

**Sha Tin District Council**  
**Minutes of the 1<sup>st</sup> Meeting of**  
**the Traffic and Transport Committee in 2021**

**Date** : 23 April 2021 (Friday)  
**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	7:01 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	4:35 pm	7:01 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	7:01 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:30 pm	6:54 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:30 pm	6:05 pm
Mr CHAN Nok-hang	"	2:54 pm	7:01 pm
Mr CHAN Pui-ming	"	2:30 pm	7:01 pm
Mr CHAN Wan-tung	"	2:30 pm	7:01 pm
Mr CHENG Chung-hang	"	2:30 pm	7:01 pm
Mr CHENG Tsuk-man	"	2:56 pm	6:05 pm
Mr CHEUNG Hing-wa	"	2:30 pm	6:05 pm
Mr CHIU Chu-pong	"	5:01 pm	6:07 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	7:01 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	7:01 pm
Mr HUI Lap-san	"	3:10 pm	7:01 pm
Mr HUI Yui-yu	"	4:02 pm	6:01 pm
Dr LAM Kong-kwan	"	2:43 pm	6:18 pm
Mr LI Chi-wang, Raymond	"	2:30 pm	6:54 pm
Mr LI Sai-hung	"	2:30 pm	7:01 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	4:30 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	5:59 pm
Mr LO Tak-ming	"	4:12 pm	6:05 pm
Mr LO Yuet-chau	"	2:43 pm	6:41 pm
Mr LUI Kai-wing	"	2:30 pm	4:21 pm
Ms LUK Tsz-tung	"	2:30 pm	7:01 pm
Mr MAK Tsz-kin	"	2:30 pm	7:01 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	3:00 pm
Mr MOK Kam-kwai, BBS	"	2:46 pm	3:40 pm
Mr NG Kam-hung	"	2:30 pm	7:01 pm
Ms NG Ting-lam	"	2:56 pm	5:59 pm
Mr SHEK William	"	2:30 pm	7:01 pm
Mr SIN Cheuk-nam	"	3:54 pm	6:57 pm
Mr TING Tsz-yuen	"	2:30 pm	6:53 pm
Mr TSANG Kit	"	2:30 pm	7:01 pm
Ms TSANG So-lai	"	2:49 pm	5:59 pm
Mr WAI Hing-cheung	"	2:30 pm	7:01 pm
Mr WONG Ho-fung	"	2:30 pm	6:13 pm
Ms WONG Man-huen	"	3:16 pm	5:32 pm

**Present**

Mr YAU Man-chun  
 Mr YEUNG Sze-kin  
 Ms CHEUNG Lam-yee, Alison (Secretary)

**Title**

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

**Time of joining  
the meeting**

2:30 pm  
 2:30 pm

**Time of leaving  
the meeting**

6:05 pm  
 7:01 pm

**In Attendance**

Mr LAM Fong-tat, James  
  
 Mr HO Kin-nam, David  
  
 Ms WONG So-man, Katrina  
  
 Mr CHAN Yau-yau, Leo  
  
 Ms TSANG Hing-kwan, Natalie  
 Mr CHIU Sung-ko  
 Mr POON Chi-cheong, Vincent  
 Mr YIU Ka-lap, Caleb  
 Mr CHEUNG Chun-yin, Joey  
 Mr CHAN Shing-yan

**Title**

Assistant District Officer (Sha Tin)1,  
 Sha Tin District Office  
 Senior Executive Officer (District Council) (Atg),  
 Sha Tin District Office  
 Executive Officer I (District Council)3,  
 Sha Tin District Office  
 Senior Transport Officer/Ma On Shan,  
 Transport Department  
 Senior Transport Officer/Shan Tin, Transport Department  
 Senior Engineer/Shan Tin 1, Transport Department  
 Engineer/Shan Tin 2, Transport Department  
 Engineer/Bicycle Parking, Transport Department  
 District Engineer/Shan Tin (1), Highways Department  
 District Assistant Inspector of Works/Shan Tin (2),  
 Highways Department  
 Housing Manager (Tai Po, North District & Shan Tin 4),  
 Housing Department  
 Administrative Assistant/Lands (Atg),  
 District Lands Office, Shan Tin  
 District Operations Officer (Shatin District),  
 Hong Kong Police Force  
 Officer-in-charge, District Traffic Team (Shatin District),  
 Hong Kong Police Force  
 Manager (Public Affairs),  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Officer (Planning & Development),  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Manager (Operations),  
 The Kowloon Motor Bus Co. (1933) Ltd.  
 Public Affairs Officer,  
 New World First Bus Services Limited and Citybus Limited

**In Attendance by Invitation**

Ms LAM Yuen  
  
 Mr CHOCK Chi-tung  
  
 Ms POON Wai-ming, Jenny  
  
 Mr Simon CHAN  
 Mr LAU Chi-kin  
 Ms CHENG Wing-yin  
 Mr HUI Ka-chun, Billy

**Title**

Assistant Public Relations Manager – External Affairs,  
 MTR Corporation Limited  
 Senior Engineer 6/Universal Accessibility,  
 Highways Department  
 Engineer 13/Universal Accessibility,  
 Highways Department  
 Director, Mannings (Asia) Consultants Limited  
 Project Engineer, Mannings (Asia) Consultants Limited  
 Project Engineer, Mannings (Asia) Consultants Limited  
 Senior Engineer/Strategic Studies 1,  
 Transport Department

**In Attendance by Invitation**

Ms CHIU Chi-heng, Sharon  
Mr Gary CHING

**Title**

Engineer/Strategic Studies 6, Transport Department  
Associate Director, MVA Hong Kong Limited

**Absent**

Mr YIP Wing  
Mr SHAM Tsz-kit, Jimmy

**Title**

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

**Action**

The Chairman welcomed members and representatives of government departments and organisations to the meeting and informed all attendees that reporters present were taking photographs, making video and audio recordings.

**Application 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 HUI Lap-san	Official commitment

(Note: Mr HUI Lap-san attended the meeting at 3:10 pm.)

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

**Confirmation of the Minutes of the Meeting held on 17 September 2020**

(TTC Minutes 6/2020)

4. Members unanimously confirmed the above minutes of the meeting.

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

(Paper No. TT 3/2021)

**Information Item****Progress Report of the Transport Department**

(Paper No. TT 8/2021(Revised))

5. The Chairman suggested rearranging the agenda items to combine the discussion of “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” (Paper No. TT 3/2021) and “Progress Report of the Transport Department” (Paper No. TT 8/2021(Revised)). He asked the members whether they agreed with the arrangement.

6. Members unanimously endorsed the above proposal.

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

- (a) he pointed out that at the TTC special meeting on 25 March 2021, he had requested the Kowloon Motor Bus Company (1933) Limited (KMB) to provide the traffic data and relevant information on Route No. 286M, and that the KMB representative said that the information had been submitted to the Transport Department (TD), he hoped that the department would release the information to the TTC; and
- (b) he would like to know the progress of the TD and the KMB's follow-up action on the rearrangement of the bus stop locations at Diamond Hill Station Public Transport Interchange.

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

- (a) he commented that Route No. A46's operating via the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge before going to the airport would prolong the journey to the airport, leading to a decrease in its competitiveness. He expressed regret at the planning of the route; and
- (b) he pointed out the increasing patronage and frequently full capacity of Route No. 43P, and suggested increasing the frequency of the route to divert passenger flow.

9. Mr LI Sai-hung would like to know the progress of the follow-up action on the motion to increase parking spaces in the Sha Tin District that he put forward at the meeting on 17 September 2020.

10. Mr SHEK William said that some residents of City One Sha Tin had reported that the 9:00 am trip of Green minibus (GMB) Route No. 811 from City One Sha Tin to Fo Tan often "skipped the stop", and the actual frequency was about 15 minutes, which was longer than the alleged frequency of every 5 to 8 minutes. He attributed this to the already full capacity of the route at Yue Tin Court, and hoped that the department would follow up on the above situation.

11. The Chairman gave a consolidated response as follows:

- (a) he pointed out that the TD had responded to the motion for additional parking spaces in the Sha Tin District through Paper No. TT 48/2020 at the meeting on 20 October 2020 as an item arising from the previous meeting. He suggested that members contact the TD for further enquiries or join the Working Group on Road Safety and Supply-Demand of Parking Spaces to understand the relevant situation and give advice;
- (b) he said that in addition to Route No. 286M, the KMB had also submitted information on other bus routes for the TD's follow-up action and handling. As information consolidation by the TD required time and the various District Councils had divergent opinions on the reorganisation of Routes Nos. 286, 86, 286C and 86C, he suggested that the TD release the relevant data to the TTC first; and

- (c) he suggested convening a special meeting of the TTC in May to discuss airport bus services if necessary.

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

- (a) the TD was closely monitoring the changes in patronage of KMB Route No. 43P, and would work with the bus company to implement the confirmed bus route arrangement of introducing an extra bus trip in the morning and the afternoon respectively in a timely manner depending on passenger demand;
- (b) the TD had recently conducted an on-site inspection at Diamond Hill Station Public Transport Interchange with Sha Tin and Wong Tai Sin DC Members as well as KMB representatives, the TD would request the bus company to submit details of the improvement plan, follow up and inform the relevant members in due course; and
- (c) regarding members' request for the KMB to provide the operational data of Route No. 286M at the meeting of the TTC held in March this year, the TD had received the passenger interchange data on Route No. 286M provided by the KMB prior to the meeting, but the relevant operational data was owned by the KMB, a third-party. Subject to the KMB's consent to release the information for members' reference, the TD could follow up accordingly.

13. Ms Natalie TSANG, Senior Transport Officer/Shu Tin of the TD, said that the TD would investigate the operation of GMB Route No. 811 and discuss with the contractor to introduce special trips to divert passenger flow at City One and Fo Tan depending on the situation.

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

- (a) he said that the KMB had submitted the data at the request of the TD and had no comments regarding the TD's usual practice of distributing relevant information to members; and
- (b) he pointed out that the KMB had submitted a plan for improvement at Diamond Hill Station Public Transport Interchange to the TD prior to the meeting, and would follow up upon receipt of further response.

15. Mr Vincent POON, Engineer/Shu Tin 2 of the TD, pointed out that the TD had mentioned measures to increase the supply of parking spaces in its earlier written reply. For example, when planning development projects, the department(s) concerned would refer to the Hong Kong Planning Standards and Guidelines (Guidelines) and include parking space requirement in lease terms. The TD would also ask developers to provide public parking spaces in suitable development projects, add public car parks at suitable government facilities, and add on-street metered parking spaces at suitable locations.

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

- (a) he pointed out that Tai Wai had limited room for development, and the TD's proposal failed to solve the problem and other measures needed to be taken. He suggested that the TD add metered parking spaces near the petrol station at Tai Wai Road in response to the insufficient parking spaces in the area; and
- (b) he commented that the lack of parking spaces had led to the increasing prices of car parks, drivers would rather park illegally than rent parking spaces in car parks. Failure to substantially increase the number of parking spaces in the Tai Wai area would only exacerbate the problem.

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

- (a) he pointed out that the significant increase in the number of vehicles in Hong Kong over the past ten years. He considered the content of the Guidelines obsoleted, which could not meet the public demand for parking spaces and resulted in members of the public parking their vehicles on the street. He urged the TD to review the Guidelines and update the relevant standards as soon as possible;
- (b) he said the parking spaces in Ma On Shan were also insufficient. He cited The Entrance as an example, saying that with more than 100 flats, there were only two parking spaces for motorcycles. The proportion was staggering and could not meet the needs of residents;
- (c) he had repeatedly suggested adding a two-storey car park to the soon-to-be-built student hostel of City University of Hong Kong, but the TD had never facilitated such proposal. He suggested that the TD should consider adding basement car parks in Hong Kong to solve the overall shortage of parking spaces; and
- (d) he said that a provisional motion on introducing a bus route running from Ma On Shan to the airport had been passed at the TTC, and members had repeatedly asked for the introduction of airport bus services at Yan On Estate and Villa Athena. He hoped that the TD could plan the relevant routes after the epidemic subsided.

18. Mr CHIU Sung-ko, Senior Engineer/Shia Tin 1 of the TD, gave a consolidated response as follows:

- (a) in 2019, the TD proposed to add on-street parking spaces at suitable locations in Tai Wai, but it was temporarily put on hold due to objections from the local during the district consultation on the scheme. The TD was reviewing the situation, a redesign and a public consultation in the near future were under consideration; and
- (b) the Government was currently reviewing the proportion of parking spaces in the Guidelines. Upon completion of the review, additional parking spaces would be provided for buildings under planning according to the

new Guidelines. Under the current Guidelines, the Government required developers or related housing schemes to provide additional parking spaces at or near the upper limit.

19. Mr CHAN Chung-yi, Officer (Planning & Development) of the KMB, gave a consolidated response as follows:

- (a) regarding the airport bus service in Sha Tin, the KMB had collected members' views at a previous special meeting and would continue to discuss with the TD on how to improve airport traffic; and
- (b) he said that the KMB had already passed the data of Route No. 286M to the TD and had no comments regarding the TD's usual practice of distributing the relevant information to members.

20. The Chairman gave a consolidated response as follows:

- (a) he suggested referring the shortage of parking spaces in Tai Wai to the Working Group on Road Safety and Supply-Demand of Parking Spaces for follow-up actions; and
- (b) regarding the arrangement of airport bus service in Sha Tin, he would contact the person in charge of the department concerned after the meeting to confirm the feasibility of following up on the matter at the next special meeting, and asked the Secretariat to provide the meeting date for the special meeting for follow-up action.

21. Mr David HO, Senior Executive Officer (District Council) (Atg) of Sha Tin District Office (STDO), said that he would discuss the meeting date arrangement of various committees and working groups with the Chairman of the Sha Tin District Council after the meeting, and notify the Chairmen of the committees upon confirmation.

22. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr CHAN Pui-ming.

23. Members agreed to discuss the provisional motion put forward by Mr CHAN Pui-ming.

24. Mr CHAN Pui-ming put forward the following provisional motion:

"Provisional motion

To review the rearrangement of bus stops at Diamond Hill Station Public Transport Interchange

Background

The Kowloon Motor Bus Company (1933) Limited (KMB) put in place the rearrangement of bus stops at Diamond Hill Station Public Transport Interchange on 16 April 2021. Despite the fact that many bus routes there travel via Sha Tin

or terminate at the public transport interchanges in Sha Tin, the Sha Tin District Council (STDC) and Councillors concerned were not consulted beforehand. Some members of the Committee who carried out an on-site inspection during the peak hours in the evening of the first day of the rearrangement found that the new arrangement of bus stops caused several problems, which included but were not limited to:

1. before the rearrangement, Route Nos. 85M and 286M shared the same bus stop. After the rearrangement, Route Nos. 84M and 85M, which serve very different areas, now share the same bus stop, and thus causing chaos;
2. passengers of Route Nos. 84M, 85M and 286M are blocked by railings when they alight and accidents are prone to occur;
3. the bus stop of Route Nos. 82P/82X is relocated from the exterior to the bus stop which was originally used by Route No. 11, and therefore passengers had to queue up on the road that day, or the queue had to be split into two halves under the instruction of the KMB staff;
4. the single lane road at which Route Nos. 82P and 82X stop is occupied by another route and the frequencies of all three routes is affected. The frequencies of the said routes may also be affected by the stopping of Route Nos. 84M, 85M and 286M and therefore become unstable;
5. no fan is installed at the new stop of Route Nos. 84M, 85M and 286M, which may cause discomfort to those passengers waiting for buses under hot weather;
6. the lane that was originally used by Route Nos. 82P and 82X is now used by Route Nos. 96R and 272S. However, Route No. 96R only runs from morning to evening on holidays and Route No. 272S only runs at the peak hours in the morning and evening, Monday to Saturday. The bus stop does not serve its purpose for the rest of the time.

The rearrangement of the bus stops at Diamond Hill Station Public Transport Interchange has not taken the waiting situation of different bus routes into account, causing chaos to the operation of the interchange. Besides, Miss KWAN Chui-lan, Rachel, Deputy Operations Director of the KMB, who had worked at the Transport Department (TD) and even held the position of Assistant to the Commissioner for Transport, is supposed to be very familiar with public transport issues. Yet, the rearrangement is not up to the professional standard. When members of the Committee carried out inspection, the staff of the KMB even tried to stop them from video recording.

### Motion

The Traffic and Transport Committee of the STDC expresses deep regret that the KMB rearranged the bus stops at Diamond Hill Station Public Transport Interchange without prior consultation with the STDC and the TD, causing chaos to the queuing of passengers and safety problems. The Committee demands that the KMB consult the TD, the STDC and the Wong Tai Sin District Council on the



plan (see attached figure) proposed by members of the Committee during the on-site inspection on 21 April and implement the plan as soon as possible.”;

Mr Ricardo LIAO, Mr YEUNG Sze-kin, Ms WONG Man-huen and Ms LUK Tsz-tung seconded the motion.

25. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 24.

26. Members unanimously endorsed the provisional motion in paragraph 24.

27. The additional views of Mr Leo CHAN were summarised below:

- (a) he said that at the meeting on 25 March 2021, the TTC requested the KMB to provide the operational data of Route No. 286M, but the request was not made by the TD; and
- (b) the operational data was owned by the KMB. Subject to the KMB’s consent to release the information for members’ reference, the TD could follow up accordingly.

28. Mr Jeff TAM said that the KMB’s responsibility was to provide relevant operational data to the TD, and he had no comments on the arrangement.

29. The Chairman opined that it could be regarded as the KMB’s consent to let the TD release the operational data of Route No. 286M on its behalf to the TTC for reference.

### **Discussion Items**

#### **Traffic Improvement Measures at Tai Wai Roundabout** (Paper No. TT 4/2021)

30. The Chairman suggested discussing “Traffic Improvement Measures at Tai Wai Roundabout” (Paper No. TT 4/2021) first and asked whether members agreed with the arrangement.

31. Members unanimously endorsed the above proposal.

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

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

- (a) he would like to know whether the TD could include the PowerPoint file used to introduce the paper as an attachment to the paper for public access;
- (b) he pointed out that the design flow-to-capacity ratio of the improvement measures was projected to 2026 only. He would like to know whether the consultant had simulated the traffic flow of Tai Wai Roundabout in 15

years taking North East New Territories development plan and Trunk Road T4 Scheme into account; and

- (c) he said that he had proposed to the TD to widen Tai Wai Roundabout, and asked about the progress of the follow-up action on the proposal by the department concerned.

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

- (a) he said that due to the serious congestion at Tai Wai Roundabout, it was difficult for ordinary vehicles to turn left from Che Kung Miu Road into Hung Mui Kuk Road at dusk, but the utilisation rate of the bus lane in this section was low. He suggested that the TD cancel the bus lane to facilitate residents' access to Lung Hang Estate and Hin Keng Estate and solve the congestion problem at Tai Wai Roundabout; and
- (b) he had no comments regarding the addition of a dedicated left-turn lane. However, he opined that accidents at Tai Wai Roundabout were frequent, and the two-lane roundabout would not be able to reduce occurrence of accidents. He suggested that the TD set up a review period of about three months for the plan, observe the actual operation and then conduct a review.

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

- (a) he considered the department's arrangement for the briefing session too rushed; and
- (b) he suggested that the TD provide the traffic flow data on the relevant road sections for members' reference prior to the meeting, and consider setting up a road tunnel under Tai Wai Roundabout to run through the southbound and northbound of Che Kung Miu Road, thereby alleviating the traffic pressure at Tai Wai Roundabout.

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

- (a) he would like to know whether the change from a conventional roundabout to a spiral roundabout would increase the chances of traffic accidents at Tai Wai Roundabout, and how the responsibilities should be clarified in the event of an accident; and
- (b) he said that Tai Wai Roundabout was already congested during peak hours at present, and opined that intensified congestion would result from changing the three lanes to two lanes.

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

- (a) he said that traffic accidents at Tai Wai Roundabout usually occurred at the section from Che Kung Miu Road to Mei Tin Road. He would like to know whether the addition of a dedicated left-turn lane could improve the situation;

- (b) he said that the utilisation rate of the inner circle of Tai Wai Roundabout was currently low. He opined that changing from the original three-lane roundabout to a two-lane roundabout could not solve traffic congestion effectively; and
- (c) he would like to know whether the Highways Department (HyD) and the TD had reserved a joint at the Eagle's Nest Tunnel connecting to the adjacent area of The Riverpark, and whether they would consider using the joint to ease the traffic flow at Tai Wai Roundabout.

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

- (a) he considered the TD's arrangement for the relevant briefing session too rushed, and suggested that the TD allow more time for giving notice;
- (b) he said that the current usage of Tai Wai Roundabout was high. With the completion of more housing estates in Tai Wai, the population of the area would continue to increase. He would like to know whether the traffic improvement measures could meet the demand and lessen traffic congestion upon implementation;
- (c) he hoped that the TD would provide data on how a spiral roundabout could help reduce traffic accidents;
- (d) he considered that some road users were not yet familiar with the use of a spiral roundabout and suggested that the TD step up efforts in education; and
- (e) he asked about the department's contingency plans in the event of a traffic accident upon the change from three lanes to two lanes.

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

- (a) as far as he knew, there was no spiral roundabouts in Sha Tin, so he was concerned about whether drivers in the area were familiar with the usage; and
- (b) he would like to know upon diversion, whether the left-turn section from Che Kung Miu Road into Hung Mui Kuk Road would cause more traffic accidents due to the bus lane, and suggested shortening the length of the bus lane or imposing a time limit.

40. The views of the Chairman were summarised below:

- (a) he would like to know whether the bus lane at Hung Mui Kuk Road was in effect between 7:00 am and 10:00 am as well as between 4:00 pm and 7:00 pm instead of all day;
- (b) he said that he had not been aware of the arrangement for the briefing session in advance and considered the communication between the TD and him was not satisfactory. He suggested that the Secretariat upload

the TD's PowerPoint file to the Sha Tin District Council website after the meeting; and

- (c) he had proposed to widen the left-turn section from Che Kung Miu Road into Hung Mui Kuk Road at the briefing session, and opined that re-routing was only a short-term solution and could not solve traffic congestion in the long run.

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

- (a) the TD would enhance the arrangement for briefing sessions and provide additional and relevant data after the meeting for members' reference;
- (b) as the section of Tai Wai Roundabout near Sun Chui Estate was close to a footbridge, widening works would require a large amount of civil engineering works and could not be completed in a short period of time;
- (c) as the commissioning of Tuen Ma Line was imminent, the TD expected a potential change in commute patterns of the public. Therefore, there were no improvement measures targeted at the use of bus lanes at this stage. The TD would pay attention to the relevant data and conduct a corresponding review in due course;
- (d) as driver's adaption would take two to three months, the TD would continue to examine whether the data met expectations upon completion of the improvement measures;
- (e) as the traffic improvement measures at Tai Wai Roundabout were aimed at short-term improvement, the relevant data was projected to 2026 only. As the TD had assessed that the measures could meet the traffic flow until 2026, the current study did not explore the option of constructing a flyover, a road tunnel or a connection to the reserved joint of the Eagle's Nest Tunnel. The TD would continue to monitor the local traffic and conduct a review in due course;
- (f) the TD expected that the arrangement of the left-turn lane from Mei Tin Road towards Che Kung Miu Road would make the traffic smoother, but drivers would need time for adaptation;
- (g) according to the TD's observation, the road safety of a conventional roundabout and that of a spiral roundabout was similar, but the utilisation rate of a spiral roundabout inner lane was higher, which could enhance traffic flow. In terms of driver education, the TD had posted animations on its website to guide the public how to use roundabouts. Subject to implementation of the improvement measures, the TD would take follow-up action on education accordingly; and
- (h) given the epidemic and transport infrastructure plans to be implemented in the future, it was expected that the change and fluctuation in pedestrian flow and traffic stream would be greater than before. Therefore, the TD would continue to pay attention to the local traffic situation and explore

medium and long-term traffic improvement measures.

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

- (a) he was pleased to see that the TD proposed improvement measures for Tai Wai Roundabout, and suggested that the TD should formulate medium and long-term measures to relieve traffic pressure while taking short-term improvement measures;
- (b) according to his observation, the traffic flow on the southbound Che Kung Miu Road was the highest. As the population and traffic flow in Tai Wai were on the rise, he suggested that the TD should actively consider making good use of the reserved structural position of Route 8 to build a flyover to cope with future traffic flow; and
- (c) he suggested improving the design of the left-turn section from Che Kung Miu Road into Hung Mui Kuk Road.

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

- (a) he opined that the current plan would not provide convenience to drivers travelling from Che Kung Miu Road to Hin Keng or Tin Sam Village; and
- (b) he would like to know whether the design of a spiral roundabout would definitely enhance traffic flow and reduce occurrence of accidents. He considered that driver adaptation to the design of the roundabout would take time, which might lead to traffic accidents on the contrary. Therefore, he had no confidence in the improvement measures.

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

- (a) he said that the Eagle's Nest Tunnel had been open to traffic for 13 years, and the problem at Tai Wai Roundabout had existed for many years. He opined that if the TD still did not start to design the tunnel connection plan, it would not be able to catch up with the future development of Tai Wai; and
- (b) he considered that the TD should set a timetable for the medium and long-term improvement measures for Tai Wai Roundabout. He asked when the briefing session on the medium and long-term improvement measures would be held.

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

- (a) he was of the view that the current improvement measures were mainly to solve the traffic flow problem in the area, and the commissioning of the Tuen Ma Line would not contribute to a reduced traffic flow. The TD should consider medium to long-term improvement measures to alleviate the traffic pressure at Tai Wai Roundabout in the long run; and

- (b) he suggested reviewing the arrangement of some bus routes travelling to Tai Wai Station Public Transport Interchange via Tai Wai Roundabout in order to help reduce the traffic flow there.

46. Mr Wilson LI opined that a great controversy arose as the left-turn section from Che Kung Miu Road into Hung Mui Kuk Road involved a bus lane. At the same time, the design of Tai Wai Roundabout was rather conventional with narrow roads. He asked whether any safety problems would arise upon the change from a conventional roundabout to a spiral roundabout at Tai Wai Roundabout.

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

- (a) he said that widening the bus lane section of Hung Mui Kuk Road near Sun Chui Estate was the most ideal solution, and suggested reviewing the arrangement of some buses and GMB passing through Tai Wai Roundabout; for example, having Route Nos. 46X or 88K stopped at Tai Wai Market instead of Tai Wai Station Public Transport Interchange; and
- (b) he pointed out the low utilisation rate of the exit from Che Kung Miu Road to Sha Tin at Tai Wai Station Public Transport Interchange. He suggested that the TD make good use of this exit to avoid vehicles re-entering the roundabout after exiting for Mei Tin Road.

48. The views of the Chairman were summarised below:

- (a) he said that the holding of briefing sessions would depend on the arrangements of the STDO and the Secretariat;
- (b) he said that the GeoInfo Map clearly showed the boundary of Sun Chui Estate, and suggested that the TD could consider widening the section of Hung Mui Kuk Road near Sun Chui Estate, and formulate short, medium and long-term improvement measures at the same time;
- (c) he suggested that the TD consolidate relevant opinions and submit the short, medium and long-term proposals for improving Tai Wai Roundabout to the TTC in six months upon completion of the feasibility study, so as to resolve the traffic congestion problem there entirely; and
- (d) he suggested that the TD should deal with road signs first; for example, testing the arrangement of Mei Tin Road left-turning into Che Kung Miu Road.

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

- (a) upon implementation of the improvement measures, drivers travelling at Che Kung Miu Road from west to east would have to face the relatively simple two-lane roundabout;
- (b) as far as road safety was concerned, spiral roundabouts were as effective as conventional roundabouts. However, spiral roundabouts could allow vehicles in the inner circle to enter and exit more easily, thereby enhancing

the efficiency of the inner circle and the whole roundabout by extension. Therefore, the design of a spiral roundabout could facilitate an efficient use of the road;

- (c) the TD expected that Tai Wai Roundabout could still meet the traffic flow in 2026, but would continue to monitor the local traffic situation. In the medium and long term, the TD would refer to the traffic impact assessments of other projects such as the Trunk Road T4 project and provide traffic advice to the department(s) concerned;
- (d) regarding the proposal to build a flyover at the reserved structural location of Route 8, the TD would continue to monitor the local traffic situation and consider improvement measures in due course;
- (e) the TD noted the routing proposal on some buses passing through Tai Wai Roundabout and would review their feasibility. However, the passengers' commute habits should also be taken into consideration; and
- (f) regarding the proposal to widen the bus lane at Hung Mui Kuk Road near Sun Chui Estate, as this road section had ancillary facilities such as a footbridge, lifts, distribution boards and underground pipelines, and the fact that the footbridge entrance was only about three meters away from the boundary of Sun Chui Estate, if the road widening works were implemented, the existing footpath would have to be removed and the lower bridge exit would have to be constructed to connect to the footpath without intruding the boundary of Sun Chui Estate. The TD would review the feasibility of implementing the relevant proposals.

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

50. The Chairman said that members could choose to select the three existing walkways by a voting system or a points system as priority projects of the “Special Scheme” under the “Universal Accessibility” Programme. He asked department representatives to give an introduction of the programme, and said that members would be briefed on the specifics of the points system later, based on which they could decide whether adopt the voting system or the points system.

51. Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility of the HyD and Mr LAU Chi-kin, Project Engineer of the Mannings (Asia) Consultants Limited, briefly introduced the contents of the paper.

52. Mr CHAN Pui-ming said that “Across Existing Road Connecting Fook Hoi House of Lek Yuen Estate (Walkway No. LY01)” connected to the level of the footbridge of Fook Hoi House only. He would like to ask whether it was technically feasible to have the lift connected to the ground, the platform of Lek Yuen Plaza and the footbridge of Fook Hoi House, and whether it required administrative cooperation between the Housing Department (HD) and the District Lands Office, Sha Tin (DLO/ST).

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

- (a) he was happy to see that the “Universal Accessibility” Programme could be extended to different housing estates to benefit the elderly, but he found it indeed insufficient that only three projects could be selected for the addition of lifts in this programme; and
- (b) he opined that three projects could be chosen fairly via the points system, and therefore supported adopting the points system.

54. Mr Raymond LI said that according to the opinions Mr Jimmy SHAM and he collected in Lek Yuen Estate, the residents generally supported the construction of a lift at Fook Hoi House. As most of the residents of Lek Yuen Estate were the elderly, and at present, Lek Yuen Plaza had no other lifts except for one cargo lift, he suggested connecting Walkway No. LY01 to the ground, the platform of Lek Yuen Plaza and the footbridge of Fook Hoi House at the same time. If the suggestion was not feasible, he wanted to know why.

55. Mr LI Sai-hung said that in the briefing session held earlier, the consultant representative had pointed out that as the platform of Lek Yuen Plaza was not within the scope of the HD and the parking level of the lift was different from that of the platform, difficulties arose for the proposal to connect Walkway No. LY01 to the platform of Lek Yuen Plaza. In this regard, he suggested that the department build a ramp and communicate with the HD or Link REIT to examine the feasibility of building a lift entrance there.

56. Mr SIN Cheuk-nam supported the use of the points system to select projects for implementation, but he pointed out that according to the department, if the selected projects could not be implemented due to technical problems, the TTC would need to select an alternative. He asked whether the TTC would sort the priority of the remaining projects at this stage or select an alternate project should the occasion arise.

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

- (a) he considered that the points system could be used to select three projects for implementation based on objective criteria, so he supported the use of the points system. However, he commented that it was indeed insufficient to select only three projects for the addition of lifts; and
- (b) he hoped that members would support and select Walkway No. LY01 as one of the projects for implementation.

58. Mr CHAN Nok-hang pointed out that the paper showed a preliminary assessment of the difficulty level of each project and wanted to know whether projects marked with “very difficult” were still feasible.



59. The Chairman said that the HD had sold the commercial areas of public housing estates to Link REIT, hence the non-public area and sub-deed title of Lek Yuen Plaza. He would like to know how the department would handle the situation if the TTC chose Walkway No. LY01 as a priority project on the premise of a review with the relevant departments and Link REIT of the feasibility of a connection to the platform of Lek Yuen Plaza.

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

- (a) District Councils were required to select three priority projects from the “Special Scheme” under the “Universal Accessibility” Programme. After the priority projects were completed, the department would continue to review the remaining projects;
- (b) Projects to be carried out under the “Special Scheme” had to meet certain conditions, including that the works had to be implemented in common areas of public housing estates. Regarding Walkway No. LY01, as far as the department knew, the platform of Lek Yuen Plaza was not a common area of the public housing estate. However, after the selection of the projects for implementation, the department and the consultant would conduct an investigation and a detailed design together, and examine the feasibility of a connection to the platform of Lek Yuen Plaza with relevant departments and Link REIT; and
- (c) if the selected projects for implementation could not be carried out due to technical or other reasons, an alternate project would be selected based on the consideration of the TTC in the future.

61. Mr LAU Chi-kin gave a consolidated response as follows:

- (a) he pointed out that for Walkway No. LY01, it was technically possible to construct a ramp or adjust the size of the structure to connect to the platform of Lek Yuen Plaza, but it would depend on the final design; and
- (b) he said that the platform of Lek Yuen Plaza was not a common area of the public housing estate, so the department proposed to build the lift on the existing footpath near the bus terminus of Lek Yuen Estate.

62. The Chairman briefly introduced the arrangement for voting as follows:

- (a) the voting would be divided into two rounds. As Heng On Estate, Kwong Yuen Estate, Lek Yuen Estate, Sha Kok Estate and Wo Che Estate all had more than one walkway to choose from, the first round of voting would first select one candidate project for each of the five housing estates;
- (b) in the second round of voting, three projects would be selected from a total of eight projects, i.e. the five projects selected in the first round of voting, as well as the three projects of Hin Keng Estate, Pok Hong Estate and Yiu On Estate;

- (c) in the two rounds of voting, members had to put projects in numerical order by priority. The smaller the number, the higher the recommendation, and the larger the number, the lower the recommendation. The project with the lowest score in the first round of voting would be included in the second round, and the three projects with the lowest scores in the second round of voting would become the priority projects of the “Special Scheme”; and
- (d) in the two rounds of voting, in case of identical scores, projects with the same score would be voted on again.

63. The Chairman briefly introduced the arrangement for the points system as follows:

- (a) as some members hoped that the projects for implementation could be selected based on objective criteria, he set out the scoring criteria based on the information provided by the HyD and the TD (Annex);
- (b) the scoring criteria were weighted according to the proportion of the elderly population. Points would be added for projects adjacent to a public transport interchange or an elderly centre and points would be deduced for projects adjacent to an at-grade crossing or a lift;
- (c) the pedestrian flow score of the scoring criteria was formulated with reference to Tables 2 and 3 in the annex to Paper No. TT 66/2020 “‘Special Scheme’ under the ‘Universal Accessibility’ Programme”;
- (d) if members agreed to adopt the points system, the three selected projects for implementation would be: “Walkway Across Hin Keng Street connecting Hin Keng Shopping Centre (Walkway No. HK01)”, “Walkway Across Existing Road Connecting Fook Hoi House of Lek Yuen Estate (Walkway No. LY01)” and “Walkway Across Existing Road Connecting Kwong Yuen Shopping Centre and Kwong Lam Court (Walkway No. KY01)”; and
- (e) if eventually the above three projects could not be implemented due to technical problems, the remaining projects ranked from the fourth to the eighth could be the alternate projects.

64. Mr YEUNG Sze-kin said that there were two elderly centres run by Sik Sik Yuen in Kwong Yuen Estate.

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

- (a) he would like to know whether, in the points system, one project could be selected for each public housing estate at most; and
- (b) he said that in addition to an elderly centre, there was also an Integrated Family Service Centre of the Social Welfare Department in Wo Che Estate.

66. Mr SHEK William pointed out that in the voting system and the points system, only one project of each public housing estate could be included in the ranking. If any of the three selected projects could not be implemented in the end, an alternate project could not be selected from the same housing estate. He suggested that the TTC consider another project in the same housing estate as an alternate project under the circumstances.

67. Mr TING Tsz-yuen suggested voting to select three projects for implementation from the eight projects chosen in the points system.

68. The Chairman gave a consolidated response as follows:

- (a) he said that in the points system, the number of elderly centres was formulated with reference to the annex to Paper No. TT 66/2020 “‘Special Scheme’ under the ‘Universal Accessibility’ Programme”;
- (b) he said that in order to allow the possibility of having each housing estate included in the three projects, for housing estates with more than one project, only the project with the highest score would be included in the final result in the points system;
- (c) regarding the situation mentioned by Mr SHEK William, he opined that some public housing estates had only one project, and if the project could not be implemented eventually, it could not be replaced by another project in the same estate; and
- (d) he said that the TTC could choose to elect the three projects for implementation by either the voting system or the points system. If a voting system was adopted, the two-round voting system mentioned in paragraph 62 had to be used. If the points system was adopted, the scoring criteria must be confirmed first, and the result would then be recommended to the HyD.

69. Mr CHIU Chu-pong suggested taking a vote on using the voting system or the points system.

70. Mr WONG Ho-fung suggested choosing the three projects for implementation by voting.

71. The Chairman said that the electronic voting system would be used to decide on adopting the voting system or the points system.

72. The Chairman announced that there were seven votes for the voting system and 24 votes for the points system. The results of the points system were as follows:

Priority	Walkway No.	Details
1	HK01	Footbridge Across Hin Keng Street connecting Hin Keng Shopping Centre
2	LY01	Footbridge Across Existing Road Connecting Fook Hoi House of Lek Yuen Estate
3	KY01	Footbridge Across Existing Road Connecting Kwong Yuen Shopping Centre and Kwong Lam Court
4	WC01	Footbridge Across Wo Che Street Connecting Play Area Near Fung Wo House of Wo Che Estate and Luk Chuen House of Lek Yuen Estate
5	HO01	Footbridge Across Hang Kam Street Connecting Heng Yat House of Heng On Estate and Heng On Commercial Centre
6	YO01	Footbridge Across the Podiums Near Skating Rink and Yiu Wo House of Yiu On Estate
7	SK01	Footbridge Across Existing Road Connecting Jat Min Chuen and Sha Kok Market
Priority	Walkway No.	Details
8	PH02	Footbridge Across Existing Road Connecting Pok Tat House of Pok Hong Estate and Pok Hong Shopping Centre

73. The Chairman asked members whether the results in paragraph 72 were approved, and Walkway Nos. HK01, LY01 and KY01 were selected as the priority projects of the “Special Scheme” under the “Universal Accessibility” Scheme.

74. The TTC unanimously endorsed the decision in paragraph 73.

### **Questions**

Question to be Raised by Mr YAU Man-chun on Illegal Parking at Jat Min Chuen Street  
(Paper No. TT 68/2020)

75. Mr YAU Man-chun thanked the TD for having discussed the relevant issues with and solicited views from the Police, the Hong Kong Housing Society and representatives of the schools concerned.

Question to be Raised by Ms LUK Tsz-tung on the Works of Provision of Columbarium and Garden of Remembrance at On Hing Lane, Shek Mun  
(Paper No. TT 5/2021)

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

- (a) she would like to know the preliminary measures of the department(s) concerned for control of pedestrian flow at Shek Mun Columbarium (Columbarium) during the spring and autumn ancestral worship, and ways to ensure that grave-sweepers would not enter the estate area;

- (b) she asked about details of the road modification works at On Hing Lane, and the counter measures of the works in relation to the extra traffic flow during the spring and autumn ancestral worship at the Columbarium; and
- (c) she enquired about road closure arrangements of the department(s) concerned in the area during the spring and autumn ancestral worship at the Columbarium.

77. Mr TING Tsz-yuen pointed out that he had already expressed his support for the Government's plan to build a columbarium in the early stage, and the plan was officially approved in 2016. However, with the rapid development of Shek Mun in recent years, the pedestrian flow and traffic stream in the area had increased, but the parking spaces were insufficient. Moreover, there was room for improvement in the Police's enforcement against illegal parking. In order to allay the worries of the local residents, he suggested that the Police strengthen law enforcement and the department(s) concerned increase the supply of parking spaces.

78. The views of the Chairman were summarised below:

- (a) he said that if the TD did not make appropriate traffic arrangements for the spring and autumn ancestral worship at the Columbarium, it might increase the traffic load in the area. He suggested that the TD and the department(s) concerned call on grave-sweepers to use public transport to get there, strengthen the transportation feeder services to facilitate grave-sweepers travelling between Shek Mun and University Station or Tai Po Station, and review the control arrangements for grave-sweepers leaving the venue; and
- (b) he hoped that the TD could notify the TTC in due course upon confirmation of the special traffic arrangements.

79. Mr Vincent POON gave a consolidated response as follows:

- (a) the TD and the department(s) concerned were discussing the special traffic arrangements for the spring and autumn ancestral worship at the Columbarium. Under normal circumstances, the TD would negotiate with the Police for road closures, and notify relevant parties and public transport service operators in advance;
- (b) according to the traffic assessment report, the two car parks adjacent to the Columbarium could provide a total of about 120 parking spaces during the day for the public. The TD would continue to pay attention to the demand and supply; and
- (c) the TD would discuss the relevant traffic arrangements with the Food and Environmental Hygiene Department (FEHD), and notify the TTC in due course upon confirmation of the arrangements.

Question to be Raised by Mr CHOW Hiu-laam, Felix on Traffic Accidents, Speeding and Illegal Motor Racing in the Vicinity of Tai Po Road - Ma Liu Shui and Tolo Highway (Paper No. TT 6/2021)

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

- (a) regarding the two traffic accidents that occurred at Tai Po Road – Ma Liu Shui section near Chek Nai Ping Village and Tai Po Road – Ma Liu Shui Section near Lai Ping Road Roundabout, he would like to know the TD and the Police’s guidelines for dealing with illegal racing or relevant road design and ways to strengthen enforcement in future;
- (b) he said that although the TD had already installed speed enforcement cameras at Tai Po Road, the road section between the Chinese University of Hong Kong (CUHK) and Chek Nai Ping was not covered. He enquired about the procedures and criteria for the TD to install speed enforcement cameras;
- (c) he said that the traffic at Chek Nai Ping was heavy, and many residents had to cross the road to take buses. He asked about the progress of the TD’s installation of traffic signal control systems near the main entrances of the CUHK and Chung Chi College; and
- (d) he said that Tai Po Road was close to a cliff, serious casualties might result from overturned vehicles. However, he considered that while installing road crash barriers with a higher crash coefficient, the accessibility of pedestrian passages must also be taken into account. He would like to know how the department(s) concerned would strike a balance between the two.

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

- (a) he said that during patrols at the Tolo Highway, the Police had identified a private car with an expired vehicle license disc through the Automatic Number Plate Recognition System and chased after it. He enquired of the Police about the number of Automatic Number Plate Recognition System currently available and whether the systems were installed in police cars or on roads; and
- (b) he would like to know how the Police chased after suspected illegal vehicles.

82. The Chairman wanted to know why the Police did not provide the statistical figures of 2016 and 2017 in the paper.

83. Mr Caleb YIU, Engineer/Bicycle Parking of the TD, gave a consolidated response as follows:

- (a) the TD noted members’ proposal to install speed enforcement cameras at the road section between the CUHK and Chek Nai Ping;

- (b) the TD had confirmed the installation of a traffic signal control system near the main entrances of the CUHK and Chung Chi College. The works would be carried out depending on the manpower arrangement of the HyD and the works difficulty; and
- (c) the TD and the department(s) concerned would also take pedestrian needs into consideration when installing road crash barriers, such as examination of the remaining width of the footpath and whether it would affect the use of disabled persons.

84. Mr LAM Chi-chung, Officer-in-charge, District Traffic Team (Shatin District) of the Hong Kong Police Force, gave a consolidated response as follows:

- (a) the Police had collected relevant intelligence and followed up on the two illegal racing car accidents at Tai Po Road. The vehicles involved were stopped during the operation, and the Police would also proceed with prosecution and make arrest. The Police would actively combat illegal racing;
- (b) the Police had on-vehicle and portable Automatic Number Plate Recognition Systems. However, due to operational confidentiality reasons, the specific number and arrangement of the recognition systems were subject to guidelines and it would be inappropriate to disclose the information;
- (c) the Police had set out guidelines for chasing vehicles with the safety of the public and the Police as the top priority and would chase after vehicles for prosecution or make arrest under safe and possible circumstances. For escaped vehicles, the Police would pursue the suspects through investigation and bring them to justice; and
- (d) as it had been more than five years since 2016 and 2017, the relevant data had been sealed and the Police needed extra time for access.

85. The Chairman asked the Police to provide and include the relevant data as an item of matters arising at the next meeting.

(Post-meeting notes: The relevant data was set out in Paper No. TT 36/2021 “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting”.)

Question to be Raised by Mr TSANG Kit on Occupation of On-street Parking Spaces in Tai Wai District

(Paper No. TT 7/2021)

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

- (a) he said some residents had reflected that they had called the Police for assistance as someone placed miscellaneous articles outside shops and occupied parking spaces. However, upon arrival at the scene, the Police said that the matter had to be referred to the FEHD for handling. He

asked about the details; and

- (b) he said that some shops occupied parking spaces with garbage, which made the Police's enforcement difficult, and the miscellaneous articles could not be cleaned up immediately.

87. Mr LAM Chi-chung said that upon arrival at the scene, police officers would take follow-up actions depending on the situation. If the identity of the owner of the miscellaneous articles could be found or confirmed, the Police would prosecute the owner for the offence of street obstruction; if the miscellaneous articles were unclaimed and the owner could not be identified, the Police would pass them to the FEHD for clean up or immediately remove them. At the same time, the Police would also prosecute against illegal parking.

88. The Chairman suggested that the Police pay attention to miscellaneous articles which might affect road safety during law enforcement patrols in the future.

### **Information Papers**

#### **Report on the Progress of Works of the Highways Department** (Paper No. TT 9/2021(Revised))

89. Mr MAK Tsz-kin said that the TD had mentioned that the junction of Sui Wo Road and Fo Tan Road would be widened, and he wanted to know the progress of the works.

90. The Chairman said that the Owners' Corporation of Lakeview Garden had proposed traffic modification measures for Fu Shan Public Mortuary, including the construction of a lay-by for large coach parking and rezoning part of the land of the Water Supplies Department to metered parking spaces. He would like to know whether the modification measures could be completed before Fu Shan Public Mortuary was in operation.

91. Mr Vincent POON said that according to the Architectural Services Department, the estimated completion date of the lay-by was in the fourth quarter of 2021. Regarding the works of metered parking spaces, the HyD expected that the relevant works would commence within this month after the site was approved by the DLO/ST.

92. Mr CHIU Sung-ko said that the TD had issued a document of consent to commence works to the HyD for the widening of the junction of Sui Wo Road and Shan Mei Street in order to enhance the traffic capacity there.

#### **Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin** (Paper No. TT 10/2021(Revised))

93. Members noted the above paper.



Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan  
(Paper No. TT 11/2021(Revised))

94. Mr YEUNG Sze-kin said that the TTC had requested for a revision of the format of the paper “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan” to set out the prosecution figures in more detail. He asked about the progress.

95. The Chairman said that the matter had been referred to the Working Group on Road Safety and Supply-Demand of Parking Spaces for discussion, and the working group would discuss the matter at the next meeting.

Report on the Operation and Works Progress of the Mass Transit Railway Corporation  
(Paper No. TT 12/2021(Revised))

96. Mr LI Sai-hung said that a disabled person was injured during ticket inspection at the MTR Corporation Limited (MTR) Heng Fa Chuen Station in April 2021. As some residents had reported to him that a similar incident had occurred at Tai Wai Station, he would put forward a provisional motion in this regard later.

97. Mr WAI Hing-cheung said that he wrote to the MTR on 23 October 2020 and enquired about the earlier meeting of the TTC again, but he had yet to receive a reply.

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

- (a) he pointed out that the MTR had delayed the first train service of Tuen Ma Line on 2 May 2021 due to works. He wanted to know the boarding and alighting spots for the feeder services;
- (b) pursuant to Mass Transit Railway By-laws (Cap. 556B), the MTR might use reasonable force to remove persons from the railway premises when necessary. He wanted to know whether the staff concerned was required to receive relevant training, whether kneeling on the neck for subdual was the standard procedure of the MTR, and whether the MTR would conduct an investigation when the force exceeded a reasonable limit; and
- (c) he would like to know that when it was suspected that someone did not hold a valid ticket, whether the MTR would hand over the person to the Police or drive the person away themselves. If it was the latter, then why the kneeling on the neck to subdue the person involved in the accident in April.

99. Ms LAM Yuen, Assistant Public Relations Manager – External Affairs of the MTR, gave a consolidated response as follows:

- (a) the MTR replied to Mr WAI Hing-cheung by email in March 2021, and would follow up on the matter again after the meeting;
- (b) the MTR was deeply concerned about the incident at Heng Fa Chuen Station in April 2021. During the incident, the MTR Customer Services and Revenue Protection Unit had found a passenger exiting the paid area with a concessionary ticket at the station, so they stopped the passenger

for ticket inspection. During which, the passenger reacted aggressively, pushed the staff away and attempted to leave. The MTR had reported the case to the Police for assistance and would also review the relevant handling at the same time; and

- (c) she added that the MTR conducted ticket inspection within the station area from time to time to protect the interests of passengers who paid the correct fare.

100. The Chairman would like to know the details of the feeder services on 2 May 2021 in relation to the full line train tests of the Tuen Ma Line.

101. Mr TSANG Kit wanted to know whether the MTR could legally use force to drive away persons suspected of not holding valid tickets.

102. Mr WAI Hing-cheung suggested that the MTR could give replies both by post and email to ensure that recipients could receive the relevant letters. At the same time, he opined that the MTR should respect passengers and avoid subduing passengers with insulting actions such as kneeling or stepping, and suggested that the MTR consider apologising to those involved.

103. Mr LI Sai-hung considered that regardless of passenger reactions, the MTR should try to communicate and avoid violence. He suggested that the MTR conduct a review, instruct the relevant staff and apologise to the passenger.

104. Ms LAM Yuen gave a consolidated response as follows:

- (a) the tests on 2 May 2021 would simulate the full line traffic after the commissioning of the Tuen Ma Line, which would take up part of the daily train service time. The MTR had also formulated special traffic arrangements for this, including the provision of feeder bus services. The MTR would notify the TTC when the relevant arrangements were finalised; and
- (b) the MTR was deeply concerned about the incident at Heng Fa Chuen Station in April 2021 and would review for improvement.

105. The Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr LI Sai-hung.

106. Members agreed to discuss the provisional motion put forward by Mr LI Sai-hung.

107. Mr LI Sai-hung put forward the following provisional motion:

“Background:

In recent years, incidents of violence against passengers of the MTR Corporation Limited (MTR) during ticket inspection by the MTR staff have taken place repeatedly. It is learned that a passenger was put in a chokehold during ticket inspection by the staff at Tai Wai Station. The situation has worsened and not

an isolated incident at all. A few days ago, when a young man with a Personalised Octopus with “Persons with Disabilities Status” was leaving the paid area, the MTR staff stopped and subdued him on the ground in an extraordinary way, namely, kneeling and putting an elbow on his neck and stepping on his foot, without sufficient enquiry and understanding of the situation. The violent tactics of the staff were lethal and the incident caused an uproar among the people of Hong Kong.

Provisional motion:

The Traffic and Transport Committee of the Sha Tin District Council strongly demands that the MTR cease using any violent means to stop passengers and communicate with passengers in a professional, rational and gentle manner to deal with issues. The MTR should apologise to the victims for the recent incidents of violence against passengers and give an account to the public as soon as possible. The Transport Department should intervene to ensure the personal safety of passengers when they travel on the MTR.”

Mr CHEUNG Hing-wa, Mr Raymond LI, Mr YEUNG Sze-kin, Mr SHEK William, Mr CHAN Wan-tung, Mr NG Kam-hung, Mr TING Tsz-yuen, Mr TSANG Kit, Mr CHAN Nok-hang, Mr George WONG, Mr LAI Tsz-yan, Mr CHAN Pui-ming, Mr Johnny CHUNG, Mr HUI Lap-san, Mr WAI Hing-cheung, Mr CHENG Chung-hang and Mr Michael YUNG seconded the motion.

108. The Chairman asked members whether they endorsed the provisional motion in paragraph 107.

109. Members unanimously endorsed the provisional motion in paragraph 107.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin  
(Paper No. TT 13/2021(Revised))

110. Mr WAI Hing-cheung said that he had suggested writing to the Civil Aviation Department (CAD) to request for a visit and exchange with the department at a previous TTC meeting. He enquired about the progress.

111. Mr NG Kam-hung suggested visiting the Government Flying Service (GFS) altogether to understand helicopter noise problems.

112. The Chairman agreed with Mr WAI Hing-cheung and Mr NG Kam-hung’s suggestion of conducting an on-site inspection at the CAD and the GFS. He would write to the departments in the capacity of the TTC Chairman.

On-site Trial of Electric Mobility Devices at Hong Kong Science Park  
(Paper No. TT 14/2021)

113. Mr Felix CHOW said that he had gone to the venue on the day of on-site trial. He found that the trial was smooth, participants followed the rules and there was no problems in particular.

114. Mr CHAN Pui-ming said that both the TD staff and the Police were present at the scene that day, so the probability of accidents was low. It was not possible to predict whether accidents would occur without the relevant personnel stationed. He wanted to know whether the department(s) concerned would conduct a second round of on-site trial and reduce the number of government personnel stationed at the venue to observe the actual use of electric mobility devices.

115. Mr Vincent POON gave a consolidated response as follows:

- (a) the TD was currently evaluating and analysing the data after the on-site trial. Upon completion of the analysis, consultations with various stakeholders and cross-departmental deliberations on the technical, safety and licensing requirements for electric mobility devices, the TD would commence the relevant legislative amendments; and
- (b) the TD noted Mr CHAN Pui-ming's views and would convey them to the section(s) concerned for consideration.

**Date of Next Meeting**

116. The next meeting would be held at 10:00 am on 22 June 2021 (Tuesday).

117. The meeting was adjourned at 7:01 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

October 2021