
Mr WONG Pui-kai	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr Jeff TAM	Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Rob LIU	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr CHAN Chung-yi	Officer (Planning and Development), The Kowloon Motor Bus Company (1993) Limited and Long Win Bus Company Limited

In Attendance by Invitation

Mr HUI Ka-chun, Billy
 Ms CHIU Chi-heng, Sharon
 Mr Gary CHING
 Ms KWOK TAM Yuk-ying,
 Joanna
 Mr TSANG Hing-lung, Henry
 Mr CHUNG Kok-lin
 Ms Annie LAM

Title

Senior Engineer/Strategic Studies 1, Transport Department
 Engineer/Strategic Studies 6, Transport Department
 Associate Director, MVA Hong Kong Limited
 Principal Project Coordinator 1/Special Duties,
 Highways Department
 Senior Engineer 15/Special Duties, Highways Department
 Project Coordinator 11/Special Duties, Highways Department
 Public Relations Manager - External Affairs, MTR Corporation Limited

Absent

Mr MOK Kam-kwai, BBS

Title

DC Member (Application for leave of absence received)

Action

Mr James LAM, Assistant District Officer (Sha Tin)¹, said that according to the procedure set out in Order 34(3) of the “Sha Tin District Council Standing Orders” (the Standing Orders), members present at this meeting shall elect from amongst themselves by simple majority vote a temporary Chairman who was also a member of the Council to preside at that meeting. A nominee must be seconded by two seconders. He asked whether there was any nomination at the meeting.

2. Mr Chris MAK nominated Mr HUI Lap-san as the temporary Chairman. Mr WAI Hing-cheung, Mr CHENG Chung-hang, Mr SIN Cheuk-nam and Mr Felix CHOW seconded the nomination.

3. As there was only one candidate, Mr James LAM announced that Mr HUI Lap-san was elected ipso facto as the temporary Chairman of the Traffic and Transport Committee (TTC).

(The remaining meeting would be chaired by Mr HUI Lap-san, the temporary Chairman of the TTC.)

4. Mr Chris MAK said that the number of members of the Sha Tin District Council (STDC) had reduced and the office of the Chairmen and/or Vice-Chairmen of some committees had been left vacant. He would like to know whether a temporary Chairman had to be elected to preside over each committee meeting and whether a Chairman could be elected directly at the meeting.

5. Mr David HO, Senior Executive Officer (District Council) (Atg) of the Sha Tin District Office, gave a consolidated response as follows:

- (a) according to the Standing Orders, if the office of Chairman or Vice-Chairman of a committee became vacant, members must elect a Chairman or Vice-Chairman from amongst themselves at the first meeting after the office became vacant. The Chairman of the STDC shall preside at the meeting concerned. The election of the Chairman of the STDC would be held at the next STDC Meeting. After the election, the Secretariat would discuss with the Chairman the arrangements for the election of the Chairman of a committee; and
- (b) as the offices of Chairmen and Vice-Chairmen of some committees were vacant, the Secretariat was arranging for the election of temporary Chairmen in accordance with the Standing Orders.

Applications for Leave of Absence

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

7. The temporary Chairman said that the Secretariat received the application for leave of absence in writing from the following member:

Mr MOK Kam-kwai Official commitment

8. The TTC approved the application for leave of absence submitted by the member above.

Confirmation of the Minutes of the Meeting held on 23 April 2021

(TTC Minutes 2/2021)

9. Mr Felix CHOW proposed revising “赤泥坪” in paragraphs 80 and 83 to “赤坭坪”.

10. Members unanimously endorsed the revised minutes of the meeting.

Matters Arising

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

(Paper No. TT 46/2021)

11. Members noted the paper above.

Discussion Items

Traffic Improvement Measures at Tai Wai Roundabout (Supplementary Information)

(Paper No. TT 47/2021)

12. Mr Billy HUI, Senior Engineer/Strategic Studies 1 of the Transport Department, and Mr Gary CHING, Associate Director of the MVA Hong Kong Limited briefly introduced the paper.

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

- (a) he said that after the Tai Wai Roundabout with a high utilisation rate was converted from a conventional roundabout to a spiral roundabout, the drivers might become confused due to the change in driving patterns;
- (b) he said that the works would be carried out in about 10 days at night and proposed that relevant conversions should be completed concurrently to avoid partial display of the completed works during the construction;
- (c) he proposed that the Transport Department (TD) should communicate closely with the Police and arrange staff to observe the traffic after the commissioning of the spiral roundabout. He would like to know whether the TD would assess the possibility of accidents arising from the change in the pattern of utilisation of the roundabout; and

- (d) he would like to know how effective the spiral roundabout was expected by the TD upon completion of the works.

14. The views of Mr Johnny CHUNG were summarised below:

- (a) he hoped that the TD could inform the TTC and the stakeholders in the district as soon as possible after the works schedule had been drawn up;
- (b) he thanked the department concerned for adopting the views and converting the conventional roundabout into a spiral roundabout within one night through the works. He suggested that more signs should be put up on nearby roads one to two weeks before the commencement of works to inform drivers of the construction date; and
- (c) he proposed that the department concerned should include driving at a roundabout as a mandatory part of the driving test.

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

- (a) he suggested that a press release on the works should be issued by the TD to make the public and drivers better aware of the improvement works at Tai Wai Roundabout; and
- (b) he was worried that accidents or traffic congestion might be caused by drivers who did not know how to drive at the spiral roundabout. He would like to know how the department concerned would cooperate with the Police in monitoring or directing traffic at the roundabout.

16. Mr WAI Hing-cheung said that in order to alleviate the ground traffic load and reduce the possibility of congestion and accidents at Hung Mui Kuk Road, he had proposed building a road tunnel underneath the Tai Wai Roundabout, running through the Che Kung Miu Road southbound and northbound at the previous meeting. He would like to know why the TD had not considered the proposal.

17. Mr SIN Cheuk-nam said that the works would be carried out in about 10 days at night. The TD might take temporary measures to direct traffic during the daytime. He would like to know whether the department concerned would conduct tests to ensure that safety requirements would be complied with, and whether the department concerned would arrange staff to monitor the traffic at the scene after the completion of the works.

18. Mr Chris MAK said that the paper did not provide any information on the commencement date, temporary traffic arrangements and date of putting up signs. The response measures and the arrangements for emergency vehicles in the event of traffic accidents or emergencies were not mentioned. He opined that the TD had not responded specifically to the concerns expressed by members during the site visit. He hoped that the department concerned would provide relevant information after the meeting so that members could assist in notifying the relevant stakeholders of the works arrangements.

19. The views of the temporary Chairman were summarised below:

- (a) he agreed with Mr Johnny CHUNG's suggestion. As roundabouts were seldom

covered by road test routes of the current driving tests, he proposed that the TD should include roundabouts in the mandatory part of the tests;

- (b) he hoped that the department concerned could respond to the views made by Mr WAI Hing-cheung and Mr Chris MAK; and
- (c) as far as he knew, there was no spiral roundabout in the Sha Tin District. He would like to know how the department concerned would promote and publicise the relevant matters to the local residents.

20. Mr Billy HUI gave a consolidated response as follows:

- (a) the TD anticipated that the design-flow-capacity ratio would be improved from 0.85 to 0.7 in the afternoon after the commissioning of the spiral roundabout. It would become easier for drivers to enter/leave the roundabout with two lanes;
- (b) the Department hoped to respond to members' views on the improvement works at this meeting. If members considered that the approach of the improvement works was generally feasible, the TD would take forward the next steps with the Highways Department (HyD) and the Police. Therefore, information on the detailed construction arrangements could not be provided at this stage;
- (c) if the TTC supported the proposal, the TD would undertake preparatory work lasting for about six to nine months. After discussing the construction plan with the HyD and obtaining the relevant construction permit, the construction schedule could be determined. The TD would continue to communicate with the TTC and release the relevant information in a timely manner;
- (d) noting the members' proposal to strengthen the publicity and promotion before the works, the TD considered that the proposal was desirable and would put up the signs on nearby roads in advance to release the relevant information to the local residents;
- (e) the traffic improvement works was of a relatively large scale. The TD would normally arrange staff to inspect the traffic on the completion date and adjust the traffic signal as necessary. The TD was going to study the relevant arrangements in the next phase of the works;
- (f) the study area of the Trunk Road T4 covered a review of the long-term traffic improvement scheme in the district, in which the traffic needs at relevant junctions in Tai Wai would be examined. The TD expected that the works would benefit the residents as soon as possible through adopting a short-term effective scheme;
- (g) the TD would arrange site inspections before and after the works. It had also conducted an assessment through a consultant and considered that it was easier for drivers to handle two-lane roundabout when compared with three-lane roundabout. The TD would work with the HyD and the Police to ensure traffic safety during the construction period. Noting that a number of franchised buses and minibuses would pass through the road section concerned, the TD would inform relevant stakeholders of the works arrangement;

- (h) the Road Safety Council had earlier released an Announcement of Public Interest (API) on the use of roundabouts so that members of the public could learn more about the use of roundabouts through the API; and
- (i) temporary traffic arrangements would be provided according to the existing standard. Hence, road tests were not required for such works. As the roundabout works needed to be carried out at four exits at the same time, the TD expected to convert the design of the roundabout into a spiral roundabout with temporary water barriers, flashing lights and road signs within one night, if the weather permitted. Upon completion of the above measures, it would take about one to two nights for each exit to resurface the road and replace the road signs. The TD would have good communication with the HyD and the Police in advance to ensure the smooth completion of the works.

21. Dr LAM Kong-kwan said given the busy traffic condition and high traffic flow at the Tai Wai Roundabout, the congestion would become more serious in case of a traffic accident due to the difficulties in diverting traffic flow. He suggested that in the long run, the department concerned might consider narrowing the flower bed near the roundabout to serve as a temporary carriageway to divert traffic when a traffic accident occurred.

22. Mr Felix CHOW said it would take six to nine months for the TD to arrange the preparatory work such as applying for works permit, invitation for tenders, and to select an appropriate time for construction. He asked the department concerned when the relevant procedures and the works were expected to be completed.

23. The views of Mr SIN Cheuk-nam were summarised below:

- (a) he would like to know whether the TD would conduct a test from the perspective of drivers after the completion of the works to ensure that the traffic lanes on the road, surrounding signs and other facilities could be clearly viewed from different types of vehicles; and
- (b) he said that the roundabout was near the bus stop at Sun Chui Estate and asked whether the department concerned had consulted the bus companies and minibuses companies.

24. Mr CHENG Chung-hang opined that the TD should clearly inform members of the overall procedures, arrangements and anticipated schedule of the works, so as to avoid delay of works. He hoped that the department concerned would provide relevant information after the meeting for members' reference.

25. Mr WAI Hing-cheung would like to know whether there were plans to convert conventional roundabouts into spiral roundabouts in other districts, their final decisions and details. He would like to know the results if there were any successful examples.

26. Mr Billy HUI gave a consolidated response as follows:

- (a) the TD noted the proposal to narrow the flower bed and would consider it later. The TD proposed that there should not be any big change in the improvement works. As the proposal might cause impact on the foundation of the footbridge,

the TD was unable to answer whether the proposal was technically feasible at this stage;

- (b) prior to finalising the works schedule, the TD should first confirm the works plan and then estimate the traffic arrangements and the construction volume of civil works required before the time required for the works could be estimated. If the plan was supported, the TD would take forward the next stage of work with the HyD and the Police as soon as possible and disseminate relevant information to members in a timely manner;
- (c) staff of relevant sections of the TD had communicated with the bus companies on the plan and would continue to maintain close liaison with them; and
- (d) Tai Wai Roundabout was the first works project in the district involving conversion from a conventional roundabout to a spiral roundabout. However, a spiral roundabout was built in Yau Tong in 2004. The result showed that although there was not much difference between conventional and spiral roundabouts in terms of road safety and traffic flow, the utilisation rate of the inner lane of spiral roundabout could become higher. The TD opined that the change of Tai Wai Roundabout to a spiral roundabout could bring about smoother traffic.

27. Mr CHENG Chung-hang said that the TTC had not made a clear decision on whether to support the plan unanimously. He would like to know the specific follow-up actions to be taken by the TD after listening to members' views, and the details of the anticipated schedule.

28. Mr Billy HUI said that if the TTC supported the TD in taking forward the plan mentioned in the paper, a works order would be issued to the HyD based on the current design of the works. Upon receipt of the works order, the HyD would draw up the actual works plan with the contractor and give a reply to the TD on the actual works procedures and arrangements.

29. Mr Chris MAK said the TD wished to obtain the support of the TTC to carry out the works, but there was no need for this agenda item to be put to vote. He hoped that the Secretariat would respond to the arrangement.

30. Mr Felix CHOW said that the government departments would consult the STDC on some of the major improvement works, and the members would voice their views at the meeting. The departments concerned would assess whether the works were supported based on these views. He would like to know whether the TTC needed to give a clear expression of support, or indicate a message of no objection based on the views of members.

31. The temporary Chairman said that after discussion with the Secretariat, members could, if they considered it necessary, vote on the agenda item to decide whether to support the works.

32. Mr SIN Cheuk-nam said that he had no objection to the plan. However, he opined that there were still uncertainties for the plan due to insufficient information at this stage. Hence, he could not express his support for the plan and did not recommend a vote at this stage.

33. Mr Chris MAK proposed proceeding to a vote.

34. Mr Johnny CHUNG said that the TD hoped to obtain the TTC's support for the objective of converting the Tai Wai Roundabout into a spiral roundabout, and would like to listen to members' views on the details, including temporary traffic arrangements or transitional arrangements.

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

- (a) he opined that the TTC should make it clear to the TD that whether the TTC would support the plan, so that the department could proceed with the works confidently; and
- (b) he wished to know whether the department concerned would like to receive the TTC's support for the overall direction of the works.

36. Mr Billy HUI said the TD noted that members still had doubts about the construction and details of the works. If the TTC did not oppose the objective of converting the Tai Wai Roundabout into a spiral roundabout and the associated traffic layout, the TD would take forward the next stage and discuss with the departments concerned the follow-up arrangements progressively while reporting to the TTC in a timely manner.

37. Mr Felix CHOW suggested that, if necessary, the approach of consolidating members' views based on the available information by way of a provisional motion before forwarding to the TD could be considered.

38. The temporary Chairman declared that the agenda item was concluded without voting since no member had raised an objection to the item.

Pedestrian Link between Prince of Wales Hospital and MTR City One Station
(Paper No. TT 48/2021)

39. The temporary Chairman welcomed the representatives of the HyD to the meeting.

40. Ms Joanna KWOK, Principal Project Coordinator 1/Special Duties of the HyD, and Mr Henry TSANG, Senior Engineer 15/Special Duties of the HyD, briefly introduced the paper.

41. The views of Mr SIN Cheuk-nam were summarised below:

- (a) he would like to know whether the at-grade crossing facilities would be retained or removed after the construction of a covered footbridge connecting the MTR City One Station and Prince of Wales Hospital (PWH);
- (b) he said that wheelchair users departing from the MTR City One Station had to use a lift and then head for the PWH through a footbridge, which was circuitous. He would like to know whether the department concerned had discussed with the MTR Corporation Limited (MTRCL) the feasibility of constructing an exit connecting with the footbridge; and
- (c) he would like to know how the department concerned would control the impact of the noise from construction work on Prima Villa and Lam Tai Fai College.

42. The views of Mr Johnny CHUNG were summarised below:

- (a) he hoped that the department concerned could provide the statistics on the flow of people from the MTR City One Station to the PWH;
- (b) he said that a connection point was reserved for the covered footbridge to the multi-purpose teaching building of the Faculty of Medicine of the Chinese University of Hong Kong (CUHK). Therefore, Yuen Chau Kok Public Transport Interchange might be removed. He would like to know which department or organisation would be responsible for the works and the works schedule involved. It was hoped that the department or organisation concerned could consult the TTC in due course; and
- (c) he said that the removal of Yuen Chau Kok Public Transport Interchange would have certain impact on the residents and hence hoped that the relevant departments could provide a written reply on the commencement date and traffic arrangements of the works at the next meeting.

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

- (a) he said that under the existing plan, two-way escalators connected to the covered footbridge would be provided at the MTR City One Station, while staircases and a lift would be provided at the exit connecting the PWH. He would like to know whether the design was affected by the insufficient space in the area;
- (b) as more wheelchair users might use the footbridge, he would like to know whether installation of one lift at the exit connecting the PWH was sufficient to address the flow of people, and suggested that the department concerned should consider installing two lifts;
- (c) he would like to know whether the remaining ramps would be retained except for the ramp of the footbridge proposed to be demolished; and
- (d) he said that as there might be various public utilities on the at-grade walkways, the TD might need to remove relevant utilities or make traffic diversion arrangements when carrying out the works. He wished to learn more about relevant information.

44. Ms Joanna KWOK gave a consolidated response as follows:

- (a) the current plan would retain the at-grade crossing facilities adjacent to the covered footbridge;
- (b) as the upper level of the MTR City One Station was a platform located between two tracks, it was not possible to connect the MTR City One Station with the covered footbridge directly. At present, the entrances/exits and concourse of the station were at ground level;
- (c) the Department would liaise with Prima Villa and Lam Tai Fai College and listen to their views, while adjusting the design of the plan in response to such views. During the construction, the HyD would also supervise the contractor to

minimise the impact on stakeholders of the pedestrian link and road users;

- (d) the flow of people passing through the footbridge during peak hours was about 500 persons per hour, and that of people travelling via Chap Wai Kon Street to and from the MTR City One Station was about 2 400 persons per hour. Upon completion of PWH Phase II Redevelopment (Stage 1), the HyD roughly estimated that the flow of people would increase by about 20%;
- (e) the Department would liaise with the Hospital Authority and adjust the design of the connection point based on the anticipated flow of people of the multi-purpose teaching building of the Faculty of Medicine of the CUHK;
- (f) upon redevelopment of the PWH, a footbridge section would be built to the west of the Main Clinical Block at the same level as the proposed covered footbridge which would directly connect to the main block of the PWH, and hence the Department anticipated that the flow of people using the lift would be lower. At the same time, if the access to the PWH was closed, pedestrians could also use the lift or staircases to get to the ground level;
- (g) since the space between the MTR City One Station and the existing adjacent footbridge was relatively narrow and the existing ramps and staircases had taken up most of the space, the Department had to demolish some of the ramps to provide a lift. Similarly, some ramps adjacent to Lam Tai Fai College had to be demolished for the provision of an elevated footbridge; and
- (h) the Department would review the public utilities installed under the ground level of relevant roads in the investigation study and adjust the design proposal.

Question

Question to be Raised by Mr CHOW Hiu-laam, Felix on Clarification of Management Responsibility of the Footbridge at Tai Po Road towards University Station (Near Lamppost EA3633)

(Paper No. TT 49/2021)

45. Mr Johnny CHUNG said that the footbridge mentioned above had been installed with wire meshes in recent years. However, the Buildings Department (BD) indicated in its reply that there were no relevant approval records of building plans and construction information. In addition, the paper did not specify the department responsible for installing the wire meshes. He opined that the department or organisation installing the wire meshes might be the management of the footbridge. He suggested that enquiries could be made to the MTRCL or the Kowloon-Canton Railway Corporation (KCRC) for related matters.

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

- (a) he said that he had received complaints from residents in Kau To Shan about the lack of basic facilities at the footbridge mentioned above and suspected that as the footbridge had been constructed a long time ago, it might not meet the existing standards. He had written to the TD and the MTRCL to request follow-up action, but both parties indicated that the footbridge was not under their management and no relevant records have been maintained. He wished to

seek clarification on the management responsibility of the footbridge by raising this question and that improvement works could be carried out;

- (b) he hoped that the TD could provide a written reply to the Secretariat; and
- (c) he said that during the period from 2019 to 2020, the MTRCL had installed wire meshes at the East Rail Line in the vicinity of Fo Tan and Tsun King Road. Back then, he also made enquiries to the MTRCL, which replied that the wire meshes were installed after obtaining the Government's consent.

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

- (a) he opined that the lampposts on the footbridge mentioned above might have been installed by the CLP Power Hong Kong Limited (CLP). They might have obtained the consent of the owners when installing the lampposts. He hoped that the Secretariat would make enquiries to the CLP for relevant information after the meeting to confirm whether the installation of the lampposts was in compliance with administrative procedures; and
- (b) he said that after the railway electrification works in the early 1980s, a number of footbridges along the East Rail Line had been built across the tracks. He suggested that the MTRCL should check the relevant information.

48. Mr Wilfred NGAI, Engineer/Ma On Shan of the TD, said if the relevant departments confirmed that the footbridge concerned was under the management and maintenance of the Government, the TD and the HyD would study the details of taking over the management and maintenance responsibilities of the footbridge in order to address the current issue as soon as possible.

49. Ms Annie LAM, Public Relations Manager - External Affairs of the MTRCL, gave a consolidated response as follows:

- (a) according to the MTRCL's relevant information and maintenance records, the footbridge concerned was not owned or managed by the MTRCL and the construction site of the footbridge was on government land; and
- (b) during the period from 2019 to 2020, the MTRCL had installed wire meshes on footbridges across the East Rail Line tracks to protect railway safety by preventing objects from being thrown onto the tracks. In general, the MTRCL would contact the owner of the footbridge concerned and obtain the consent of the owner before installing the wire meshes. However, the MTRCL was not able to identify or successfully contact the owner of the footbridge mentioned above when installing the wire meshes at the footbridge. Having considered the safety and needs of the railway, the MTRCL had installed wire meshes for the footbridge. If the owner of the footbridge could be confirmed, the MTRCL would contact the relevant departments or organisations for obtaining consent.

50. Mr Joey CHEUNG, District Engineer/Shia Tin(1) of the HyD, said that the HyD did not have the maintenance or monitoring records of the footbridge mentioned above. If the relevant departments confirmed that the footbridge was under the management and maintenance of the Government, the TD and the HyD would study the details of taking over

the management and maintenance responsibilities of the footbridge, including reviewing whether the footbridge complied with the relevant existing standards and taking appropriate follow-up actions.

51. Mr YEUNG Wai-dor, Administrative Assistant/Lands (Atg) (District Lands Office, Sha Tin), said that after checking the records and contacting the relevant departments or organisations, no records of the relevant works could be obtained. However, upon searching the relevant aerial photos, it was revealed that the footbridge had been probably built in the early 1980s.

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

- (a) he was pleased that the TD and the HyD would study the feasibility of taking over the footbridge. However, the footbridge had been completed decades ago and the relevant departments did not have the plans or construction information of the footbridge. He would like to know whether it would cause difficulties or impact on the takeover; and
- (b) he said that since the footbridge stretched across the East Rail Line tracks, he would like to know whether the relevant departments would consider rebuilding or repairing the footbridge if its condition got worse, such as the spalling of concrete.

53. Mr Joey CHEUNG said that relevant departments needed time to discuss the takeover of the footbridge and would continue to look for relevant construction information. The HyD and the TD would continue to review the takeover proposal of the footbridge.

54. The views of Mr Johnny CHUNG were summarised below:

- (a) he was of the view that there might be flaws in the MTRCL's administrative procedures as the wire meshes were installed without clarifying the ownership or management of the footbridge, and that the installation would be likely to cause damage to the structure of the footbridge. He hoped that the MTRCL could explain the matters or provide a written reply; and
- (b) he said that the paper indicated that the BD did not have the approval records of the building plans and construction information of wire meshes installed on both sides of the footbridge. He hoped that the MTRCL would report to the BD and obtain an assessment from the BD on the installation of wire meshes to ensure that such wire meshes complied with the relevant safety standards.

55. Ms Annie LAM said that due to the urgent need for safe operation of the railway, the MTRCL retrofitted wire meshes on the footbridge after considering the safety risks of passengers. If there was any damage to the wire meshes, the MTRCL would take follow-up actions. If the owner of the footbridge could be confirmed, the MTRCL would contact the relevant departments or organisations to remedy the procedures concerned for follow-up actions.

56. Mr Chris MAK would like to know which department would be responsible for the accidents caused by the wire meshes, and whether the relevant departments or organisations had taken out any insurance for it.

57. The temporary Chairman requested the Secretariat to enquire with the CLP or the relevant departments about the information of the lamppost, and asked members whether they would agree to handle the provisional motion proposed by Mr Felix CHOW.

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

59. Mr Felix CHOW proposed the provisional motion below:

“Provisional motion

1. The Traffic and Transport Committee of the Sha Tin District Council expresses regret that the government departments concerned and the relevant companies or organisations failed to clarify the responsibilities for management and maintenance of the footbridge at Tai Po Road towards University Station near Lamppost EA3633 at the meeting, and strongly requests the Lands Department, the Transport Department, the Highways Department, the MTR Corporation Limited and other relevant departments or organisations to check the construction and maintenance records of the footbridge as soon as possible, formulate an appropriate takeover plan and report the progress at the next meeting.

2. This Committee strongly requests that the department or organisation responsible for management and maintenance in the future should improve the design of the footbridge at Tai Po Road towards the University Station near Lamppost EA3633 with the provision of barrier-free facilities, and subject to the financial situation, rebuild the footbridge to facilitate the access to the MTR University Station by residents in the vicinity of Lai Ping Road, Kau To Shan.”

Mr SIN Cheuk-nam seconded the motion.

60. The temporary Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 59.

61. Members unanimously endorsed the provisional motion in paragraph 59.

Information Item

Progress Report of the Transport Department (Paper No. TT 50/2021)

62. Mr SIN Cheuk-nam would like to know the re-routing arrangement of Route No. 286C towards Cheung Sha Wan via Mei Foo as set out in the Sha Tin District Bus Route Programme 2021-2022 (BRP), and the progress of the service arrangements for Routes No. X89D and 980X.

63. The views of Mr Chris MAK were summarised below:

- (a) he said that the Progress Report only reflected some of the less controversial service changes as set out in the BRP, failing to reflect the follow-up situation of the remaining routes; and

- (b) he would like to know the information on the fare adjustment of green minibus (GMB) Route No. 807.

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

- (a) he would like to know whether the patronage of Route No. 88X had improved after its re-routing and conversion to a two-way service. Besides, he wished to know whether the Department had identified any room for improvement in accommodating passenger demand; and
- (b) he would like to know the latest service data of Route No. 281 and whether it could help divert the flow of people travelling between Sun Tin Wai and Tai Wai.

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

- (a) he said that the bus companies provided real-time arrival information to passengers through mobile applications, and wished to know whether the information was reliable;
- (b) he pointed out that some passengers had made complaints to the bus company on the inaccurate frequency shown in the real-time arrival information, but they had not received any response. He would like to know whether the bus company and the Department had monitored the relevant information to ensure the accuracy, and suggested that the bus company should respond to complaints and take follow-up actions; and
- (c) he said that there was a stop at World-Wide Gardens for Route No. 80 from Mei Lam Bus Terminus to Kwun Tong Ferry Pier, but there was no stop at World-wide Gardens on its return journey. He wished to know the reasons for the arrangement and suggested that there should be a stop at World-Wide Gardens on the return journey for passengers' convenience.

66. The temporary Chairman would like to know the progress of the new bus route from Ma On Shan to Tseung Kwan O.

67. Ms YUEN Nga-man, Senior Transport Officer/Shatin of the TD, said that the Department could provide supplementary information on the relevant data of Routes No. 88X and No. 281 after the meeting.

68. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD, gave a consolidated response as follows:

- (a) he said that anticipated implementation dates were set out in the BRP, but the actual implementation date should be finalised by taking into account the changes in patronage of individual routes, their operation and the resources deployment by the bus companies. The Department would finalise the implementation date based on the actual situation;
- (b) regarding Routes No. 286C, X89D and 980X, etc., the Department would discuss with the Kowloon Motor Bus Company (1933) Limited (KMB) after the meeting

the operation of the routes concerned to implement various arrangements under the BRP in a timely manner;

- (c) the Department had issued a paper in October to collect views on the fare adjustment of GMB Route No. 807 series and welcomed members' views;
- (d) upon receipt of complaints or views on the frequency from the public, the Department would conduct investigations with the bus companies in the light of individual cases, and would enquire about the operating records of the routes concerned, so as to check if the frequency was on schedule and understand the relevant reasons; and
- (e) the Department was making preparations for the new bus route from Ma On Shan to Tseung Kwan O, and would inform the TTC of the progress and details of the service in due course.

69. Mr Jeff TAM, Manager (Public Affairs) of the KMB and Long Win Bus Company Limited, gave a consolidated response as follows:

- (a) real-time arrival information was subject to factors such as unstable road conditions, weather conditions and traffic congestion. In addition, the location of vehicles might also affect signal reception. The KMB would review the room for improvement; and
- (b) the KMB attached great importance to the views of passengers. If Mr WAI Hing-cheung agreed to forward information on complaints, the KMB would take appropriate follow-up actions after the meeting.

70. Mr CHAN Chung-yi, Officer (Planning and Development) of the KMB and Long Win Bus Company Limited, gave a consolidated response as follows:

- (a) he said that the anticipated implementation dates of various routes were set out in the BRP, and the KMB would apply to the TD in a timely manner to finalise the implementation dates in the light of changes in patronage of different routes. Besides, the KMB had submitted applications for Routes No. 980X and X89D, etc.;
- (b) he said that after the route diversion of Route No. 88X, its patronage level was similar to that before the diversion. The KMB had also applied to the TD for an additional stop at Lam Tin as proposed by passengers;
- (c) as Route No. 281 came into service recently, the KMB did not have the relevant data and would provide relevant information to members in a timely manner; and
- (d) the stopping arrangement of individual routes was subject to actual road conditions and traffic flow. Hence, the KMB would review with TD the stopping arrangement of World-Wide Gardens on the return journey of Route No. 80.

71. Mr Chris MAK said that the paper did not reflect the changes originally scheduled for implementation in the third quarter of 2021 under the BRP. He opined that the Department

should prepare the information properly to respond to members' enquiries. He suggested that the Department could set out the progress of the routes under processing in future progress reports for members' reference.

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

- (a) he would like to know the operation and data of GMB Route No. 811K; and
- (b) he said that the service of GMB Route No. 811A was inadequate. Some passengers relayed that this route was often full at the section from Sui Wo Court to Chun Yeung Estate and the section from Royal Ascot to Sui Wo Road. He suggested that the Department should discuss with the operator the increase of frequency in the morning peak hours of GMB Route No. 811A to meet the rising demand of passengers after the intake of Chun Yeung Estate.

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

- (a) he said that the KMB had to take into account various factors in setting up bus stops. However, passengers of Route No. 80 could only get on the bus at World-Wide Gardens but could not get off there, which was unreasonable; and
- (b) he would like to know the number of bus routes passing through the stop at World-Wide Gardens and the number of such routes stopping there only on the departure trip, like Route No. 80. He hoped that the KMB could provide supplementary information at the next meeting and suggested that Route No. 80 could stop at World-Wide Gardens on its return journey.

74. Ms YUEN Nga-man gave a consolidated response as follows:

- (a) having noted members' views on GMB Route No. 811A, the Department would continue to actively monitor its service and relayed such views to the operator; and
- (b) after communicating with the operator, the Department considered that the existing GMB Route No. 811A could ease the passenger demand for commuting from Sui Wo Court to Fo Tan Station during the morning peak hours.

75. Mr CHAN Chung-yi said that apart from passenger demand, the KMB would consider other factors when setting up the stops. There were other bus routes with the same arrangements as Route No. 80. The KMB would discuss the relevant stopping arrangement with the TD.

76. Mr Jeff TAM said that the KMB had reported its work progress to the TD and was under its supervision. Besides, the KMB had submitted applications to the TD for some projects which were yet to be implemented under the BRP.

Information Papers

Report on the Progress of Works of the Highways Department
(Paper No. TT 51/2021)

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

- (a) he would like to know whether the works “University Station Public Transport Interchange – Provision of Cover Walkway and Passenger Shelters” had been temporarily suspended because of the large-scale improvement works at the location, and the relevant details; and
- (b) he would like to know the progress of the works “Ma Lok Path near Kau To Shan Road - Proposed Cautionary Crossing” (TD’s Works Request Form No. NE/20/3097).

78. Mr CHENG Chung-hang said that the intersection of Hang Shun Street and A Kung Kok Street was seriously damaged after the rainy season. He pointed out that maintenance works had been carried out on the road section in 2019, so he believed that the road surface materials were not durable. He suggested that the HyD and the TD should consider improving the maintenance materials or extending the construction time to enhance the rehabilitation of the road surface and make it more durable in the long run.

79. Mr Joey CHEUNG gave a consolidated response as follows:

- (a) the HyD had suspended the works “University Station Public Transport Interchange - Provision of Cover Walkway and Passenger Shelters” as directed by the TD. The works at the location might involve development of a larger scale;
- (b) the works “Ma Lok Path near Kau To Shan Road - Proposed Cautionary Crossing” (TD’s Works Request Form No. NE/20/3097) involved temporary traffic arrangements of road closure, the design of which had been submitted to the relevant departments by the HyD, pending for approval; and
- (c) the Department noted members’ views on road maintenance materials and the damage of road surface at A Kung Kok Street intersection. It was hoped that members could provide relevant photos to show the locations of the road sections concerned so that follow-up actions could be taken as soon as possible.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin

(Paper No. TT 52/2021)

80. Members noted the paper above.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan

(Paper No. TT 53/2021)

81. Mr CHENG Chung-hang said that large trucks were parked outside the shopping centre “WE GO MALL” from time to time, blocking pedestrian crossings to Ocean View. He had communicated with the staff of the shopping centre and truck drivers who said the loading area in the shopping centre’s parking lot could not accommodate large trucks. He opined that the shopping centre had failed to discharge its responsibility to co-ordinate with truck drivers on delivery. Besides, he said that the trucks parking at pedestrian crossings would block the view of pedestrians and increase the chance of accidents. He hoped that the Police would

negotiate with the shopping centre on the unloading arrangement and deploy more officers to patrol at night.

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

- (a) he said that the Police were focusing on combating illegal parking in Sha Tin Town Centre and Fo Tan, and stepping up enforcement during shopping days in large shopping centres in the area. He noted an increase in the number of prosecutions at Au Pui Wan Street and hoped that the Police would continue to step up enforcement to reduce double and triple parking. He suggested that the Police should request the relevant business operators to clear the piles of vehicles and abandoned vehicles on the road to improve the cityscape; and
- (b) he learnt that the Sha Tin District Office (STDO) had taken joint action with various departments to request the recyclers to clear the items occupying the roads and hoped that the departments concerned would continue to enforce the law.

83. The views of Mr Chris MAK were summarised below:

- (a) he opined that the actual number of traffic offences on Sha On Street was much higher than the prosecution figures set out in the paper. Besides, he pointed out that due to the proximity of the location to markets and real estate businesses, there were often many large vehicles parking illegally without being asked to leave, thus imposing a burden on the traffic and transport in the area; and
- (b) he pointed out that several large vehicles were parked outside the Monte Vista every night, obstructing the main roads. Hence, he would like to know if the prosecution figures on Sha On Street in the paper covered Wu Kai Sha Station Public Transport Interchange. If the figures did not reflect the offences at the periphery of the interchange, he hoped that the Police would provide relevant information and follow up the above offences in future.

84. The views of Mr Johnny CHUNG were summarised below:

- (a) he said that illegal parking had been found at the pedestrian crossing near the roundabout at the junction of On Luk Street and On Shing Street. The vehicles concerned blocked the view of drivers and pedestrians, which could easily cause accidents; and
- (b) he said that some private cars were parked near the entrance of Sunshine City market along On Luk Street eastbound during the daytime on weekends, resulting in the narrowing of the traffic lane into a single lane. Thus, vehicles turning into On Luk Street from Sai Sha Road might have to wait for a long time before entering On Luk Street, causing traffic congestion and affecting traffic safety. He suggested that the Police should take enforcement action at the location in the afternoon to improve traffic conditions.

85. Mr WONG Pui-kai, Officer-in-Charge, District Traffic Team, Sha Tin Police District of the Hong Kong Police Force, said that the Police noted illegal parking at Po Tai Street, On Luk Street, On Shing Street and Monte Vista, and would step up patrols and enforcement actions,

while providing the prosecution figures of the Wu Kai Sha Station Public Transport Interchange after the meeting.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 54/2021)

86. Mr Felix CHOW said that he would like to know the details of an incident on 30 April 2021 where a 9-car train was stranded at Fo Tan Station due to power supply failure. During the two typhoons in October 2021, a 9-car train of the East Rail Line had to be towed away from the Kowloon Tong Station by 12-car trains due to the power supply failure too. He wished to know if the electricity leakage protection or vacuum circuit breaker on the newly purchased Korean 9-car train was more sensitive than normal one, so that the train could easily trigger the protection mechanism and interrupt the train's power. He hoped that the MTRCL could explain whether there was any power supply defect on the 9-car trains, the follow-up actions to be taken, and the relevant details.

87. The temporary Chairman said that many residents were concerned about the incident of a train at Tai Wai Station where flames were seen and the service suspended. He hoped that the MTRCL would explain the matter.

88. Ms Annie LAM gave a consolidated response as follows:

- (a) at about 5 pm on 13 October 2021, a short circuit occurred in the overhead line between Hung Hom Station and Tai Wai Station of the East Rail Line. At that time, four trains were running towards Sheung Shui. Therefore, the Operations Centre had to restart its power supply system. However, one of the trains in Kowloon Tong Station had been removed from the main lane when its system could not be reset. The train operation was affected during the period. Train services from Hung Hom to Kowloon Tong were extended to a frequency of every 20 minutes and the services from Kowloon Tong to Sheung Shui to every 10 minutes. At about 6:30 pm on that day, train services gradually resumed. Upon inspection, the MTRCL found tree branches stuck on the pantograph of one car of the train. It was suspected that the tree branches had touched the overhead line components, causing a short circuit and a fire between the roof and the overhead line; and
- (b) regarding the incident on 8 October 2021 in which the electrical systems of individual 9-car trains were not operating smoothly, the impact on train operations was minor. The affected passengers only had to get off the train and wait for the next train. The trains could also operate normally after the system had been restarted. After inspection by the MTRCL, the incident was considered to be related to heavy rain. The trains' ancillary power supply system activated the power protection system under humid and unstable weather conditions, resulting in the incident. The MTRCL would continue to investigate the cause of the incident and take follow-up actions.

89. The temporary Chairman asked members whether they would agree to handle the provisional motion proposed by Mr Felix CHOW.

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

91. Mr Felix CHOW proposed the provisional motion below:

“Provisional motion

The Traffic and Transport Committee of the Sha Tin District Council strongly demands that the MTR Corporation Limited (MTRCL) should stringently follow up the multiple failures of the power supply system of Korean 9-car trains of the East Rail Line and report the progress of the investigation and improvement plan at the next meeting of the Traffic and Transport Committee of the Sha Tin District Council.”

Mr SIN Cheuk-nam seconded the motion.

92. The temporary Chairman asked members whether they agreed to endorse the provisional motion stated in paragraph 91.

93. Members unanimously endorsed the provisional motion stated in paragraph 91.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 55/2021)

94. Mr Chris MAK would like to know the reason why the Civil Aviation Department (CAD) did not attend the meeting.

95. Ms Alison CHEUNG, Executive Officer (District Council)4 of the STDO, said that the CAD had provided relevant information in response to the TTC’s enquiries on the flight paths, aircraft noise and incident reports in Sha Tin District, details of which was set out in the Paper No. TT 55/2021. The CAD had no further information at this stage and apologised for not being able to attend the meeting. If members had further questions or views, the Secretariat would forward them to the CAD for follow-up actions.

96. Members noted the paper above.

Date of Next Meeting

97. The next meeting was scheduled to be held at 10:00 am on 14 December 2021 (Tuesday).

98. The meeting was adjourned at 5:40 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

April 2022