

Sha Tin District Council
Minutes of the 1st Meeting of
the Traffic and Transport Committee in 2023

Date : 21 February 2023 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Office Conference Room 441
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr CHENG Chung-hang (Temporary Chairman)	DC Member	2:30 pm	5:32 pm
Mr MAK Yun-pui, Chris	DC Chairman	2:30 pm	5:32 pm
Mr SIN Cheuk-nam	DC Vice-Chairman	2:30 pm	5:32 pm
Mr CHOW Hiu-laam, Felix	DC Member	2:30 pm	5:32 pm
Mr CHUNG Lai-him, Johnny	”	2:30 pm	5:32 pm
Mr WAI Hing-cheung	”	2:30 pm	5:32 pm
Ms CHEUNG Lam-yee, Alison (Secretary)	Executive Officer (District Council)4, Sha Tin District Office		

<u>In Attendance</u>	<u>Title</u>
Mr NG Wing-keung, Henry	Assistant District Officer (Sha Tin)1 (Atg)
Mr SHIU Kan-yun, Roy	Senior Executive Officer (District Council), Sha Tin District Office
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Ms TSANG Hing-kwan, Natalie	Senior Transport Officer/Shatin, Transport Department
Mr CHAN Yau-yau, Leo	Senior Transport Officer/Ma On Shan, Transport Department
Mr LEUNG Ka-tung	Engineer/Shatin 1, Transport Department
Mr HO King-wui	Engineer/Ma On Shan, Transport Department
Mr WAI Wah-kei	District Engineer/Shatin (1), Highways Department
Mr LIU Chi-kwong	District Engineer/Shatin (2), Highways Department
Mr YEUNG Wai-dor	Administrative Assistant/Lands (Atg), District Lands Office, Sha Tin
Mr WONG Kwong-fai	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr Utan WONG	Assistant Operations Director (East Division), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Mr Andy CHEUNG	Manager (Operations), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited
Ms Rennis LIP	Assistant Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited

In Attendance

Mr Tommy CHOW

Ms CHUNG Pui-yi, Penny

Mr LAI Kai-sun

Title

Project Officer (Operational Planning Development),
The Kowloon Motor Bus Company (1933) Limited and
Long Win Bus Company Limited
Corporate Communications Manager,
Citybus Limited and New World First Bus Services Limited
Senior Corporate Communications Officer,
Citybus Limited and New World First Bus Services Limited

In Attendance by Invitation

Mr CHOW Pak-hung

Mr CHENG Siu-chung

Mr NG Wai-shing

Mr CHAN Ho-kong, Simon

Mr CHEUNG Kin-keung, Martin

Ms Rysta SO

Title

Senior Land Executive/Lease Enforcement
(District Lands Office, Sha Tin), Lands Department
Senior Engineer/New Territories 1,
Highways Department
Engineer/New Territories 1-2,
Highways Department
Director,
Mannings (Asia) Consultants Limited
Deputy Managing Director,
Mannings (Asia) Consultants Limited
Assistant External Affairs Manager,
MTR Corporation Limited

Absent

Mr HUI Lap-san (Chairman)

Mr MOK Kam-kwai, BBS

Dr LAM Kong-kwan

Title

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

Action

Mr Henry NG, Assistant District Officer (Sha Tin)¹ (Atg), said that as Mr HUI Lap-san, the Chairman, was unable to attend the meeting and the office of the Vice-Chairman was vacant, the members present should, according to the procedures set out in Order 34(3) of the Sha Tin District Council Standing Orders, elect from amongst themselves by simple majority vote a temporary Chairman who was also a Member of the Sha Tin District Council (STDC) to preside at the meeting, and a nominee must be seconded by two seconders. He asked whether there was any nomination at the meeting.

2. Mr Chris MAK nominated Mr CHENG Chung-hang as the temporary Chairman. Mr Johnny CHUNG, Mr SIN Cheuk-nam and Mr WAI Hing-cheung seconded the nomination.

3. As there was only one candidate, Mr Henry NG announced that Mr CHENG Chung-hang was elected ipso facto as the temporary Chairman of the Traffic and Transport Committee (TTC).

4. The temporary Chairman welcomed the members as well as representatives of government departments and organisations to the meeting.

Applications for Leave of Absence

5. The temporary Chairman said that the STDC Secretariat (Secretariat) had received the applications for leave of absence in writing from the following members:

Mr HUI Lap-san

Mr MOK Kam-kwai, BBS

Official commitment

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6. The TTC unanimously approved the applications for leave of absence submitted by the members above.

Election of Vice-Chairman of the Committee

7. The temporary Chairman said that the Secretariat had not received any nomination form for the office of the Vice-Chairman of the TTC by the end of the nomination period. As there were no candidates, the temporary Chairman announced that the office of Vice-Chairman of the TTC remained vacant.

Confirmation of the Minutes

The Minutes of the Meeting Held on 20 December 2022
(TTC Minutes 5/2022)

8. Members unanimously endorsed the above minutes.

Matters Arising

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting
(Paper No. TT 1/2023)

9. Mr Felix CHOW suggested that the document title should be revised to “Provisional Motion on Traffic in Ma Liu Shui and Science Park” in order to align with the content of the provisional motion.

10. Ms Alison CHEUNG, Executive Officer (District Council)⁴ of the Sha Tin District Office, said that the members’ views were noted and the title would be revised accordingly.

(Post-meeting note: The Secretariat made the corresponding revision to the paper “Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting” (Paper No. TT 1/2023).)

Discussion Item

Consultation on Preliminary Design for Pedestrian Link between Sui Wo Court and Footpath under Fo Tan Road
(Paper No. TT 2/2023)

11. Mr CHENG Siu-chung, Senior Engineer/New Territories 1 of the Highways Department and Mr Simon CHAN, Director of the Mannings (Asia) Consultants Limited, briefly introduced the content of the paper.

12. Mr Chris MAK considered that the provision of a pedestrian link could give a preliminary response to the demand from residents for a covered walkway. He was concerned about the number of trees to be removed during the works and the planned sites for relocating the trees by the Department. He was also worried about noise issues that were likely to be generated by the works.

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

- (a) he said that the current bus services in Sui Wo Court as well as the connection between the housing estate and MTR Fo Tan Station were undesirable, and therefore the implementation of the pedestrian link works could assist residents in travelling to and from Fo Tan Station. He was concerned about whether the contractor had made assessments on vegetation and trees to be affected during the works in terms of their numbers, species, values and planned transplantation sites. He also hoped that the contractor could set out the above information in a table format for reference;
- (b) he wondered if the pedestrian link was connected to the existing footpath and stairs, and wished to know the width of each escalator and backup stair, as well as the width of the remaining space along the stairs when the stairlift was unfolded, so as to ascertain whether the backup stairs or the existing footpath could assist in easing pedestrian flow in case of failures of escalators or excessive numbers of people waiting for the lifts;
- (c) he said that a 7-a-side football pitch would be permanently occupied under the pedestrian link works, which involved the construction of a 5-a-side football pitch. He wished to know the views of neighbouring schools and stakeholders in the district on this matter, whether the cost of converting the football pitch was borne by the contractor, which organisation owned the land requiring resumption, and whether the issue of permitted plot ratio was involved with implications on future redevelopment projects;
- (d) he said that the pedestrian link works were in close proximity to Po Leung Kuk Siu Hon Sum Primary School. He wished to know whether the school had been using the 7-a-side football pitch for sports activities at present and whether the works would affect the students;
- (e) he said that the space along Fo Tan Road was narrow. He wished to know the sizes of the lifts in the design, and whether the design of the lifts had been adjusted in light of the narrow space;
- (f) he said that some residents were concerned about the conversion of the barbeque site to a pedestrian link, with some public facilities being affected by the works at the same time. He wished to know whether the circular plaza in Sui Wo Court would be permanently occupied and whether the Highways Department (HyD) had any plans to make up for the recreational space removed; and
- (g) he suggested that the PowerPoint slides used by the HyD to present the paper should be uploaded to the website of the STDC.

(Post-meeting note: The PowerPoint slides were set out in the supplementary information of “Consultation on Preliminary Design for Pedestrian Link between Sui Wo Court and Footpath under Fo Tan Road” (Paper No. TT 2/2023).)

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

- (a) he said that according to the layout plan of the works project, a lift would be provided on the side of the pedestrian link near Fo Tan Road, and two lifts would be provided on the side near Sui Wo Court. He wished to know whether the different numbers of lifts was due to the geographical environment;
- (b) he said that the access currently connecting Sui Wo Court and Fo Tan Road consisted of an open-air footpath and stairs. He wished to know the reasons for the HyD to opt for several two-way escalators and stairlifts for the design of the pedestrian link; and
- (c) he opined that designs other than stairlifts might provide further convenience to wheelchair users. For example, lifts of similar level of rises could be constructed at the two ends of the pedestrian link for connecting to the ground floor, and a parallel connecting access could be constructed. He wished to know whether the current design proposal was affected by budgetary or technical factors, and was concerned about how pedestrians, as anticipated by the Department, could use the pedestrian link during the maintenance of the escalators.

15. Mr WAI Hing-cheung would like to know whether the HyD had considered constructing more than one pedestrian link when planning for the pedestrian link works, and the relevant details. Meanwhile, he suggested that the Department should consider constructing a pedestrian link connecting Fo Tan and Sha Tin Town Centre.

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

- (a) he said he was pleased to see the Pedestrian Link works project. However, he opined that no obvious difference might be involved in the time saved for the general local residents as they had to wait for lifts twice when using the pedestrian link. He was of the view that the design similar to that in Shui Chuen O Estate mentioned by Mr SIN Cheuk-nam could further save time and provide convenience to wheelchair users. He wished to know the reason for the HyD to adopt the current design proposal;
- (b) he wondered if the stairlifts in the design proposal required to be operated by a third party, and wished to know the widths and gradients of the escalators, as well as the anticipated number of users of the pedestrian link. He was concerned that the excessively steep gradients of the escalators would easily lead to the occurrence of accidents;
- (c) he said that there was only one lift on the side of the pedestrian link near Fo Tan Road, which would cause inconvenience to wheelchair users in case of failures of the lift. He suggested that the Department should put up a sign at the entrance near Sui Wo Court to inform wheelchair users of such a situation as early as possible; and

- (d) he said that the side of the pedestrian link near Fo Tan Road was connected to the existing footpath and stairs. He wished to know whether the same design could be applied to the side near Sui Wo Court to enable users to decide whether to take the lift or to use the stairs depending on actual circumstances.

17. Mr Simon CHAN gave a consolidated response as follows:

- (a) the scope of the pedestrian link works covered part of the woodland area. The HyD would remove, inspect and replant the trees in accordance with requirements of relevant guidelines and specifications for public works. It was preliminarily estimated that 70 trees had to be removed. The HyD was liaising with the Housing Department (HD) on locations for tree replanting and greening works. According to the inspection by tree experts, the trees to be affected were mostly *Leucaena leucocephala*, *Spathodea campanulata* and *Bridelia tomentosa*. No rare species or trees listed under the Register of Old and Valuable Trees were involved. Meanwhile, the Department would strive to retain as many old trees as possible when selecting sites for the works;
- (b) according to the records of the Land Registry, the space occupied by the pedestrian link works was possessed by the HD and Actmore Estate Limited, the owner of Sui Wo Court Commercial Centre. In the preliminary meeting, the departments and organisations concerned did not object to the works and land resumption arrangements, and it was not mentioned whether future development would be affected after the land resumption. If the preliminary design for the works gained supported from the members, the Department would discuss the details and procedures of relevant land issues with the Lands Department (LandsD), and commence the gazetting of the works and relevant procedures;
- (c) about one-third of the area of the circular plaza in Sui Wo Court would be occupied under the preliminary design of the works. The remaining space would continue to be co-owned by the HD and Sui Wo Court Commercial Centre and provided for public use;
- (d) the upward and downward escalators were each with a clear width of one metre, which was about the same as that of escalators in general shopping malls, and the clear width of the backup stairs would be two metres as far as possible. As the existing footpath and stairs would not be demolished, residents could choose to use the new pedestrian link or the existing footpath after the completion of the works;
- (e) the Department would install indicator lights at the exits/entrances of the pedestrian link. It would notify residents of the situation with the aid of the indicator lights in case of failures or maintenance of the escalators and lifts. Meanwhile, as shown in the elevation plan, a platform would be available between each section of escalator along the pedestrian link. The platform was also designed according to the terrain of the site and would connect with the existing footpath as far as possible;
- (f) several sections of escalators were included under the design for the pedestrian link, which would reduce the actual walking distance of residents and their physical exertion. The Department expected that it would take about 10 minutes to walk along the entire pedestrian link (including the waiting time for lifts), which was about the same as using the existing footpath;

- (g) the Department designed the pedestrian link according to the environment of the site. As the site environment was mainly formed by slopes and located in close proximity to residential areas, green belt areas as well as railways, the Department adopted the current design after taking into consideration the impact of the overall appearance of the pedestrian link on the residential areas as well as the works area involved. As the two ends of the pedestrian link had an approximately 40-metre difference in height, a certain number of piles had to be installed on the slopes along the walkway if the design with lift towers was adopted, and there was not enough space along the area near Fo Tan Road to accommodate numerous lifts. The current design could effectively reduce the actual walking distance of residents, and the design of the escalators could also bring greater flexibility to pedestrian flow;
- (h) as there was limited space in the pedestrian link near Fo Tan Road, and after taking into account the number of users in the future, the Department decided to construct a lift which could accommodate 16 persons on the said location, and two escalators would be constructed on the side near Sui Wo Court, each accommodating 12 persons. When installing the lifts, the Department had to convert the retaining walls, stairs and drainage facilities at the site;
- (i) under the current design, the stairlifts would be available for use by the residents 24 hours a day. Wheelchair users could obtain common keys from government departments or rehabilitation organisations and operate the stairlifts by using the common keys themselves;
- (j) in the design for the pedestrian link, the works in relation to the provision of walkway cover were relatively simple and no pile foundations had to be constructed. While it was required to install piles for the foundations for provision of escalators and lifts, it would be conducted by means of pre-bored holes, and temporary noise insulating fabric would be provided. This would avoid using conventional piling methods, so as to reduce the noise impact;
- (k) the Department briefed neighbouring primary schools, kindergartens and owners' corporations of housing estates on the works. Various organisations supported the proposed design and expressed their views. Taking Po Leung Kuk Siu Hon Sum Primary School as an example, he said while the school noted that the existing football pitch would be converted to a 5-a-side football pitch, the school was pleased to see the works as the pedestrian link could benefit the teachers and students; and
- (l) the construction of the pedestrian link would inevitably give rise to occupation of some public places in Sui Wo Court. The Department hoped that it could strike a balance by optimising the use of space in the vicinity of Fo Tan Road under the design, while retaining part of the barbeque site. The Department would also strive to carry out greening and landscaping works as far as possible where permitted.

18. The temporary Chairman asked members if they supported the implementation of the proposed works project.

19. Members unanimously endorsed and supported the above project.

Questions

Question to be Raised by Mr CHOW Hiu-laam, Felix on the Traffic Impact on Fo Tan Area After Intake of Residents at The Arles
(Paper No. TT 3/2023)

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

- (a) he was of the view that the Transport Department (TD) and The Kowloon Motor Bus Company (1933) Limited (KMB Company) had disregarded the demand of Fo Tan residents for overnight transport services. He pointed out that there were no public transport services in the district after the last departure of the MTR train. Taking the last departure of the East Rail Line (ERL) train as an example, he said that the last departure of the ERL would normally arrive at Sha Tin Station at 12:44 am, while the last departure of KMB Route No. 285 would leave at 12:30 am. This meant that Fo Tan residents were not able to go home by bus even if they managed to board the last departure of the ERL train. He suggested that the KMB should extend overnight bus services to Fo Tan area;
- (b) he said some residents of Yuk Wo Court relayed that the MTR passages at Exits C and D of Fo Tan Station would be closed after the last departure of the ERL train. Residents travelling by Green Minibus Route No. 61S who got off at The Palazzo would not be able to walk from Lok King Street to Yuk Wo Court through the MTR passage. Instead, they could only go home via Jockey Club Ti-I College. He said that the road section was with poor lighting and low pedestrian flow, causing inconvenience to the residents. He wished to know, with the growing population in the industrial area, whether the MTR Corporation Limited (MTRCL) would consider allowing the passages at Fo Tan Station to be open for public use round the clock in the long run, and providing instructions outside the station in the short term to give guidance to members of the public to go to the industrial area from Lok King Street; and
- (c) he opined that the TD had not planned ahead for the use of the public transport interchange at The Arles. Given the close proximity of the Fo Tan Station Public Transport Interchange to the public transport interchange under the podium of The Arles, he wished to know how the Department would plan for consolidation of bus resources to provide more bus routes for Fo Tan residents.

21. Ms Natalie TSANG, Senior Transport Officer/Shatin of the TD, gave a consolidated response as follows:

- (a) the Department would review existing public transport services in light with the passenger demand. Service hours of Route No. 285 would be extended to 12:30 am with effect from 27 February 2023 to cater for the passenger demand at late night; and
- (b) the Department was reviewing ways to better utilise the public transport interchange within The Arles as well as the nearby Fo Tan Station Public Transport Interchange. When considering relevant matters, the Department would take into account public transport facilities in the district, including Fo Tan (Shan Mei Street) Bus Terminus and the bus bay in Chun Yeung Estate, Fo Tan. The Department would also consider

consolidating or rationalising bus routes in the above public transport facilities.

22. Ms Rysta SO, Assistant External Affairs Manager of the MTRCL, said that there were four exits at Fo Tan Station: Exit A mainly served to facilitate the access of passengers to Fo Tan Railway House and On King Street Park; Exit B was close to residential areas such as Fo Tan Village; Exit C served to facilitate the access of passengers to housing estates such as The Palazzo; and Exit D mainly served to link up the southern and northern sides of the Fo Tan industrial area. Two groups of pedestrian passages, i.e. Exits A and B as well as Exits C and D, were formed inside the station area, which were part of Fo Tan Station and would be mainly open for public use during train service hours. For security reasons, these exits would not be open for 24 hours by the MTRCL. The MTRCL would continue to keep in view the situation concerned to ensure provision of services to passengers at the station.

23. Mr Tommy CHOW, Project Officer (Operational Planning Development) of the KMB Company and Long Win Bus Company Limited, gave a consolidated response as follows:

- (a) the service hours of Route No. 285 would be extended to 12:30 am with effect from 27 February 2023. The KMB Company understood that the said measure could not fully address the passenger demand for overnight transport services, but it would keep an open mind in this regard while continuing to following up and making improvements to issues on transport services in Fo Tan area together with local stakeholders; and
- (b) he said the KMB Company noted that the bus services failed to connect its services with the last departure of the ERL train, and added that the last departure of KMB Route No. 280X left at 12:30 am from Tsim Sha Tsui, which might meet the demand of some of the passengers.

24. Mr LAI Kai-sun, Senior Corporate Communications Officer of the Citybus Limited (Citybus) and New World First Bus Services Limited (NWFB), said that he noted the demand of passengers for overnight transport services. The Citybus and NWFB would continue to closely monitor the situations in the district and listened to relevant views, so as to actively review transport services in Sha Tin District.

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

- (a) he hoped that the MTRCL could consider the needs of the residents of Yuk Wo Court and those of the prospective residents of The Arles from their perspective. He also suggested that the MTRCL should put up signs in the short term to give clear instructions to residents; and
- (b) he was pleased to see that the KMB Company was open-minded to improving overnight transport services in Fo Tan area. He also said that following the gradual resumption of normalcy in society, more and more residents had to leave home early and return home late for work. He hoped that the transport services in the district could be further improved for the convenience of the residents.

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

- (a) he said that quite a number of exits of MTR Stations were open for 24 hours. He hoped that the MTRCL could further consider residents' needs instead of merely considering the land lease requirements when deciding whether to open the exits; and
- (b) he opined that various government departments should plan for relevant ancillary facilities as early as practicable when the development was completed, and should not commence relevant work until there were actual needs.

27. Mr Chris MAK was of the view that the MTRCL and LandsD should enhance communication with the local community and improve exit facilities at an early stage according to district development. Taking MTR Tai Shui Hang Station as an example, he said that although an exit to Chevalier Garden and Kam Tai Court was available at the station, it was rather inconvenient to residents of Sausalito and La Costa. It was suggested that the MTRCL and LandsD should discuss the provision of an additional exit to facilitate access of the residents.

28. The temporary Chairman asked members if they agreed to deal with the provisional motion put forward by Mr Felix CHOW.

29. Members agreed to discuss the provisional motion put forward by Mr Felix CHOW.

30. Mr Felix CHOW put forward the following provisional motion:

“In view of the continuous population increase in Fo Tan area and the severe lack of overnight transport services in Fo Tan, the Traffic and Transport Committee of the Sha Tin District Council moves a motion to demand that the Transport Department introduce overnight transport services in Fo Tan by extending the routes of the existing overnight buses or minibuses to reach Fo Tan area, or create additional overnight transport routes to fulfil residents' needs.”

Mr SIN Cheuk-nam seconded the above motion.

31. The temporary Chairman asked the members if they agreed to endorse the provisional motion as stated in paragraph 30.

32. Members unanimously endorsed the provisional motion as stated in paragraph 30.

Question to be Raised by Mr SIN Cheuk-nam on the Re-routing of KMB Bus Route No. 288 and Services of KMB Bus Route Nos. 288A, 288B and 288C
(Paper No. TT 4/2023)

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

- (a) he requested the Sha Tin District Office (STDO) to provide examples of the targets of consultation on issues relating to KMB Route No. 288. He considered that the TD's repeated re-routing of Route No. 288 reflected the inadequacy of local consultation conducted by the Government; and
- (b) he said that a local consultation was currently conducted by the TD on the proposed re-routing of Route No. 288 via Shui Chuen O Public Transport Interchange in both

uphill and downhill directions. It was expected that the consultation exercise would be completed in late February this year. He wished to know the progress of the consultation exercise and the views received as at the commencement of the meeting.

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

- (a) he said that views from dozens of residents of Shui Chuen O Estate had been received, and expressed objection to and discontent about changing the last bus stop of Route No. 288 without passing through the bus terminus at Shui Chuen O Plaza. One of the residents seeking his assistance was a disabled person who needed to use a wheelchair and travel by Route No. 288 to commute daily between Shui Chuen O Estate and Jubilee Garden for work. Upon the re-routing of Route No. 288, as the buses of the route were already full when approaching the bus terminus at Shui Chuen O Plaza, the resident concerned could only rely on a walking stick to get to the MTR station through a footbridge so as to travel to Fo Tan Station by train, causing great inconvenience. He was of the view that the TD had not considered the needs of residents when adjusting Route No. 288; and
- (b) he opined that the STDO should not conduct local consultations in old ways under the circumstances that the offices of District Council Members in the constituencies were vacant and the Mutual Aid Committee Scheme were terminated. Meanwhile, he said that after the implementation of the re-routing which had aroused discontent among residents in the district, the STDO still had not expanded the scope of consultation in its local consultation in February. He considered that the above consultation approach could not effectively fulfill residents' needs and collect their views.

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

- (a) he opined that the repeated re-routing of Route No. 288 and consultation exercises were disturbing and a waste of resources. He would like to learn more about the preparation work carried out by relevant departments, including whether they had considered consulting the Chairman of the STDC or District Council Members in neighbouring constituencies instead of conducting consultation in the constituencies with vacant offices of District Council Members;
- (b) he said that while the STDO had consulted the relevant Area Committees, quite a number of residents had conveyed to him their opposing views and discontent about the re-routing of Route No. 288, indicating that the Area Committees failed to effectively approach the residents and relay their views; and
- (c) he opined that the STDO had a duty in listening to residents' views when handling of district matters. However, there was insufficient consultation on this issue, resulting in the repeated re-routing of Route No. 288. He hoped that the STDO could review the arrangements for consulting relevant Area Committees.

36. The temporary Chairman considered that the consultation concerned could reflect which consultative structure was more effective in representing residents' views.

37. Ms Natalie TSANG said that since the implementation of the re-routing of Route No. 288 from 8 January 2023, the TD had received quite a lot of views, including operation of Route No. 288 via Shui Chuen O Public Transport Interchange to facilitate the use of the route by residents, especially disabled persons. After reviewing relevant views, the Department understood the needs of passengers, in particular those of disabled persons. For this reason, a second consultation was conducted through the STDO in February this year, and it was proposed that Route No. 288 should operate via Shui Chuen O Public Transport Interchange in both uphill and downhill directions. Upon completion of the consultation, the Department would compile relevant views and discuss with the KMB Company the implementation of the proposal as early as practicable, so as to reduce the impact on passengers.

38. Mr Henry NG said that the STDO provided assistance in conducting the local consultation in June 2022 as per the request of the TD. The targets of consultation included organisations such as resident organisations, Mutual Aid Committees and schools along the service area of Route No. 288. In spite of the vacant offices of District Council Members in some constituencies, the STDO could collect views from various resident organisations such as owners' corporations of housing estates and management companies of public housing estates. After the consultation, the STDO would accurately relay the views received to relevant departments for consideration. In the past, the STDO effectively received district views in the same manner during the suspension of the District Council before its transition to a new term of office.

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

- (a) he hoped that the STDO could provide examples of the targets of consultation. He wished to know whether the STDC was included;
- (b) he said that the operation of the STDC had yet been suspended for transition to a new term of office, and the offices of District Council Members in the relevant constituencies were vacant. He wished to know why relevant departments had not submitted the re-routing of Route No. 288 to the TTC for discussion; and
- (c) he said that Route No. 288 mainly served residents in Shui Chuen O area, which plied between Shui Chuen O (Upper) and Sha Tin Town Centre in a circular mode. He wished to know why District Council Members in Sha Tin Town Centre had not been consulted, or whether all STDC Members were not included in the targets of consultation.

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

- (a) he said that the operation of the STDC had yet been suspended for transition to a new term of office, and therefore the previous consultation approach for the suspension period was not applicable to the current situation; and
- (b) he said that a large number of members of the public expressed discontent even after the consultation conducted in last June, which showed that the consultation approach should be improved and that the STDO should review the consultation approach adopted over the years. He suggested that relevant departments, when conducting local consultation on district facilities, could collect views from the STDC if the offices of District Council Members in the constituencies concerned were vacant again.

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

- (a) he said that when planning for the refurbishment works of MTR Tai Wai Station, relevant organisations consulted all Members of the STDC as the office of the District Council Member in the constituency concerned was vacant. He considered the approach reasonable and suggested that the STDO could handle the situation by referring to such an approach; and
- (b) he said that the STDO could not collect views from the Mutual Aid Committees in the consultation this year. He wished to know how the STDO would handle the situation.

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

- (a) he said that after the implementation of the re-routing of Route No. 288, quite a number of residents and STDC Members had already expressed their opposing views. He wished to know the reason for the STDO not to include the STDC as the targets of the second consultation; and
- (b) he pointed out that according to the then Home Affairs Bureau, appropriate channels were available for the Government to collect local views, and by-elections were therefore not held for the vacant seats in district councils. He wished to know whether the STDO had consulted the Sha Tin Wai Area Committee during the consultation in June last year and whether the STDO had received their views.

43. Mr Henry NG gave a consolidated response as follows:

- (a) with regard to the re-routing of Route No. 288, the STDO was responsible for assisting the TD in conducting local consultation, targets of which included Mutual Aid Committees and owners' corporations of housing estates along the route, schools, community organisations, management organisations of commercial buildings, rural representatives and relevant Area Committees, etc. Different views were received; and
- (b) the STDO would draft a list of consultation targets for relevant departments before conducting a local consultation. With the consent of relevant departments, the STDO would collect views according to the list. The TD would also consult the TTC if necessary.

44. Mr Chris MAK suggested that the STDO should, if any changes about traffic or district facilities were involved in the future, consider including the STDC into the consultation list in order to listen to the residents' views more effectively.

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

- (a) he said that according to the written reply from the TD, the TD had only received one submission of comments in opposition to the re-routing of Route No. 288. There was discrepancy between the said written reply and the response of the STDO that different views were received;

- (b) he said that he had provided comments to the TD on the proposed re-routing Route No. 288 via Shui Chuen O Public Transport Interchange in both uphill and downhill directions. He also said that the above proposal was not about reverting Route No. 288 to its original route. It was about maintaining the arrangement of the route to terminate at Shui Chuen O (Upper) Bus Terminus, which was located in the vicinity of TWGHs Tsoi Wing Sing Primary School, and provision of an en-route stop at Shui Chuen O Public Transport Interchange. He said that an organisation had conducted a patronage survey on the current situation of Route No. 288, which revealed that the buses of the route were already full at the first few stops after departing from Shui Chuen O (Upper) Bus Terminus during the morning peak hours. Such buses were unable to carry more passengers when reaching Shui Chuen O Public Transport Interchange and subsequent stops, and wheelchair users could not board the buses. The suspension of KMB Route No. 288A would further aggravate the situation. He said that after receiving residents' views and conducting site surveys, he considered that Route No. 288A had its existence value, and therefore he objected to the route suspension; and
- (c) he concluded that Route No. 288 should continue to terminate at Shui Chuen O Public Transport Interchange, and special departures should be arranged to cater for the people flow at Shui Chuen O (Upper) Bus Terminus. This could ensure easy access of bus services by disabled persons, while catering for the people flow generated by the commission of the new school premises of TWGHs Tsoi Wing Sing Primary School.

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

- (a) in view of the complete overlap between the proposed route of Route No. 288 and that of Route No. 288A after the adjustment, the Department suggested amalgamating the above two routes to integrate the original departures of Route No. 288A into Route No. 288. In this way, there was no change in the total number of departures of Route Nos. 288A and 288, and existing passengers' needs could be fulfilled; and
- (b) bus captains would remind passengers in the compartments through public announcement to make way for wheelchair users to use the wheelchair parking area in the compartments when boarding the bus.

47. Mr Tommy CHOW gave a consolidated response as follows:

- (a) the KMB Company noted that after the re-routing of Route No. 288, it was difficult for the passengers to get on board at Shui Chuen O Public Transport Interchange due to overcrowdedness in compartments. Given the high patronage of Route No. 288, the KMB Company deployed field staff to Shui Chuen O area for observing the queuing and boarding for bus services of passengers during peak hours. In the event of the situation with left-behind passengers, the KMB Company would arrange additional temporary departures to carry passengers at en-route stops; and
- (b) subject to the implementation of the proposed routing of Route No. 288 to operate via Shui Chuen O Public Transport Interchange in both uphill and downhill directions, and if there were left-behind passengers at Shui Chuen O Public Transport Interchange, the KMB Company would deploy operation resources on a need basis and provide special departures at Shui Chuen O Public Transport Interchange, so as

to ease the difficulty in getting on board.

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

- (a) he said that a site survey was conducted at about 8:00 am on 8 February this year, during which several buses of Route No. 288 were already full when approaching Yuet Chuen House. Passengers could only rely on Route No. 288A, and the bus of Route No. 288A was carrying about 70 passengers at that time. He said that the KMB Company's proposal of providing special departures temporarily at Shui Chuen O Public Transport Interchange would be affected by operation resources at the time, while maintaining Route No. 288A could provide services on a fixed schedule. Therefore, the latter was more desirable, and more acceptable to the residents; and
- (b) given the higher patronage of bus services from Shui Chuen O (Upper) Bus Terminus to the area around Long Chuen House, he was of the view that if Route No. 288 continued to terminate at Shui Chuen O (Upper) Bus Terminus, the difficulties encountered by the wheelchair users in boarding buses at Shui Chuen O Public Transport Interchange would remain unchanged. Therefore, it was suggested that Route No. 288 should continue to terminate at Shui Chuen O Public Transport Interchange.

49. The temporary Chairman hoped that the TD and the KMB Company could listen to the views of members and the public, and suggested that the STDO should include the STDC in the list of consultation targets. The temporary Chairman asked members whether they agreed to deal with the provisional motion put forward by Mr SIN Cheuk-nam.

50. Members agreed to deal with the provisional motion put forward by Mr SIN Cheuk-nam.

51. Mr SIN Cheuk-nam put forward the following provisional motion:

“Provisional motion

In view of the vacancies of District Council Members in the constituencies concerned, the existing consultation mechanism is unable to effectively collect views from members of the public on the re-routing of bus route no. 288, giving rise to discontent among residents in the area. The Traffic and Transport Committee (TTC) of the Sha Tin District Council (STDC) strongly demands that when intending to make any adjustments to public transport services or changes to transport facilities concerning Sha Tin District, the Sha Tin District Office, Transport Department and relevant departments must consult all members of the TTC of the STDC and post relevant consultation papers on the notice boards of the STDC in the constituencies concerned to effectively collect residents' views.”

Mr Felix CHOW, Mr Johnny CHUNG, Mr Chris MAK and Mr CHENG Chung-hang seconded the motion.

52. Mr Chris MAK would like to discuss revisions to the motion with the mover.

53. Mr SIN Cheuk-nam read out the deliberated provisional motion:

“Provisional motion

In view of the vacancies of District Council Members in the constituencies concerned, the existing consultation mechanism is unable to effectively collect views from members of the public on the re-routing of bus route no. 288, giving rise to discontent among residents in the area. The Traffic and Transport Committee (TTC) of the Sha Tin District Council (STDC) strongly demands that when intending to make any adjustments to public facilities and transport services or changes to transport facilities concerning Sha Tin District, the Sha Tin District Office, Transport Department and relevant departments must consult all members of the TTC of the STDC and post relevant consultation papers on the notice boards of the STDC in the constituencies concerned to effectively collect residents' views.”

Mr Felix CHOW, Mr Johnny CHUNG, Mr Chris MAK and Mr CHENG Chung-hang seconded the motion.

54. The temporary Chairman asked members whether they agreed to endorse the provisional motion as stated in paragraph 53.

55. Members unanimously endorsed the provisional motion as stated in paragraph 53.

Question to be Raised by Mr WAI Hing-cheung on Road Safety in Tai Wai Area
(Paper No. TT 10/2023)

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

- (a) he said that a section of footpath in Man Lai Court connecting with MTR Tai Wai Station had been closed since 17 January this year. He visited the site after receiving a complaint, and discovered on 19 January that a letter issued by the TD in September last year was posted at the site. In the letter, the TD requested that the contractor must consult affected persons and organisations. However, to his understanding, the contractor had not taken such actions as requested. He suspected that someone had taken the liberty of closing the above road section without being granted approval officially. He wished to know whether the TD had taken appropriate follow-up actions after making the request;
- (b) he said that the TD had requested the contractor to implement a range of temporary traffic arrangements and traffic controls on the above road section. He wished to know whether the TD had sent staff to the site to inspect if the contractor had complied with the requirements;
- (c) he said that the above road section had been closed since 17 January this year, during which Lunar New Year was approaching with a large number of members of the public travelling to Che Kung Temple via the road section. He wished to know whether the TD noted the traffic safety issues likely to be caused when considering the application concerned; and
- (d) he said that although the HyD had not issued Excavation Permits for the junction of Tai Wai Road and Tsuen Nam Road to any bodies or organisations in the previous

year, it had requested the telecommunication company concerned to carry out resurfacing works as soon as possible, indicating that the bulging ground surface in relation to excavation might be caused by a particular telecommunication company. He wished to know whether telecommunication companies were allowed to excavate ground surface without permission, and in case of such a situation, how the Department would take follow-up actions and regulations for compliance by the applicants of Excavation Permits.

57. The temporary Chairman wished to know how the HyD would follow up the situation if a telecommunication company failed to restore the ground surface properly after excavation, or even carried out excavation without being granted an Excavation Permit.

58. Mr Felix CHOW wished to know, under normal circumstances, the duration of the validity period of an Excavation Permit, whether applicants were allowed to excavate the ground anytime within the validity period of the Excavation Permits, and whether applicants were required to inform the relevant department again before the commencement of the works.

59. Mr WAI Wah-kei, District Engineer/Shatin 1 of the HyD, gave a consolidated response as follows:

- (a) no Excavation Permits were issued for the junction of Tai Wai Road and Tsuen Nam Road by the HyD to any bodies or organisations in the previous year. The bulging ground surface were likely to be caused by the works many years ago. It was also uncertain whether the telecommunication company was responsible for the works;
- (b) the Department received complaints about the road surface situation in last November, and subsequently discussed how to restore the road surface with the telecommunication company. Recently, the telecommunications company confirmed that the manhole had ceased to operate, and therefore agreed to demolish it and resurface the road. Meanwhile, the Department also placed traffic cones at the bulging area to prevent pedestrian from tripping; and
- (c) in general, before conducting excavation works in an area managed by the Department, any organisation or association was required to apply for an Excavation Permit through the Excavation Permit Management System. Applicants were also required to submit layout plans and programmes of the excavation works to confirm the works areas. If the Department considered, upon assessment, that the details of an application were reasonable, an Excavation Permit in line with the period required for the works would be granted. If temporary traffic arrangements were involved in the works, the applicant had to submit the proposal to the TD and Hong Kong Police Force (HKPF) for approval, and upload information of the permit to the management system. After the completion of the works, the Department would send staff to the site to confirm whether the resurfaced road was in compliance with the requirements. If so, the applicant would be considered as having fulfilled the requirements of the Excavation Permit.

60. Mr LEUNG Ka-tung, Engineer/Shatin 1 of the TD, gave a consolidated response as follows:

- (a) in general, contractors were required to apply to relevant departments, including the TD and HKPF, for temporary traffic arrangements and obtain the agreement of the TD and HKPF before implementing temporary traffic arrangements. The TD, if

consulted by a contractor on the temporary traffic arrangements, would offer advice on such arrangements; and

- (b) with regard to the temporary traffic arrangements implemented by the relevant contractor at a section of footpath in Man Lai Court connecting with MTR Tai Wai Station, the Department noted that there was discrepancy between the area of the temporary traffic arrangements implemented by the contractor and the estimated area at the planning stage. Therefore, the TD requested the contractor to review the temporary traffic arrangements again and conduct proper consultation.

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

- (a) he wished to know whether the contractor had contravened any laws for closing a section of footpath in Man Lai Court connecting to MTR Tai Wai Station without the approval of the TD and HKPF;
- (b) he said that a letter of September 2022 from the TD about its views on the temporary traffic arrangements was posted within the area of road closure, resulting in the public misunderstanding that the works had been already approved. He wished to know how the relevant departments would follow up the above situation; and
- (c) he said that although the HyD had not issued Excavation Permits for the junction of Tai Wai Road and Tsuen Nam Road to any associations or organisations within the previous year, the excavation works were conducted a few years ago, under which it was likely that the Excavation Permit was issued by the HyD. He wished to know whether the Department had checked the relevant information, whether the applicant had duly complied with the requirements of the Excavation Permit, the consequences of an applicant's non-compliance with the requirements, whether the Department would conduct an acceptance inspection on the resurfaced road after the completion of the works, and whether dereliction of duty by the Department's staff was involved during the acceptance inspection. He asked how the Department would follow up situations of telecommunication companies excavating road surfaces without permission.

62. Mr LEUNG Ka-tung said that when vetting an application for temporary traffic arrangement, factors such as the period of time, traffic flow and area involved in the temporary traffic arrangement to be implemented would be considered. The TD noted that there was discrepancy between the area of the temporary traffic arrangements implemented by the contractor and the estimated area at the planning stage. Therefore, the TD requested the contractor to review the temporary traffic arrangements again and conduct proper consultation.

63. Mr WAI Wah-kei gave a consolidated response as follows:

- (a) after the completion of the excavation works, the Department would send staff to the site to confirm if the road surfacing had been properly carried out. If the situation of road surface was unsatisfactory, the applicant would be considered as not having fulfilled the requirements of the Excavation Permit and would have the responsibility to restore the road surface properly;
- (b) a person who made an excavation on the ground surface without being granted an Excavation Permit might contravene the relevant legislation. He would check the

records of issuing Excavation Permit in relation to the junction of Tai Wai Road and Tsuen Nam Road after the meeting and provide supplementary information.

64. Mr WONG Kwong-fai, Officer-in-charge, District Traffic Team (Shatin District) of the HKPF, said that a person who excavated the ground surface without being granted an Excavation Permit was an offence and might be liable to prosecution.

65. The temporary Chairman requested the HyD to submit the supplementary information to the Secretariat after the meeting to facilitate the distribution of information to TTC members.

(Post-meeting note: The reply from the HyD was set out in the supplementary information of “Question to be Raised by Mr WAI Hing-cheung on Road Safety in Tai Wai Area” (Paper No. TT 10/2023).)

Information Item

Progress Report of the Transport Department (Paper No. TT 5/2023)

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

- (a) he said there were sources indicating that the rationalisation of KMB Route No. 88X would be implemented in early March this year. He had earlier expressed his concerns in writing to the TD and the KMB Company about whether there was sufficient space at Sui Wo Court Bus Terminus. He wished to learn more about the details of the follow-up actions taken by relevant departments and organisations, and the grounds for extending Route No. 88X to Sui Wo Court. Meanwhile, he opined that converting Chun Yeung Estate from the last bus stop to an en-route stop would result in overlapping bus routes in the district and restricting opportunities for additional departures of the route in the future;
- (b) he said that some residents had relayed to him that they hoped KMB Route No. 85 could be extended to reach Chun Yeung Estate. However, Chun Yeung Estate Public Transport Interchange was rather crowded, and an adjustment to the bus parking arrangements might be necessary. He would like to know the latest progress in this regard, especially the arrangements in the area around the bus stops of Citybus Route No. 989 and KMB Route No. 285; and
- (c) he said that with the gradual resumption of normalcy in society and normal travel, there was an increasing public demand for travel to the airport and control points, providing great opportunities for the development of transport services. He wished to know the planned time of the KMB Company to implement the route rationalisation of airport buses in Sha Tin District, the current vacancies for bus captains in the two franchised bus companies, and the expected time to fill all of the vacancies for bus captains.

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

- (a) he said that Citybus Route No. B8 was put into service on 11 February this year, with an across-the-board increase in bus frequency since 18 February. He wished to know whether the Citybus and NWFB had underestimated the demand before

launching the service; and

- (b) he said some residents conveyed to him that they hoped Route No. B8 could operate via Sha Tin Town Centre, and he wished to know whether it was possible to provide a stop at Shatin Central Bus Terminus or Sha Tin Centre Street for the route. He opined that although operating via Shatin Central Bus Terminus would lengthen the bus journey, it could provide services to residents in the areas of Sha Tin Town Centre, Lek Yuen Estate and Wo Che Estate. Meanwhile, quite a number of residents in the district would travel to Sha Tin Town Centre by shuttle buses arranged by housing estates or other transportation for bus interchange. Residents of these housing estates could also benefit from the above arrangement. In addition, he wished to learn more about the feasibility of section fares for the return trips of Route No. B8.

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

- (a) the TD was reviewing the applications from KMB in relation to Route Nos. 88X, 85 and 80M, and discussing with the Citybus the location arrangements for the stop of Route No. 989 at the bus bay in Chun Yeung Estate for releasing space for providing bus stops of Route Nos. 88X and 85 at the bus bay in Chun Yeung Estate after the re-routing. Upon completion of relocating the stops, the Department would continue to discuss with the KMB the concrete arrangements with regard to the applications. Therefore, exact date for implementation of the re-routing of Route Nos. 88X, 85 and 80M was not available yet;
- (b) the re-routing of KMB Route Nos. 88X, 85 and 80M were implemented under the Bus Route Planning Programme 2022-2023 of Sha Tin District. The Bus Development Division replied to the letter from Mr Felix CHOW, and the Department had nothing to add at the moment; and
- (c) the Department would continue to liaise closely with franchised bus companies to discuss the concrete arrangements about airport bus routings in Sha Tin District.

69. Ms Penny CHUNG, Corporate Communications Manager of the Citybus and NWFB, gave a consolidated response as follows:

- (a) Route No. B8 was introduced to tie in with the commissioning of Heung Yuen Wai Boundary Control Point, initially providing one departure per hour on Saturdays, Sundays and public holidays. A certain number of stand-by buses were reserved by the Citybus for frequency enhancement subject to the actual patronage. The Citybus increased the frequency to one departure per half an hour in late February;
- (b) the Citybus kept an open mind to the suggestion of operating Route No. B8 via Sha Tin Town Centre. Two-way section fares and concessionary tickets for 2-day return journeys were available for the route at present. The Citybus would continue to explore other suggestions on concessionary fares and to enhance services; and
- (c) overall, the transport trades were encountering the problem of manpower shortages. The Citybus was actively resolving the problems by, among others, increase employees' salaries, remuneration and benefits in order to recruit more staff.

70. Mr Tommy CHOW said that three new airport bus routes in Sha Tin District, including Route Nos. A41, A42 and A46, were involved under the implemented Bus Route Planning Programmes. At present, the number of passengers travelling to the airport generally returned to about 60 to 70 per cent of the pre-epidemic level. The KMB Company was facing a shortage of bus captains, and was currently focusing resources on resuming the existing services to the pre-epidemic level. The KMB Company would then immediately discuss with the TD the specific arrangements for implementing the above three airport bus routes.

71. Ms Rennis LIP, Assistant Manager (Public Affairs) of the KMB Company and Long Win Bus Company Limited, said that the KMB Company launched recruitment exercises for bus captains and staff on an on-going basis. Besides, positions for full-time bus captain working under the 5-day work week mode were recently rolled out. The KMB Company also encouraged young people and people from other industries to become bus captains. Furthermore, the KMB Company offered a wide range of positions, such as full-time bus captains working under the six-day work week mode, half-time bus captains and hourly paid bus captains, in order to maintain the service level.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 6/2023)

72. Mr Felix CHOW said that excavation works were underway in the area around Chung Chi Road at The Chinese University of Hong Kong. He wished to know whether the works were related to the HyD. Besides, he wished to know the works progress of converting Tai Wai Roundabout to a spiral roundabout, and the works progress of the erection of shelters for the two bus stops on Fo Tan Road and Tsung Tau Ha Road.

73. The temporary Chairman said that the average age of residents of Yan On Estate were older. Some residents relayed to him that dangerous situations were frequently involved when crossing Hang Fai Street. As the location was near a gas station, quite a lot of minibuses and taxis would go to the said location for shift-changing, resulting in a relatively higher speed of traffic. In addition, as no traffic signals were available at the location, the elderly people felt dangerous when crossing the road. He hoped that the HyD could review the above situations.

74. Mr WAI Wah-kei gave a consolidated response as follows:

- (a) as the works “Tai Po Road (Ma Liu Shui) near University Avenue – Proposed Signalised Pedestrian Crossing” (TD’s Works Request Form No. NE/21/00651) involved expansion of footpath as well as provision of a crossing and traffic signals, the location of power cables had to be adjusted, and therefore the CLP Power Hong Kong Limited was currently conducting electric cable diversion works on University Avenue;
- (b) the HyD held a Traffic Management Liaison Group meeting with the contractor, TD and HKPF on the 20th of this month to discuss temporary traffic measures for converting Tai Wai Roundabout to a spiral roundabout. The contractor was revising the temporary traffic measures according to the views. Given the complexity of the temporary traffic measures and night work involved, the works were expected to be commenced in the second quarter, subject to the approval of the TD, HKPF and Environmental Protection Department;

- (c) the bus companies were held accountable for the shelters for the two bus stops on Fo Tan Road and Tsung Tau Ha Road. The Department did not have relevant information at the moment; and
- (d) the TD would, after reviewing the situation on Hang Fai Street, issue a works instruction to the HyD if necessary. The situation might need to be further confirmed by the TD.

75. Mr HO King-wui, Engineer/Ma On Shan of the TD, said that the HD was conducting “road improvement works in Ma On Shan” in the vicinity of Hang Fai Street. The works project included the provision of a signalised crossing at the location.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 7/2023)

76. The temporary Chairman thanked the HKPF for including in the document the prosecution data by vehicle types, and hoped that the TD could review whether parking spaces for commercial vehicles were sufficient in the district by referring to such data.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 8/2023)

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

- (a) he said that the arrangement for the ERL trains to stop at new platform positions had been generally smooth since its implementation on 19 February 2023. However, some residents said that the waiting area for First Class compartments at the southbound platform of Sha Tin Station was narrow. He suggested that the MTRCL should consider removing the advertising light boxes to release more space; and
- (b) he said that some residents relayed that the noise and odour issues at Ho Tung Lau Depot had not showed significant improvement. He hoped the MTRCL could continue to improve the situation.

78. Ms Rysta SO gave a consolidated response as follows:

- (a) the arrangement for the trains to stop at new platform positions along the ERL stations was effective from 19 February 2023, with adjusted locations for waiting areas for the First Class compartments and the First Class Processors. Currently, two First Class Processors were available for each platform on the ERL for use by the passengers. The mode of queuing at Platforms 2 and 3 of Sha Tin Station for First Class compartments would be altered from lining up in multiple queues laterally to a single queue longitudinally. The passengers might need more time to adapt to the arrangement and therefore the MTRCL arranged staff to provide assistance to passengers in queuing up during rush hours. The MTRCL had not yet discovered any problem with the advertising light boxes obstructing passengers in queuing up. However, it would continue to keep in view the situation of queuing up for trains; and

- (b) as the trains were required to operate for about 19 hours a day, it was necessary to carry out maintenance works for the trains at the Ho Tung Lau Depot during nighttime. The MTRCL noted that the sound and odour issues generated when the engineering trains started operation, and relayed the situation to relevant departments. It would reduce the frequency of switching on and off the engines under safe conditions as far as possible as well as remind of its engineering staff to take note of their voice levels during conversation. The MTRCL would continue to keep in view the situation and reduce the impact on the residents as far as possible while ensuring the safety of the trains.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 9/2023)

79. Mr Felix CHOW said that the number of flight movements gradually resumed normal recently, with increasing number of flights using the third runway. This resulted in higher levels of aircraft noise in late hours in the vicinity of Fo Tan and Kau To Shan. Residents might hear the noises at around 1:00 am. He said that according to the paper, no complaints were received from the residents. However, as far as he knew, about three to four local residents had lodged complaints with relevant departments. He hoped that the said situation could be relayed to the Civil Aviation Department (CAD).

80. The temporary Chairman asked the Secretariat to assist in relaying the views to the CAD.

Date of Next Meeting

81. The next meeting would be held at 2:30 pm on 25 April 2023 (Tuesday).
82. The meeting was adjourned at 5:32 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

April 2023