

**Sha Tin District Council**  
**Minutes of the 7<sup>th</sup> Meeting of**  
**the Traffic and Transport Committee in 2020**

**Date** : 18 February 2021 (Thursday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Office Conference Room 441  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	2:30 pm	7:46 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	4:56 pm	7:46 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	7:46 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	3:44 pm	3:53 pm
Mr CHAN Nok-hang	DC Member	2:30 pm	6:12 pm
Mr CHAN Pui-ming	"	2:30 pm	7:46 pm
Mr CHAN Wan-tung	"	3:42 pm	7:46 pm
Mr CHENG Chung-hang	"	4:47 pm	6:22 pm
Mr CHEUNG Hing-wa	"	2:30 pm	7:46 pm
Mr CHIU Chu-pong	"	2:43 pm	7:45 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	6:17 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	5:59 pm
Mr HUI Lap-san	"	2:30 pm	7:46 pm
Dr LAM Kong-kwan	"	2:51 pm	7:04 pm
Mr LI Chi-wang, Raymond	"	2:30 pm	5:10 pm
Mr LI Sai-hung	"	2:30 pm	7:46 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	7:38 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	7:46 pm
Mr LO Tak-ming	"	2:30 pm	5:50 pm
Mr LO Yuet-chau	"	3:05 pm	7:38 pm
Mr LUI Kai-wing	"	2:30 pm	4:53 pm
Ms LUK Tsz-tung	"	2:30 pm	6:48 pm
Mr MAK Tsz-kin	"	2:30 pm	5:45 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	3:44 pm
Mr MOK Kam-kwai, BBS	"	2:42 pm	3:35 pm
Mr NG Kam-hung	"	2:30 pm	7:46 pm
Mr SHAM Tsz-kit, Jimmy	"	2:30 pm	6:31 pm
Mr SHEK William	"	2:30 pm	7:03 pm
Mr SIN Cheuk-nam	"	2:30 pm	6:07 pm
Mr TING Tsz-yuen	"	2:30 pm	5:52 pm
Mr WAI Hing-cheung	"	2:30 pm	7:04 pm
Ms WONG Man-huen	"	2:30 pm	4:38 pm
Mr YAU Man-chun	"	2:30 pm	3:20 pm
Mr YEUNG Sze-kin	"	2:42 pm	7:06 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4/ Sha Tin District Office		

**In Attendance**

Mr LAM Fong-tat, James  
 Ms WONG So-man, Katrina  
 Mr CHAN Yau-yau, Leo  
 Ms YUEN Nga-man  
 Mr POON Chi-cheong, Vincent  
 Mr LO Hoi-wing, Jeff  
 Mr NGAI Hiu-kan, Wilfred  
 Mr CHEUNG Chun-yin, Joey  
 Mr LIU Chi-kwong  
 Mr FU Yue-ping  
 Ms CHU Kam-seung

Mr LAM Chi-chung

Mr Jeff TAM

Mr CHAN Chung-yi

**In Attendance by Invitation**

Ms Vivian KWONG

Ms Tish WU

Mr HO Chuen-shun, Dennis

Mr CHUNG Wing-hong, John

Mr HAR Sung-fu, Haven

Mr TO Ho-kei, Murphy

Mr Kelvin CHENG

Ms Fiona CHEONG

Mr Raymon LAM

Ms CHAN Siu-kuen, Peg

Mr CHAN Yiu-lun, Tony

Mr YUEN Kin-yip, Alan

Ms LAM Yee-laam, Elaine

Mr CHU Wing-kin

Mr KONG Tung-ming

Mr WONG Yan-ming

Mr CHOCK Chi-tung

Ms POON Wai-ming, Jenny

Mr CHAN Ho-kong

Mr CHEUNG Kin-keung

Ms CHENG Wing-yin

Ms Annie LAM

**Title**

Assistant District Officer (Sha Tin)1  
 Executive Officer I (District Council)3/Sha Tin District Office  
 Senior Transport Officer/Ma On Shan/Transport Department  
 Transport Officer/Sha Tin 1/Transport Department  
 Engineer/Sha Tin 2/Transport Department  
 Engineer/Sha Tin 3/Transport Department  
 Engineer/Ma On Shan/Transport Department  
 District Engineer (ST)1/Highways Department  
 District Engineer (ST)2/Highways Department  
 Assistant Housing Manager CNS 1/Housing Department  
 Administrative Assistant/Lands (Atg)/  
 District Lands Office, Sha Tin  
 District Traffic Team Officer-in-Charge/Sha Tin Police District/  
 Hong Kong Police Force  
 Manager (Public Affairs)/  
 The Kowloon Motor Bus Co. (1933) Limited  
 Manager (Planning & Development)/  
 The Kowloon Motor Bus Co. (1933) Limited

**Title**

Manager (Operations)/  
 The Kowloon Motor Bus Company (1933) Ltd.  
 Public Affairs Officer/  
 New World First Bus Services Limited and Citybus Limited  
 Assistant Operations Manager/  
 New World First Bus Services Limited and Citybus Limited  
 Chief Engineer/N(SD8)/  
 Civil Engineering and Development Department  
 Senior Engineer/7(N)/  
 Civil Engineering and Development Department  
 Engineer/14(N)/Civil Engineering and Development Department  
 Executive Director, Transportation/  
 AECOM Consulting Services Limited  
 Associate Director, Land Supply/ Municipal, Hong Kong/  
 AECOM Consulting Services Limited  
 Project Engineer, Land Supply/ Municipal, Hong Kong/  
 AECOM Consulting Services Limited  
 Senior Architect (22)/Housing Department  
 Architect (8)/Housing Department  
 Senior Civil Engineer (4)/Housing Department  
 Civil Engineer(T234)/Housing Department  
 Structural Engineer (93)/Housing Department  
 Director/Nolan Consultants Limited  
 Site Agent/Sun Fook Kong Construction Limited  
 Senior Engineer 6/Universal Accessibility/Highways Department  
 Engineer 13/Universal Accessibility/Highways Department  
 Director/Mannings (Asia) Consultants Limited  
 Deputy Managing Director/Mannings (Asia) Consultants Limited  
 Project Engineer/Mannings (Asia) Consultants Limited  
 Public Relations Manager - External Affairs/  
 MTR Corporation Limited

<b><u>Absent</u></b>	<b><u>Title</u></b>	
Mr CHAN Billy Shiu-yeung	DC Member	(Application for leave of absence received)
Mr CHENG Tsuk-man	”	( ” )
Ms NG Ting-lam	”	( ” )
Mr WONG Ho-fung	”	( ” )
Mr YIP Wing	”	( ” )
Mr HUI Yui-yu	”	(No application for leave of absence received)
Mr TSANG Kit	”	( ” )
Ms TSANG So-lai	”	( ” )

## Action

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

## **Applications for Leave of Absence**

2. The Chairman said that the Sha Tin District Council Secretariat (Secretariat) had received applications for leave of absence in writing from the following members:

Mr YIP Wing	Sickness
Mr Billy CHAN	Official commitment
Mr CHENG Chung-hang	”
Mr CHENG Tsuk-man	”
Ms NG Ting-lam	”
Mr WONG Ho-fung	”
Mr George WONG	”

(Post-meeting note: Mr CHENG Chung-hang and Mr George WONG attended the meeting at 4:47 pm and 3:44 pm respectively.)

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

4. The views of the Chairman were summarised below:

- (a) he cited Order 15(2) of the Sha Tin District Council Standing Order (Standing Order) and said that he would issue warnings to any person who spoke without indicating intention in advance. At this meeting, he would first invite departments to briefly introduce the contents of the papers and then invite questions from members. Department representatives would give responses after that; and
- (b) he reminded members that a reporter was making video and audio recordings and taking photographs, and asked the Secretariat to provide the information on the reporter in the public gallery, including his/her surname and the media organisation that he/she represented. If the Secretariat was unable to provide relevant information, the TTC would further deal with the matter.

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

- (a) he pointed out that as photographic equipment could capture papers on the bench

from the public gallery, which might include resident information, he deemed it necessary to know the identity of the reporter on the spot; and

- (b) he asked whether the Sha Tin District Office (STDO) could take measures to protect members' privacy.

6. Mr YAU Man-chun said that as the question raised by him would be discussed at this meeting, he wished to know whether the STDO would withdraw from the meeting two hours after the meeting commenced for anti-pandemic reasons.

7. Mr CHAN Pui-ming opined that the Secretariat should inform the Chairman and the attendees of the information on the reporter in accordance with Order 15(3) of the Standing Order.

8. Ms WONG Man-huen deemed it necessary to verify the identity of the reporter.

9. The Chairman suggested adjusting the order of business on the agenda as follows:

- (a) as the meeting minutes had not yet been issued, they would be confirmed at the next meeting;
- (b) as the "Latest Development on Trunk Road T4 Scheme and Major Road Junction Improvement Works in Sha Tin" (Paper No. TT 64/2020) and the "Public Housing Development at Hang Tai Road, Ma On Shan Area 86B Phase 1 (Contract No. 20180557) Construction of a Footbridge Across Ma On Shan Road and Temporary Traffic Arrangements at Ma On Shan Road Southbound and Northbound" (Paper No. TT 79/2020) were more important, he suggested discussing the above two agenda items before dealing with motions and questions raised by members; and
- (c) as the " 'Special Scheme' under the 'Universal Accessibility' " Programme (Paper No. TT 66/2020) was more complicated, he suggested postponing the discussion to the last part of the meeting.

10. The Chairman asked members whether they agreed with the above suggestions.

11. Members unanimously agreed with the above suggestions.

12. The Chairman asked the Secretariat whether the information on the reporter in the public gallery was prepared for the TTC's information.

13. Ms Alison CHEUNG, Executive Officer (District Council)4 of the STDO, said that the Secretariat noted members' views on the public gallery and would review the relevant arrangements in due course.

14. The Chairman said that as it was not possible to verify whether the person in the public gallery was a journalist, in order to comply with the anti-pandemic guidelines of the STDO, which allowed press observing only, he suggested that members or the staff of the Secretariat go to the public gallery to check on the situation.

15. Mr Johnny CHUNG suggested that members go to the public gallery to check on the situation.

16. Mr CHAN Pui-ming suggested that members or the staff of the Secretariat go to the public gallery to check on the situation, and commented that the public gallery should be opened to all members of the public.

17. Mr Chris MAK agreed with Mr Johnny CHUNG and asked the STDO to clarify what information a reporter needed to produce before he/she could enter the public gallery, so as to distinguish between the definitions of a “citizen” and a “reporter”.

18. Mr MOK Kam-kwai said that it should be clarified first whether the reporter in the public gallery had already revealed his/her identity to the STDO and whether the STDO was entitled to disclose the relevant information to the TTC.

19. Mr Raymond LI opined that the Chairman had the authority to deal with matters related to persons in the public gallery, so this matter should be handled by the Chairman.

20. The views of the Chairman were summarised below:

- (a) he said that as the STDO had refused to reveal information on the person at an earlier Development and Housing Committee meeting, he asked Mr Raymond LI and Ms WONG Man-huen to go to the public gallery to check on the situation, and asked whether the representatives of the STDO would withdraw from the meeting in two hours;
- (b) he considered a revision to the Standing Order necessary to impose restriction on media reporting. He would discuss this matter with Mr YAU Man-chun after the meeting; and
- (c) he relayed the speech of Ms WONG Man-huen by saying that the reporter in the public gallery claimed that he/she had revealed his/her identity to the STDO, but refused to disclose to members his/her identity or the organisation that he/she belonged. He suggested that person leave the public gallery as his/her identity could not be verified.

21. Mr YAU Man-chun was of the view that the decision could be suspended, and he was dissatisfied with the STDO's refusal to reveal the media organisation the reporter represented.

22. Mr CHAN Pui-ming considered it inappropriate to ask the reporter to leave as he/she had submitted his/her personal information to the Secretariat in accordance with the Standing Order and it was the STDO which did not pass the information to the TTC

23. Mr Jimmy SHAM opined that the reporter should not be asked to leave and suggested that the STDO revise the relevant regulation and give observing priority to the media, while the remaining places in public gallery should be opened to the public.

24. Mr Wilson LI viewed that the reporter should not be asked to leave and pointed out that members were entitled to know the identities of reporters. He wished to know whether the STDO had known the identity of the reporter and whether there was a time limit for the meeting.

25. Mr Raymond LI was of the view that as the STDO did not pass the information on the

reporter to the TTC, the Chairman could decide whether to allow any person observing in the public gallery in accordance with Order 50 of the Standing Order.

26. Mr Ricardo LIAO wished to know why the STDO could not pass the information on the reporter.

27. Mr Johnny CHUNG opined that the reporter should not be asked to leave and said that the STDO had the responsibility to inform the TTC of the information on the reporter.

28. The Chairman said that as a consensus could not be reached, he would not make a decision but might file a complaint on this matter.

### **Discussion Items**

Latest Development on Trunk Road T4 Scheme and Major Road Junction Improvement Works in Sha Tin  
(Paper No. TT 64/2020)

29. The Chairman welcomed the representatives of the Civil Engineering and Development Department (CEDD) and AECOM Asia Company Limited to the meeting and invited them to briefly introduce the contents of the paper.

30. Mr John CHUNG, Chief Engineer/N(SD8) of the CEDD, and Mr CHENG Ping-cheung, Municipal Executive Director of Hong Kong Land Supply of AECOM Asia Company Limited, briefly introduced the contents of the paper.

31. Mr CHING Cheung-ying said that he had repeatedly advised the Department to adjust the location of the traffic lights at the road section between Lion Rock Tunnel Road and the Hong Kong Heritage Museum for left-turning vehicles going to Sun Chui and Chun Shek to reduce drivers' waiting time. He wished to know the Department's response to this proposal or relevant progress.

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

- (a) he hoped that the works for the Trunk Road T4 Scheme could be implemented as soon as possible and wished to know whether the works could be finished in 2028 as stated in a previous paper so as to cope with the future population growth and ease traffic congestion in the Sha Tin District; and
- (b) he wished to know the total length of the depressed road from the Riverpark to Sha Tin Tau Village in front of the Hong Kong Heritage Museum.

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

- (a) he opined that the brief introduction of the Department was more detailed than what was written in the paper, and suggested that the Department list all the information in the discussion paper;
- (b) he pointed out that the situation of the two affected housing estates in 2006 and at present was compared in the paper, which might mislead the public into thinking

only these housing estates in Sha Tin Town Centre were affected by the works. He suggested that the Department consider the views which had been expressed by other housing estates; and

- (c) he suggested that the Department communicate with the housing estates and owners affected by the works, and asked the Department to provide a specific timetable for district consultation.

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

- (a) he said that no information on noise barriers was attached to the paper and asked the Department to make supplementation; and
- (b) he wished to know the drainage arrangements for tunnels of the works, including facilities to avoid stagnant water and where stagnant water would be discharged.

35. Mr SIN Cheuk-nam pointed out that the Department had not provided a specific work timetable and wished to know whether the pandemic would affect the progress of the works for the Trunk Road T4 Scheme.

36. Ms LUK Tsz-tung commented that many major roads in Sha Tin were seriously congested at present and wished to know the specific work timetables for the Trunk Road T4 Scheme and other major road junction improvement works in the district.

37. The views of the Chairman were summarised below:

- (a) he opined that the new scheme could solve long-standing traffic problems in the district and a newly added westbound slip road could also provide convenience to residents going to the town centre;
- (b) he said that under the new scheme, it was inconvenient to pass through an underpass before arriving at the footbridge when heading to Che Kung Miu Road from Tai Chung Kiu Road. He suggested that the Department set up a footbridge connecting Lion Rock Tunnel Road to Tai Chung Kiu Road;
- (c) he pointed out that some of the major road junction improvement works were followed up by the CEDD and the Transport Department (TD) respectively. He suggested that the CEDD should take the lead while the TD should be responsible for providing and collecting opinions to speed up the progress;
- (d) he suggested that the Department consult the public on the works for the Trunk Road T4 Scheme, including contacting surrounding housing estates, explaining the scheme and responding to residents' views. He hoped that the Department would provide a timetable for public consultation; and
- (e) he asked the Department to pass the briefing paper to members through the Secretariat.

(Post-meeting note: The relevant briefing paper was uploaded to the website of the Sha Tin District Council (STDC) as supplementary information.)

38. Mr CHAN Nok-hang agreed on the current design of the Trunk Road T4 Scheme. However, as far as he knew, some residents in the district had other opinions regarding the works. He asked the Department to explain the development and design of the works, and provide sufficient information to the residents of the Riverpark, Chun Shek Estate and Sha Tin Tau Village after the meeting.

39. Mr John CHUNG gave a consolidated response as follows:

- (a) the pandemic had limited impact on the progress of the current investigation on Trunk Road T4. The goal of the Department was to start the works for the Trunk Road T4 Scheme immediately after the completion of the road widening works on Tai Po Road - Sha Tin. The project gazettal and commencement of works design were expected in late 2021 and completion of the works in 2028-29;
- (b) in the Environmental Impact Assessment (EIA), the Department had to find out noise sensitive receivers and make assessment accordingly. As Scenery Court and the Riverpark were the nearest noise sensitive receivers in the Trunk Road T4 Scheme, the Department used them as reference for impacts brought by the noise;
- (c) there would be intercepting drains at the entrance of the depressed road to reduce water inflow. A pumping station would also be provided in the road tunnel to pump and discharge water flowing into the tunnel;
- (d) the works for the Trunk Road T4 Scheme was regulated by the Environmental Impact Assessment Ordinance (Cap. 499) and must meet the requirements of the ordinance. As the EIA of the works was still at a negotiation stage with the Environmental Protection Department (EPD), there was no such information as the exact location and length of noise barriers listed in the paper. The plan presented by the Department to members at the meeting was the one most likely to be implemented for the time being, but it might be slightly adjusted in accordance with the finalised EIA report in the future;
- (e) the Department would be happy to conduct public consultation, but it was difficult to implement due to the pandemic. If the pandemic showed signs of easing, the Department expected to exchange views with nearby residents affected by the Trunk Road T4 Scheme in the coming one to two months; and
- (f) the Department noted members' views on other traffic improvement measures and would discuss and follow up with the TD. The Department would strive to carry out the works for the Trunk Road T4 Scheme and relevant traffic improvement measures, and communicate with members concerned in due course.

40. Mr CHENG Ping-cheung pointed out that the depressed road started along Shing Mun Tunnel Road next to the end of the viaduct crossing Shing Mun River. As the road tunnel had to be across the vehicular road of Tai Chung Kiu Road and the existing public facilities underground, the deepest point of the tunnel was about 15 to 20 metres from the ground and the length was about 600 metres. The tunnel would be equipped with a drainage system and equipment to avoid traffic obstruction caused by the rain.



(Post-meeting note: The road tunnel included an open road tunnel section of about 270 metres with natural ventilation.)

41. Mr CHIU Chu-pong said that several residential buildings in Pok Hong Estate near Sha Tin Road had been affected by noise emitted by moving vehicles all along. He had asked relevant departments to build full enclosure noise barriers, and wished to know the design of noise barriers to be built at Sha Tin Road.

42. Mr CHAN Nok-hang wished to know if the Department received opinions from residents after the gazettal of the Trunk Road T4 Scheme, whether it would accept those considered to be applicable to the works.

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

- (a) he wished to know apart from lifts, whether there would be a ramp connecting the ground at the end of the cycle track cum footbridge to cope with the pedestrian flow on holidays; and
- (b) he asked for an update on the structural location reserved for the works of the Trunk Road T4 Scheme at Exit 1B of Route 8.

44. Mr John CHUNG gave a consolidated response as follows:

- (a) based on the EIA, the Department would propose to build full enclosure noise barriers at Sha Tin Road. However, the relevant design and scope could only be finalised upon approval by the EPD, so they were not included in the paper;
- (b) if the Department received public opinions upon gazettal and the opinions were deemed feasible and cost-effective after evaluation, the Department could publish a gazettal for amendment; and
- (c) in the preliminary proposal, the Department originally planned to install two large lifts. As the Department received a proposal for building a lift and a cycle ramp, the proposal was under consideration, and discussion with the TD was ongoing. The Department was inclined to add a ramp to provide convenience to cyclists, but the plan had yet to be confirmed and relevant arrangements were expected to be covered in the gazettal.

45. Mr CHENG Ping-cheung gave a consolidated response as follows:

- (a) the Department intended to reserve a connection position for works implementation at the flyover of Route 8 Exit 1B to alleviate the congestion at Route 8 bound for Tai Po Road - Sha Tin; and
- (b) the Department showed the design of the full enclosure noise barriers at Sha Tin Road on photomontages in the supplementary information, which was however subject to approval of the EPD before it could be finalised.

46. Mr LO Yuet-chau wished to know when the works of the Trunk Road T4 Scheme was

expected to commence and complete. Due to changes in the scheme design, he worried that it might not be completed within five years.

47. Mr CHAN Pui-ming pointed out that there was a habitat for migratory birds near Man Lai Court in Tai Wai. Migratory birds would come in every winter, but this place was close to the site of the Trunk Road T4 Scheme. He wished to know what measures were put forward in the EIA to reduce the impact of the works on surrounding ecological environment.

48. Mr CHIU Chu-pong asked when the EIA report and the design of full enclosure noise barriers would be completed and finalised.

49. Mr John CHUNG gave a consolidated response as follows:

- (a) it was very likely that full enclosure noise barriers would be set up at Sha Tin section regarding the Trunk Road T4 Scheme. However, the design was subject to the approval of the EPD before it could be finalised; and
- (b) to minimise the impact on the traffic in the district, the Department aimed to obtain funding and carry out the works of the Trunk Road T4 Scheme in 2023 right after the completion of the road widening and other relevant works at Tai Po Road - Sha Tin. He said that the construction of a flyover and a tunnel was more complex and the Department expected to complete it within about five years.

50. Mr CHENG Ping-cheung said that the Department had carried out an ecological investigation in accordance with the requirements of the EIA study brief, and the findings showed that little egrets inhabited near Shing Mun River. Therefore, it was suggested that noise barriers on the viaduct above Shing Mun River should be designed with openings based on little egrets' flight paths so as to avoid hindering their flying. The Department would take other mitigation measures to reduce the impact of noise emitted by moving vehicles in accordance with the EIA. The openings of noise barriers would not affect the overall noise level.

51. The views of the Chairman were summarised below:

- (a) he asked the Department to pass the briefing paper to members through the Secretariat; and
- (b) he suggested that the Department contact the members of the relevant constituencies involved in the Trunk Road T4 Scheme after the meeting, and the members would arrange briefings and consultation with relevant housing estates for the Department. He urged the Department to listen to the opinions of residents prior to the gazettal so as to improve the project design and solve traffic congestion.

52. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Ms LUK Tsz-tung.

53. Members agreed to deal with the provisional motion put forward by Ms LUK Tsz-tung.

54. Ms LUK Tsz-tung put forward the following provisional motion:

“The Traffic and Transport Committee in Sha Tin District strongly requests the Civil

Engineering and Development Department to expeditiously commence the remaining conversion measures of the major road junction improvement works, including the construction of a designated lane at Shek Mun Interchange from A Kung Kok Street to Tate's Cairn Highway and a road connecting On Muk Street to Tai Chung Kiu Road; and to consult the residents and organisations affected by Trunk Road T4 so as to listen to their opinions, allay their worries and ease the problem of increasing traffic congestion at the trunk road in Sha Tin."

Mr CHAN Pui-ming seconded the motion.

55. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 54.

56. Members unanimously endorsed the provisional motion in paragraph 54.

Public Housing Development at Hang Tai Road, Ma On Shan Area 86B Phase 1 (Contract No. 20180557) Construction of a Footbridge Across Ma On Shan Road and Temporary Traffic Arrangements at Ma On Shan Road Southbound and Northbound  
(Paper No.TT 79/2020)

57. The Chairman welcomed the representatives of the Housing Department (HD), Sun Fook Kong Construction Limited and Nolan Consultants Limited to the meeting.

58. Mr Alan YUEN, Senior Civil Engineer (4) of the HD, briefly introduced the contents of the paper.

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

- (a) he suggested adding road signs at the junction where drivers turned into Sui Tai Road from Ning Tai Road for an indication of the right direction, and adding signs at Ning Tai Road to alert drivers going to Yan On Estate to pass through Hang Fai Street and Sai Sha Road roundabout; and
- (b) he wished to know the Department's traffic arrangements for the next day in case of a delay in the construction of a footbridge across Ma On Shan Road.

60. Mr NG Kam-hung suggested that the HD pass the briefing paper to members.

61. Mr CHEUNG Hing-wa pointed out that regarding the closure of a section of Hang Tai Road near Yan On Estate on 25 April 2021, Sui Tai Road originally bound for Yan On Estate would be converted to heading for Ning Tai Road. He wished to know how the Department would deal with the vehicular traffic between Yuk Tai Street and Sui Tai Road.

62. Mr Wilson LI commented that the road closure or the traffic diversion might affect residents of housing estates in Ma On Shan. He suggested that the Department properly inform residents.

63. The views of the Chairman were summarised below:

- (a) he pointed out that the full closure of Ma On Shan northbound and southbound

would result in route diversion. He wished to know whether the TD had explained the relevant arrangement to bus companies and minibuss operators;

- (b) he suggested that regarding the arrangement for the closure of the slip road leading to Tai Shui Hang from Ma On Shan Road, the Department should place signs at the following locations: Hang Hong Street roundabout, Sai Sha Road roundabout, and the roundabout at the junction of Sai Sha Road and Nin Fung Road. Besides, he wished to know whether the Department would set up traffic cones at Ma On Shan Road to instruct vehicles heading to Tai Po to keep to the left;
- (c) he said that according to the arrangement for the full closure of the section of Hang Tai Road near Yan On Estate, vehicles heading to Hang Tai Road had to turn right at Hang Chi Street rather than turning left as what they would before. Given the serious illegal parking at Hang Tai Road, which was between Yuk Tai Street and Sui Tai Road, he opined that if the Department placed a signal vehicle there, other vehicles might not be able to turn right. He suggested that the Department communicate and follow up with the Police or relevant departments. If the Department chose to close this road section earlier, communication with the site office of the cavern sewage treatment works in advance might be necessary. In addition, he wished to know whether the Department would place signs at Sui Tai Road to alert drivers not to make U-turn for Yan On Estate; and
- (d) he wished to know whether the Department would add road signs in advance at Hang Tai Road where vehicles would turn to Yuk Tai Street to alert drivers of the diversion arrangement of the road ahead, or whether it would close the relevant road sections in advance.

64. Mr Alan YUEN gave a consolidated response as follows:

- (a) the Department would place road signs at Hang Hong Street roundabout and Wu Kai Sha roundabout respectively to alert drivers that they could enter Sai Sha Road for Tai Shui Hang;
- (b) regarding the arrangement for the full closure of the section of Hang Tai Road near Yan On Estate, the Department would arrange engineering staff to instruct drivers in advance how to enter Yan On Estate, and would also communicate with the site office of the cavern sewage treatment works to explain the traffic arrangements. The Department would also follow up with the Police on illegal parking at Hang Tai Road;
- (c) regarding the arrangement for the full closure of the slip road leading to Tai Shui Hang from Ma On Shan Road, the Department would place road signs at relevant roads in advance to alert drivers that they could drive to Tai Po through the trunk road of Ma On Shan Road southbound; and
- (d) regarding the arrangement for conversion of traffic direction at Sui Tai Road, the Department would arrange engineering staff at different junctions to instruct drivers to the right direction and prevent them from making U-turns. The Department would consider whether to place a "No U-turn" road sign at the relevant road section.

65. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD, pointed out that the TD would normally ask the project division or contractors to coordinate with public transport operators on temporary traffic arrangements (including diversion of public transport services) during works, the other parties had to be aware of and agree to the relevant temporary traffic arrangements. When the project division or contractors applied to the TD for implementation of temporary traffic arrangements for road works, written proofs to confirm that public transport operators were aware of the relevant arrangements must be submitted. The TD would then issue traffic notices to inform the public of the traffic arrangements.

66. The views of the Chairman were summarised below:

- (a) he suggested that bus operators conduct a road test at the road section at Hang Chi Street turning right to Hang Tai Road;
- (b) he suggested that the Department discuss with bus companies and the TD after the meeting about ways to deal with the situation in case of a delay in the works; and
- (c) he suggested that the Department inform relevant district councillors in Tai Po upon finalisation of the relevant arrangements.

### **Motion**

Motion by Mr LI Wing-shing, Wilson on Requesting Improvement to Public Transport Services of Wu Kai Sha and Whitehead  
(Paper No.TT 67/2020)

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

- (a) he summarised the background of his motion:

“The population of Wu Kai Sha and Whitehead has been on the rise in recent years. The residents have a strong demand for transportation, especially among the housing estates at Yiu Sha Road in Whitehead where Route No. 807X is the only mini bus route providing whole-day services from and to University MTR Station and Wu Kai Sha MTR Station since the intake. The remaining 4 routes only provide services during peak hours on weekdays; among which New World First Bus Route No. 682X running to and from Hong Kong Island, Route No. 86P to and from Sha Tin and The Kowloon Motor Bus Route No. 87E running in Kowloon only provide one service per day respectively, causing serious inconvenience to commuting residents.”

- (b) therefore, he put forward the following motion:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department (TD) to immediately improve the public transport services in Wu Kai Sha and Whitehead by expeditiously discussing with the service operator the provision of more services regarding Bus Route Nos. 86P, 87E, 682X, 980X, X89D, etc. and Minibus Route No. 810A or the addition of new bus and minibus routes providing whole-day services, so that the residents of Wu

Kai Sha and Whitehead will be able to commute to and from Sha Tin, Kowloon and Hong Kong Island more directly for their needs such as work or school.”

Mr TING Tsz-yuen seconded the motion.

68. Mr CHAN Pui-ming pointed out that a works project would be completed in the vicinity of Nai Chung and Shap Sze Heung. He suggested that Mr Wilson LI consider adding relevant contents to the motion to request the TD to follow up on the bus route planning or reorganisation of Wu Kai Sha, Nai Chung and Shap Sze Heung areas to tie in with the above works.

69. Mr HUI Lap-san said that New World First Bus Services Limited (NWFB) had intended to introduce a bus route from Wu Kai Sha to Choi Ming in the fourth quarter of 2020, which had not been finalised so far however. He suggested that Mr Wilson LI add relevant contents to the motion.

70. The Chairman said that the bus route from Wu Kai Sha to Choi Ming was related to bus route planning. He suggested that Mr Wilson LI add relevant contents to the motion to request the NWFB to introduce relevant services as soon as possible.

71. Mr Wilson LI adopted members’ views and revised his motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department (TD) to immediately improve the public transport services in Wu Kai Sha and Whitehead by expeditiously discussing with the service operator the provision of more services regarding Bus Route Nos. 86P, 87E, 682X, 980X, X89D, etc. and Minibus Route No. 810A; and to expeditiously complete the tender exercise for the bus route running between Wu Kai Sha and Choi Ming and confirm the route as well, or add new bus and minibus routes providing whole-day services, so that the residents of Wu Kai Sha and Whitehead will be able to commute to and from Sha Tin, Kowloon and Hong Kong Island more directly for their needs such as work or school. The Committee also requests the TD to study the route planning and rearrangements in the areas of Wu Kai Sha, Nai Chung and Shap Sze Heung.”

Mr TING Tsz-yuen seconded the motion.

72. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 71.

73. Members unanimously endorsed the provisional motion in paragraph 71.

### **Question**

Question to be Raised by Mr TING Tsz-yuen on Provision of a Zebra Crossing on Ma On Shan Road  
(Paper No. TT 69/2020)

74. The Chairman said that as Mr YAU Man-chun was not present, “Question to be Raised by Mr TING Tsz-yuen on Provision of a Zebra Crossing on Ma On Shan Road” (Paper No. TT 69/2020) would be dealt with first.

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

- (a) he said that the motion on setting a zebra crossing on Ma On Shan Road had been endorsed twice by the last term of the TTC. However, the TD cited separating pedestrians from vehicles as a reason for not adding a zebra crossing;
- (b) the Department said in its reply that a pedestrian subway was the safest design for crossing busy roads, and it was expected that the pedestrian and vehicle flows generated by the Amenity Complex in Area 103 of Ma On Shan would not affect the adjacent traffic network. He urged the Department to clarify whether this road was a busy road; and
- (c) he asked the TD to set up a zebra crossing on Ma On Shan Road to provide convenience to commuting residents.

76. Mr Wilfred NGAI, Engineer (Ma On Shan) of the TD, pointed out that the highest vehicular flow of Ma On Shan Road during peak hours exceeded 1200 vehicles/hour and a pedestrian subway was set there already for residents.

77. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr TING Tsz-yuen.

78. Members agreed to deal with the provisional motion put forward by Mr TING Tsz-yuen.

79. Mr TING Tsz-yuen put forward the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council once again urges the Administration to add a zebra crossing on Ma On Shan Road connecting Sunshine City to Park Belvedere to provide convenience to commuting residents. If the Administration insists on not consider adding a zebra crossing at the location mentioned above by citing separating pedestrians from vehicles as a reason, the Traffic and Transport Committee will urge the Administration to carry out Phrase 3 of the ‘Universal Accessibility’ Programme as soon as possible to add lifts on both sides of the pedestrian subway (NS183).”

Mr CHIU Chu-pong seconded the motion.

80. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 79.

81. Members unanimously endorsed the provisional motion in paragraph 79.

Question to be Raised by Mr LAI Tsz-yan on the Service of Bus Route No. 798  
(Paper No.TT 70/2020)

82. The Chairman welcomed the representatives of New World First Bus Services Limited and Citybus Limited (NWFB & Citybus) to the meeting and invited them to briefly introduce the contents of the paper.

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

- (a) he wished to know among the 19 complaints about Route No. 798, how many of them were about delays or passengers failing to get on board due to full capacity and at which stops the above complaints were received; and
- (b) he wished to know why the trips of Route No. 798 to Tseung Kwan O were less frequent during morning peak hours compared to non-peak hours.

84. Ms Tish WU, Public Affairs Officer of NWFB & Citybus, said that according to the patronage records of Route No. 798, most passengers of Route No. 798 travelled from Tseung Kwan O to Fo Tan during morning peak hours. The NWFB arranged more frequent trips of Route No. 798 from Tseung Kwan O to Fo Tan during morning peak hours based on passenger demand and commute pattern.

85. The views of the Chairman were summarised below:

- (a) he pointed out that after the terminus of Route No. 798 had been extended to Chun Yeung Estate, the journey increased. He wished to know whether the NWFB & Citybus had properly deployed buses to increase the number of trips departing from Sha Tin;
- (b) he proposed to delay the last bus departing from Tiu Keng Leng;
- (c) he said that at the platform off MTR Sha Tin Station, buses of Route No. 798 were allowed only passenger dropping-off but not picking-up. However, buses of Route No. 88X were allowed to pick up passengers there. Some passengers were confused about this and he suggested follow up actions from the NWFB & Citybus; and
- (d) he suggested that the NWFB & Citybus review the services hours of Route No. 798 on Sundays.

86. Mr Dennis HO, Assistant Operations Manager of NWFB & Citybus, gave a consolidated response as follows:

- (a) he pointed out that when Route No. 798 re-routed via Yuen Wo Road earlier, an extra bus was added to its fleet;
- (b) the NWFB would consider whether to postpone the departure time of the last bus of Route No. 798 depending on patronage; and
- (c) the NWFB had been in contact with the TD and hoped that a pick-up point would be set up at MTR Sha Tin Station for the trips of Route No. 798 to Fo Tan, and the relevant matter was pending approval by the TD.

Question to be Raised by Mr YUNG Ming-chau, Michael on Improvement of Lion Rock Tunnel  
(Paper No. TT 72/2020)

87. The views of the Chairman were summarised below:

- (a) he said that the toll booths of Lion Rock Tunnel might be demolished to tie in with



the implementation of free-flow tolling, and infrastructure works, including the demolition of the ventilation building and the control centre, was also required for the construction of the third tube of Lion Rock Tunnel. He wished to know whether the demolition works would affect tunnel traffic;

- (b) he wished to know for the improvement of Lion Rock Tunnel, in addition to renovating the ventilation building or replacing components, whether the Department would redesign the existing ventilation system so that the air quality in the tubes of the tunnel would meet the latest standards;
- (c) he said that there was insufficient space on Lion Rock Tunnel Road southbound to Kowloon. The tailback of vehicles entering Lion Rock Tunnel reached Sha Tin Road every day. If widening works could not be carried out or a designated bus lane could not be set up at the intersection of Sha Tin Road and Hung Mui Kuk Road, even if Trunk Road T4 was completed in the future, the traffic congestion could not be solved. He wished to know whether the Department would carry out road widening works at the location;
- (d) he commented that it was hard for vehicles departing from Ma On Shan to stop at Sun Tin Wai bus stop. He suggested that the Department implement improvement works there to provide convenience to the residents of Sun Tin Wai and Ma On Shan to commute between the two areas; and
- (e) he wished to know whether the Secretariat had invited the Highways Department (HyD) to send staff to this meeting.

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

- (a) he pointed out that many bus routes operated via Lion Rock Tunnel and suggested that the Department improve Lion Rock Tunnel Bus Interchange for a large-scale interchange altogether while widening Lion Rock Tunnel Road with reference to Shing Mun Tunnels Bus Interchange Terminus and Tsing Sha Highway Interchange to increase passengers' traffic options; and
- (b) he wished to know the arrangements for free-flow tolling.

89. Mr LIU Chi-kwong, District Engineer (ST)2 of the HyD, said that the department in charge of the works project did not provide relevant information. He suggested that relevant questions relayed to the department concerned through the Secretariat, asking for written replies or responses at the next meeting.

90. Ms Alison CHEUNG responded that the Secretariat had invited the HyD to send staff to this meeting, but the persons concerned were unable to attend due to official commitments. The Secretariat would relay the questions raised by the Chairman and members to the relevant department for replies.

91. The Chairman considered that the HyD should send staff to this meeting to answer members' questions. He suggested that Mr CHING Cheung-ying, Chairman of the STDC, reflect the situation at a District Management Committee meeting.

92. Mr CHING Cheung-ying said that it would depend on whether the STDO would hold a relevant meeting again or invite Members concerned to attend the meeting.

(Post-meeting note: Relevant replies were set out in the “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” (Paper No. TT 3/2021).)

Question to be Raised by Mr CHENG Chung-hang on Request for Additional Exit at Tai Shui Hang Station  
(Paper No. TT 71/2020)

93. The Chairman welcomed the representative of MTR Corporation Limited (MTRCL) to the meeting.

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

- (a) he wished to know the guidelines of the MTRCL for adding station entrances/exits, and pointed out that the residents of such housing estates as Mountain Shore, Sausalito, La Costa, Ocean View who wanted to go to Tai Shui Hang Station must go there via circuitous routes. He suggested that in considering adding station entrances/exits, the MTRCL should not only take into account the use of entrances/exits, but should see the provision of convenience to residents as the primary consideration;
- (b) he pointed out that in the future, housing estates around Tai Shui Hang Station would be completed successively, and the addition of station entrances/exits could benefit more residents. He suggested that the MTRCL send staff to inspect the smoothness of the station entrances/exits after the pandemic showed signs of easing, and urged the MTRCL to reconsider this proposal;
- (c) he suggested that MTRCL staff walk from housing estates around Tai Shui Hang Village to Tai Shui Hang Station personally to observe the actual time required. Taking Ocean View and La Costa as examples, he pointed out that if new station entrances/exits could be added, the walking time of the residents could be effectively reduced. He suggested that the MTRCL carefully consider adding more entrances/exits to the station; and
- (d) he asked the TD to consider the needs of residents in Area 77 of Ma On Shan, and said that the number of trips of bus routes in this area had been reduced due to the commissioning of Tuen Ma Line, but this area was a certain distance from the MTR station. He opined that the Department had the responsibility to discuss with the MTRCL about adding station entrances/exits.

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

- (a) he wished to know the guidelines of the department concerned or the MTRCL for adding station entrances/exits. As the intake of Kam Chun Court would be in a few years and lifts would be added in Heng On Station to narrow the space in the pedestrian subway, he was of the view that the entrances/exits of Heng On Station might not be sufficient to cope with the pedestrian flow in the future; and

- (b) he commented that after the partial commissioning of Tuen Ma Line, the trips of some bus routes in Ma On Shan had reduced and the MTR station had no exits connecting to such housing estates as Sausalito, La Costa and Ocean View. Therefore, he suggested that consideration should be given to adding station entrances/exits to provide convenience to residents.

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

- (a) he said that Tai Shui Hang Station currently had only one entrance/exit to the pedestrian subway in the station lobby; with the development of this area, this station design could not meet the overall needs of the area. He suggested that the MTRCL add an entrance/exit on the opposite side of the station lobby; and
- (b) he pointed out that signal reception on the road from the exit of Tai Shui Hang Station to the pedestrian subway was poor, which affected passengers' journey experience. He wished to know whether this road section was managed by the MTRCL.

97. The views of the Chairman were summarised below:

- (a) he said that the problem with the exit of Tai Shui Hang Station had lasted for many years. He opined that it was because after the merger of the MTRCL and Kowloon-Canton Railway Corporation (KCRC), the MTRCL hired the assets of the KCRC, so it was unable to add facilities to relevant places. He opined that the MTRCL should improve station facilities for new adjacent development projects; and
- (b) he invited the representative of the MTRCL to inspect the usage of Tai Shui Hang Station with members concerned after the resumption of classes.

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

- (a) she said that usage was the main factor in considering whether to add station entrances/exits or not. The MTRCL had already taken into account the development of adjacent communities in route planning, train frequency arrangements and transport services provision. The MTRCL had been paying attention to the pedestrian flow at Tai Shui Hang Station during peak hours. As observed prior to the pandemic, the pedestrian flow at the station was smooth during morning peak hours;
- (b) she pointed out that residents of housing estates relatively away from the station could decide by themselves how to get to the station or choose to go to other stations. As for Tai Shui Hang Station as a whole, the MTRCL would examine the overall pedestrian flow entering and leaving the station, and it had no plan to add station entrances/exits for the time being;
- (c) the MTRCL would closely monitor the future population growth in areas near the station, and take appropriate measures to straighten out the pedestrian flow at the

station in accordance with the usage of the station;

- (d) the MTRCL would follow up on whether the Tai Shui Hang Station subway was within its management scope; and
- (e) the MTRCL would inspect the usage of Tai Shui Hang Station with members concerned after the resumption of classes.

### **Information Item**

#### **Progress Report of the Transport Department** (Paper No. TT 73/2020)

99. Mr Felix CHOW said that the service frequency of Route No. 807B was not stable with poor service quality, low patronage, and some overlapped routing with Route No. 99. Therefore, some members of the public had worried that Route No. 807B might cease operation. As far as he knew, the Sai Kung District Council (SKDC) had proposed to set up a minibus route from Sai Kung Town Centre to University Station via Ma On Shan Bypass. He wished to know the Department's views and following up on the proposal, and whether the Department had any plan to improve the situation of Route No. 807B.

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

- (a) he wished to know the operation of Route No. 811B and whether services would be provided on Saturdays and Sundays in the future. He hoped that the Department would provide data of the route; and
- (b) he pointed out that Route No. 803M had ceased operation, and wished to know the reasons, whether the fleet of Route No. 803 had been used, and to where relevant resources would be transferred.

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

- (a) he pointed out the disperse service frequency and unstable patronage of Route No. 807C, and wished to know whether the Department had any solution; and
- (b) he wished to know the Department's following up on the passenger service licence of Route Nos. 803M and 804A, and the operation of relevant minibus routes.

102. The views of the Chairman were summarised below:

- (a) he said that the trial run period of Route Nos. 803M and 804A had come to an end. Members had reflected at an earlier meeting the low attractiveness of these minibus routes. He suggested that the Department introduce a route running through the entire Ma On Shan to facilitate the flow of people in the area. The Department could consult the TTC first before setting up pilot routes in the future; and
- (b) he wished to know if the Department had examined whether the two routes from Shek Mun to Wong Nai Tau and from Wong Nai Tau to MTR Sha Tin Station via Shek Mun could meet the needs of residents, and whether it would review them in

due course.

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

- (a) he pointed out that the trial run period of Route Nos. 803M and 804A had come to an end in January 2021. Upon discussion with the Department, the minibus operator conducted a trial operation within the service scope of Route Nos. 803 and 804 through internal resource allocation. The trial run period had come to an end. The Department would review the operation and service standards with the minibus operator;
- (b) he said that the minibuses of Route No. 803M had been deployed from the resources of Route 803 series. With the completion of the trial run of Route No. 803M, relevant minibuses would be deployed back to Route 803 series;
- (c) he said that during the trial run period of Route Nos. 803M and 804A, the Department had monitored the patronage of the routes and reviewed the relevant arrangements with the minibus operator;
- (d) he said that the pilot Route No. 65M commenced operation in early February 2021. The Department was keeping an eye on the service situation of the route with its operator, and had sent staff to Wong Nai Tau to conduct an on-site investigation on the first Monday after the service was launched. Due to the impact of the Lunar New Year holiday, the utilisation rate of the route was not high, and the Department would continue to pay attention to the service situation of the route after the holiday;
- (e) after consulting the operator, the Department learned that the service of Route No. 811B during morning and afternoon peak hours was well received, and some passengers chose to take this route for commute to and from work. In the long run, the Department and the operator would examine the feasibility of running trips on Saturdays, Sundays and during non-peak hours on weekdays based on the changes in patronage; and
- (f) he pointed out that Route 807 series were reorganised in 2018. At that time, the lengthy Route No. 807B was divided into two sections with Bayshore Towers as an interchange. At present, the service frequency of Route No. 807B might not fully accord with the timetable, and the Department would follow up with the minibus operator. In addition, the Department had received a proposal from the SKDC, the feasibility of which was under examination. The Department needed to take into careful consideration such factors as the standard of public transport services in the district, impacts on other existing services, and the existing service standard of Route No. 807B.

### **Information Papers**

Report on the Progress of Works of the Highways Department  
(Paper No. TT 74/2020)

104. Mr Felix CHOW pointed out that the works project NE/17/1724 “Roundabout at junction of Tai Po Road - Ma Liu Shui and Lai Ping Road, Sha Tin - Junction improvement by adjusting

existing traffic islands, traffic signs and road markings” was obstructed by gas works. He wished to know when the works could be finished and the latest situation of the works of setting a new pedestrian crossing there.

105. Mr SIN Cheuk-nam wished to know why the works project NE/19/1580 “On Luk Street near On Shing Street - Proposed signalized pedestrian crossing” was postponed from the third to fourth quarters of 2020 to 2021, whether the project would be postponed again, and the exact commencement date.

106. Mr Joey CHEUNG, District Engineer (ST)1 of the HyD, gave a consolidated response as follows:

- (a) he said that the works project NE/17/1724 “Roundabout at junction of Tai Po Road - Ma Liu Shui and Lai Ping Road, Sha Tin - Junction improvement by adjusting existing traffic islands, traffic signs and road markings” was ongoing and would be completed shortly. As the works involved pipe laying, it was necessary to conduct tests and wait for results, which were delayed because of the obstruction brought by gas works. The gas works was expected to be completed in late 2021, while the works for the pedestrian crossing and the shortening of the bus lay would continue to be obstructed by the gas works. The Department would closely monitor relevant progress and carried out the works as soon as possible; and
- (b) he said that as the works project NE/19/1580 “On Luk Street near On Shing Street - Proposed signalised pedestrian crossing” involved underground cable installation, more complicated temporary traffic arrangements were required. The application for the road excavation works of this project had been approved, and the Department was discussing with the contractor about starting the works in early March 2021. The works would take about three weeks to a month, and the Department would contact members concerned to update the works progress.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 75/2020)

107. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan  
(Paper No. TT 76/2020)

108. Mr Felix CHOW suggested that the Police include the prosecution figure at Lai Ping Road in Kau To Shan in the paper to enable members a clearer understanding of the situation of illegal parking.

109. The views of Mr LO Yuet-chau were summarised below:

- (a) he suggested that the Police include the prosecution figure of illegal parking at Chui Yan Street in the paper;
- (b) he had seen the Police combatting illegal parking by scanning QR codes on vehicle licence discs, which brought remarkable results. However, he wished to know why the number of prosecution at Kwong Sin Street had dropped from more than

800 to more than 600; and

- (c) he pointed out that illegal parking at Kwong Sin Street had not seen improvement. He wished to know how the Police would step up prosecution.

110. Mr Ricardo LIAO said that there was a fire in the refuse room of Kwong Yuen Disciplined Services Quarters on 2 February 2021, and it was difficult for fire trunks to enter the scene due to illegal parking. After the fire, residents had reflected to him that illegal parking at Siu Lek Yuen Road near the disciplined services quarters and Hong Lam Court was particularly serious at night time and even obstructed the fire passageway. He urged the Police to step up prosecution at relevant locations to reduce the number of vehicles parked illegally.

111. Mr WAI Hing-cheung pointed out that it was shown in the paper that the number of prosecution at Man Lam Road was 508, which increased significantly than before. He wished to know the reasons and whether the number of vehicles involved in prolonged parking according to parking meters were included in this prosecution figure.

112. Mr Wilson LI pointed out that the number of prosecution at Sha On Street was lower than that in August and September 2020, and attributed that to effective law enforcement of the Police. However, residents had reflected that illegal parking at Sha On Street and Wu Kai Sha Station Public Transport Interchange had deteriorated in January and February 2021. He asked the Police to strengthen patrol and prosecution there to avoid accidents.

113. Mr HUI Lap-san asked the Police to step up prosecution, instead of mere advice giving and expelling, against illegally parked vehicles at the minibus stop outside the Waterside Shopping Mall at On Chun Street.

114. The Chairman said that at a TTC meeting held on 23 June 2020, the TTC decided to discuss the proposals for revision for this paper at a Working Group on Road Safety and Supply-Demand of Parking Spaces meeting instead. However, due to the pandemic, it had not been possible for the working group to hold a meeting for discussion.

115. Mr CHENG Chung-hang pointed out that during the Lunar New Year, illegal road racing in Ma On Shan had increased. He wished to know the Police's enforcement action regarding this.

116. Mr LAM Chi-chung, Office-in-Charge, District Traffic Team/Shia Tin Police District of the Hong Kong Police Force, gave a consolidated response as follows:

- (a) he noted the locations with illegal parking mentioned by members. The Police intended to add a penalty ticket team in each subzone specially for prosecutions at illegal parking black spots of the district so as to reduce illegal parking. Resources would also be deployed and technologies would be used to assist in law enforcement;
- (b) the Police would propose to the headquarters to increase e-ticketing equipment in order to enhance the law enforcement efficiency of the Sha Tin Police District;
- (c) he said that Man Lam Road and Man Lai Road were relatively remote, so illegal parking was more prevalent. The Police recognized these road sections as illegal parking black spots and stepped up law enforcement efforts, hence the increase in

- the number of prosecution; and
- (d) he held that the Traffic New Territories South Enforcement and Control Division had targeted and followed up on illegal road racing in the district and persons involved in illegal road racing in Fo Tan had been prosecuted.

Report on the Operation and Works Progress of the Mass Transit Railway Corporation  
(Paper No. TT 77/2020 (Revised))

117. Ms Annie LAM briefly introduced the contents of the paper.

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

- (a) he said that after the MTRCL started using a new signalling system, there were media reports claiming that the frequency of the MTR system misinterpretation of engineering vehicles jumping red lights had increased significantly compared to the past. He wished to know whether there was issue with this signalling system; and
- (b) he said a report issued by the Government previously held that there was an abuse of rebar at Hung Hom Station, resulting in connection problems. He wished to know the platform safety situation of Hung Hom Station.

119. Mr WAI Hing-cheung said that he wrote to the MTRCL in December 2020 regarding noise nuisance, but he was dissatisfied that he had not received any reply as of February 2021.

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

- (a) he said that under the suspension arrangement for the service of MTR East Rail Line between Mong Kok East Station and Hung Hom Station, the fares for passengers taking feeder buses to and from Hung Hom Station and Kowloon Tong Station from different directions to change to MTR East Rail Line or West Rail Line were different, and he wished to know the reasons; and
- (b) he deemed the new signalling system immature as it would misinterpret red light jumping, which might affect train operation. He wished to know whether the MTRCL would use the old signalling system instead until the new one was well adjusted for official use.

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

- (a) he commented that the new signalling system had only been in operation for less than two weeks but there were already frequent failures. He had conveyed the views of passengers to the MTRCL, and opined that passengers had lost confidence in the new signalling system;
- (b) he said that some passengers of the East Rail Line were worried about the arrangement for switching to 9-car trains during the pandemic, saying that 9-car trains make the space within the compartments even more crowded and it was too early for the MTRCL to put 9-car trains into service; and
- (c) he wished to know how the MTRCL would give an account to the public or follow



up on the recent accidents and the negative reports in the newspapers.

122. Mr Wilson LI said that the public had lost confidence in the MTRCL because of the new signalling system and the quality of Shatin to Central Link. With regard to the arrangement for putting 9-car trains into service, the MTRCL had promised to increase service frequency, but it did not fulfil its promise. He suggested that the MTRCL give priority to safety and improve its services.

123. The views of the Chairman were summarised below:

- (a) he opined that staff handover of the MTRCL was not satisfactory. He urged the representative of the MTRCL to follow up with Mr WAI Hing-cheung after the meeting;
- (b) he said that he had inspected the new signalling system with the MTRCL representatives and found that trains had failed to read signals when approaching and leaving stations. As a result, trips were affected and became out of order. He wished to know the cause of signal failures;
- (c) he said that the MTRCL had briefly introduced the new trains and the signalling system to the Chairman and the Vice-Chairman of the TTC and district councillors along the East Rail Line. He wished to know whether the MTRCL could arrange trial rides for members before the commissioning of Tuen Ma Line to learn about interchange arrangements; and
- (d) he pointed out that in the track bifurcation works of the East Rail Line, the fares for passengers taking feeder buses to and from Hung Hom Station and Kowloon Tong Station from different directions to change to MTR East Rail Line or West Rail Line were different. He found the ticketing arrangement unreasonable and wished to know whether the MTRCL would conduct a review.

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

- (a) she would follow up on relevant cases with Mr WAI Hing-cheung after the meeting;
- (b) she thanked members for their advice to the MTRCL since 9-car trains had been put into service. She said that there had to be an adaptation period at the initial stage of the introduction of the new signalling system. In order to support the extension of East Rail Line to Hong Kong Island, the new signalling system had to be put into service. Regarding the arrangement for replacing some 12-car trains with 9-car trains, the MTRCL had also deployed 300 additional staff to help the public to get used to it;
- (c) the MTRCL foresaw that it would take some time for the new signalling system to operate smoothly, and therefore arranged engineering staff to stand by at all time for timely correction and adjustment. Regarding the “false red light jumping” mentioned by members, she gave an example and said that the new signalling system would send out unnecessary alarm signals, which resulted in misinterpretation of red light jumping. However, this situation had been greatly reduced after the adjustment made by engineering staff. She said that the relevant

situation would not cause safety problems to train operation;

- (d) she said that the compartment and door design of 9-car trains were improved compared with those of 12-compartment trains. The doors of 9-car trains were evenly distributed, which facilitated the optimal use of compartment areas by passengers. With regard to the operations, the MTRCL would arrange special trips to cope with demand during peak hours and avoid using 9-car trains during peak hours at the beginning of the introduction. The MTRCL would continue to pay close attention to passengers' demand, and it was expected that the full commissioning of the Tuen Ma Line could serve diversion purposes for East Rail Line passenger;
- (e) regarding the suspension arrangement for the service of MTR East Rail Line between Mong Kok East Station and Hung Hom Station, the MTRCL made such fare arrangements to prevent passengers from being overcharged due to taking separated routes. Relevant arrangements could conceivably safeguard the interests of passengers. The ticketing arrangement would remain unchanged, and she would convey members' views to relevant MTRCL departments; and
- (f) she would relay members' proposal for a trial ride on Tuen Ma Line to relevant MTRCL departments.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin  
(Paper No. TT 78/2020)

125. The Chairman wished to know why no representative of the Civil Aviation Department (CAD) was able to attend this meeting.

126. Ms Alison CHEUNG said that the Secretariat had invited the CAD to attend this meeting. However, no representative of the department was able to attend this meeting. The Secretariat would relay members' views to the CAD in writing for it to take follow-up actions.

127. Mr James LAM, Assistant District Officer (Sha Tin)<sup>1</sup>, said that the Secretariat would invite departments to attend meetings, and departments would decide whether to attend the meeting or not on their own. The Secretariat would take follow-up actions accordingly after the meeting.

128. Mr WAI Hing-cheung suggested that if the CAD could not attend the meeting, the TTC could accommodate the CAD in holding an exchange meeting.

129. Mr NG Kam-hung pointed out that since mid to late 2020 or so, there had been helicopters flying over Hin Keng Estate several nights a week usually from 7 pm to 9 pm towards Lion Rock or Ma On Shan, but relevant data was not shown in the paper. In addition, according to his observation, the helicopters concerned flew slowly at a relatively low altitude. He wished to know why helicopters frequently flew over Hin Keng Estate.

130. Ms Alison CHEUNG said that she would pass the member's question to the CAD for it to take follow-up actions.

(Post-meeting note: The CAD replied in writing and provided relevant information after the meeting.)

**Discussion Item**

“Special Scheme” under the “Universal Accessibility” Programme  
(Paper No. TT 66/2020)

131. The Chairman welcomed the representatives of the HyD and Mannings (Asia) Consultants Limited to the meeting.

132. The Chairman said that the information required by members was not fully covered in the paper and it was expected that the discussion would take more time. Therefore, he suggested that the HyD report the latest information to members at this meeting. The TTC would not seek resolution at this meeting, but discuss ways to choose works projects such as zoning, scoring or other methods, and finally select three pedestrian walkways as priority projects under the “Special Scheme”.

133. Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility of the HyD and Mr CHAN Ho-kong, Director/Mannings (Asia) Consultants Limited, briefly introduced the contents of the paper.

134. The views of the Chairman were summarised below:

- (a) he opined that the Department should pass the briefing paper to members before the meeting. He suggested that the Department hold a briefing to give an introduction of relevant matters for all members. He asked whether the HyD agreed to hold a briefing; and
- (b) he suggested that the Department briefly introduced projects that were related to the constituencies to which the members present belonged, including Pok Hong Estate, Hin Keng Estate and Kwong Yuen Estate.

135. Mr CHING Cheung-ying commented that as the issue was relatively complex and they might not have sufficient time to deal with it at the meeting, he agreed to hold a briefing to enable members who wished to know more to communicate with the Department prior to a TTC meeting where the projects would be put to a vote.

136. Mr CHOCK Chi-tung said that he was willing to act in accordance with the meeting procedures and requirements of the TTC.

137. Mr NG Kam-hung was of the view that another day should be fixed for a brief introduction of the scheme, then members could vote on all the projects at a TTC meeting.

138. Mr CHAN Pui-ming said that the issue entailed a number of constituencies, so the introduction should not be given at this meeting only. There was a need to hold a separate briefing.

139. Ms Alison CHEUNG said that the Secretariat would assist in holding the briefing in accordance with relevant procedures.

140. Mr CHIU Chu-pong said that as the date for the briefing was not fixed, he suggested that

the Department and the consultant introduced at this meeting projects related to the constituencies to which the members present belonged.

141. Mr YEUNG Sze-kin agreed that the Department and the consultant should introduce at this meeting projects related to the constituencies to which the members present belonged.

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

- (a) he opined that the Secretariat did not give a concrete reply regarding when the briefing would be held and the relevant procedures, and pointed out that the STDO, under the purview of the Home Affairs Department in terms of organisational structure, should help strengthen the communication between the public and the Government and promote the work of the STDC. He hoped that the Chairman could work with the STDO to deal with the relevant matters as soon as possible; and
- (b) he commented that the “Universal Accessibility” Programme had been postponed for a period of time, and hoped that three pedestrian walkways could be selected as soon as possible for project implementation.

143. Mr LO Yuet-chau hoped that the STDO could clarify why a briefing had not been held.

144. The views of the Chairman were summarised below:

- (a) he said that the meeting arrangements earlier had resulted in a backlog of agenda items of the TTC. He asked the Secretariat to provide meeting dates for the briefing of “Universal Accessibility” Programme and the special meeting of the TTC respectively within three working days so as to deal with the backlog of agenda items. He was of the view that, if necessary, the briefing could be held at venues other than the STDO Conference Room 441; and
- (b) he deemed it inappropriate to seek resolution regarding the paper at this meeting or by way of paper circulation. He invited the representatives of the HyD and the consultant to continue to briefly introduce projects that were related to Pok Hong Estate, Kwong Yuen Estate and Hin Keng Estate, and asked the HyD to pass the briefing paper to the TTC through the Secretariat.

(Post-meeting note: The briefing paper was uploaded to the STDC website as supplementary information.)

145. Mr CHAN Ho-kong proceeded to briefly introduce the contents of the paper.

146. Mr NG Kam-hung asked the Department whether it would not consider carrying out works under the “Universal Accessibility” Programme within LINK.

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

- (a) he said that he had proposed to the Department other alternative positions for the “very difficult” pedestrian walkway KY01, which were however declined. He wished to know how the Department would follow up if this pedestrian walkway

was selected as one of the priority projects and the Department found that the construction could not be carried out after the commencement of the project; and

- (b) he wished to know how the Department would deal with other “very difficult” projects if it was found difficult to complete them after commencement or the construction costs were far higher than expected.

148. Mr CHAN Pui-ming commented that the planters to be removed for pedestrian walkways HO02 and HO04 were of a large area. He suggested that the Department make adjustment, and wished to know the criteria and factors that the Department would take into consideration in deciding whether planters should be removed or not.

149. Mr CHOCK Chi-tung gave a consolidated response as follows:

- (a) all projects of the “Special Scheme” under the “Universal Accessibility” Programme were within the public areas of housing estates. Even if the relevant area had been divested to LINK, the works could still be implemented;
- (b) after conducting an on-site inspection of the pedestrian walkway KY01 and referring to relevant land plans subject to the principle of public areas in housing estates, the Department finally decided to build lifts on the public walkway proposed in the current programme. Although the pedestrian walkway was assessed as “very difficult” preliminarily, if it was selected as one of the implementation projects, the Department might adjust the position of lifts after a detailed assessment;
- (c) if, after a detailed assessment, the Department considered that a pedestrian walkway selected as one of the implementation projects could not be constructed, the TTC could consider replacing it with the pedestrian walkway ranked the fourth; and
- (d) the proposal to remove some planters in the programme for pedestrian walkways HO02 and HO04 was preliminary. The Department would reduce the impact of the works on planters based on actual situations or adjust the positions of the lifts.

150. The views of the Chairman were summarised below:

- (a) he said that some pedestrian walkways involved housing estates under the Tenants Purchase Scheme, and the views of the corresponding owners’ corporations had to be taken into account. He suggested that members could also consult relevant organisations on their views; and
- (b) he asked whether the Department would accommodate if members requested for on-site inspections after the briefing.

151. Mr CHOCK Chi-tung said that he was willing to accommodate the relevant arrangements.

152. The Chairman said that “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” (Paper No. TT 63/2020), “‘Special Scheme’ under the ‘Universal Accessibility’ Programme” (Paper No. TT 66/2020), “Proposed Route Adjustments Regarding Route No.286M” (Paper No. TT 80/2020) and the Paper on Sha Tin District Bus Route

Programme 2021-2022 would be discussed at a special meeting of the TTC.

153. Mr CHAN Pui-ming asked the TD and the Kowloon Motor Bus Company (1933) Limited (KMB) to provide the trial data of the three proposed schemes for Route No. 286M.

154. Mr Leo CHAN said that the TD would pass the request to the KMB for their following up.

**Date of Next Meeting**

155. The date of the next meeting was to be confirmed and the meeting would be held in the STDO Conference Room 441.

156. The meeting was adjourned at 7:46 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

August 2021