

Sha Tin District Council
Minutes of the 4th Meeting of
the Traffic and Transport Committee in 2023

Date : 29 August 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 HUI Lap-san (Chairman)	DC Member	2:30 pm	6:15 pm
Mr MAK Yun-pui, Chris	DC Chairman	2:30 pm	4:04 pm
Mr SIN Cheuk-nam	DC Vice-Chairman	2:30 pm	6:15 pm
Mr CHOW Hiu-laam, Felix	DC Member	2:30 pm	6:15 pm
Mr CHENG Chung-hang	”	2:59 pm	6:15 pm
Mr CHUNG Lai-him, Johnny	”	2:30 pm	6:15 pm
Mr WAI Hing-cheung	”	2:30 pm	6:15 pm
Ms CHUNG Chui-wing, Shirley (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)
Ms CHAN Cheuk-yu, Cherry	Senior Executive Officer (District Council) (Atg), Sha Tin District Office
Ms WONG So-man, Katrina	Executive Officer I (District Council)3, Sha Tin District Office
Mr LEE Wai-kit, Jay	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 POON Chi-cheong, Vincent	Engineer/Shatin 2, Transport Department
Mr YU Chung-him	Engineer/Bicycle Parking, 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, District Lands Office, Sha Tin
Mr WONG Pui-kai	Officer-in-charge, District Traffic Team (Shatin District), Hong Kong Police Force
Mr Utan WONG	Deputy Operations Director (East Division) (Atg), 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 Leon LAI

Mr Clarence CHAN

Mr LAI Kai-sun

In Attendance by Invitation

Mr CHAN Kin-fung, Keith

Ms LUI Lai-ying

Mr KWOK Kai-chung, Michael

Mr MAK Ka-yeung, Dicky

Mr CHAN Ying-lok, Simon

Mr CHAN Philip Kamsuen

Mr FUNG Kwun-tang, Myron

Mr LIU Wing-sang, Vincent

Mr LEUNG Kin-yu, Greg

Mr LAU Chun-chung, Freddy

Mr CHEUNG Kin-keung, Martin

Mr William SO

Mr TANG Wai-yin, Sam

Mr MA Wai-shing, Matthew

Mr LAU Wai-hei

Mr Dennis CHAN

Mr LAU Ka-chuen

Ms Rysta SO

Absent

Dr LAM Kong-kwan

Mr MOK Kam-kwai, BBS

Title

Planning Assistant,
The Kowloon Motor Bus Company (1933) Limited and
Long Win Bus Company Limited
Operations Manager (Kowloon & New Territories),
Citybus Limited
Senior Corporate Communications Officer,
Citybus Limited

Title

Senior Engineer/Walkability 4,
Transport Department
Engineer 9-2/Works,
Highways Department
Senior Engineer/2, Housing Projects 1 Unit,
Civil Engineering and Development Department
Engineer/6, Housing Projects 1 Unit,
Civil Engineering and Development Department
Senior Engineer/District Facility,
Highways Department
Project Coordinator 1/Universal Accessibility,
Highways Department
Engineer 2/Universal Accessibility,
Highways Department
Electrical & Mechanical Engineer (Air Policy) 41,
Environment and Ecology Bureau
Project Coordinator (Quick Charge Station),
Environmental Protection Department
Estate Surveyor/East,
District Lands Office, Sha Tin
Principal Consultant,
Mannings (Asia) Consultants Limited
Project Manager,
Mannings (Asia) Consultants Limited
Deputy Project Manager,
Mannings (Asia) Consultants Limited
Project Engineer,
Mannings (Asia) Consultants Limited
Project Engineer,
Mannings (Asia) Consultants Limited
Project Manager,
WSP (Asia) Limited
Project Coordinator,
Atkins China Limited
External Affairs Manager,
MTR Corporation Limited

Title

DC Member (Application for leave of absence received)
" (")

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

2. The Chairman reminded all attendees that some persons observing the meeting in the public gallery were taking photographs, or making video or audio recordings.

Applications for Leave of Absence

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

Dr LAM Kong-kwan	Official commitment
Mr MOK Kam-kwai, BBS	”

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

Election of Vice-Chairman of the Committee

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

Confirmation of Minutes

Minutes of the Meeting Held on 27 June 2023
(TT Minutes 3/2023)

6. Mr SIN Cheuk-nam would like to follow up on the statistics relating to “HKEToll” as referred to in paragraph 14(a) of the minutes. He said representative of the Transport Department (TD) had indicated at the last meeting that supplementary information would be provided to members after the meeting, but he had yet to receive a reply from the TD’s representative. He hoped that the TD’s representative could provide a concrete date of reply.

7. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD, said that he had already relayed members’ views to colleagues of the relevant section after the meeting. The Department would provide members with the supplementary information by this week.

8. Mr Chris MAK requested the TD’s representative to provide a concrete date of reply. He said that as the present TTC meeting might be the last meeting of the current term of District Council, he could not understand why the responsible officer could not provide members with the statistics within a reasonable period of time.

9. Mr Leo CHAN said that the Department would provide the supplementary information by 1 September (Friday) of this year.

10. The Chairman asked the TD’s representative to give a reply to Mr SIN Cheuk-nam before the aforementioned date.

[Post-meeting note: The TD had provided members with the supplementary information on 31 August of this year via the Secretariat. The reply was set out in the supplementary information on

“Question to be Raised by Mr SIN Cheuk-nam on the Implementation of HKEToll on Major Roads in Sha Tin District” (Paper No. TT 25/2023).]

11. Members unanimously endorsed the above minutes.

Discussion Items

Escalator System between Sha Tin Tau Road and Footway beside Greenview Garden
(Paper No. TT 33/2023)

12. Ms LUI Lai-ying, Engineer 9-2/Works of the Highways Department, and Mr Sam TANG, Deputy Project Manager of Mannings (Asia) Consultants Limited, briefly introduced the paper.

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

- (a) he supported the construction of escalators. He said that there were quite a large number of elderly residents in Sun Tin Wai Estate, and shops and facilities were limited within the estate. Residents often had to go out for buying daily necessities. Other people in the neighbourhood such as residents of Fung Shing Court and villagers of Sha Tin Tau Village might also use the proposed escalator. However, he was of the view that a one-way escalator could not meet the needs of residents in the district and there was a need to construct two-way escalators. Besides, he pointed out that the litter and miscellaneous articles disposed of on both sides of the existing staircase were often not cleared in a timely manner. He hoped that the problems of refuse as well as mosquito and pest infestation in the woodlands near the proposed project site could be effectively resolved through the works project; and
- (b) he considered that the practical value and attractiveness of one-way uphill escalator were low for users, particularly the elderly. For residents who went out by bus, a one-way escalator system for uphill might not be able to attract them in changing their travel pattern. He cited Sha Tin Market, which was only equipped with an ascending but not a descending escalator, as an example. Stall operators considered that the escalator did not solve the difficulty in going downstairs and therefore failed to attract the public to visit the Market. He hoped that the relevant department could re-consider constructing two-way escalators to avoid discrepancy between the expected and actual usage rate.

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

- (a) he said that the existing staircase was very important to residents of Sun Tin Wai Estate. Many of them walked to Sun Chui Estate using the staircase to buy daily necessities. The proposed escalator benefitted the nearby residents and offered an additional access way for students of the schools nearby;
- (b) he opined that there was a need to construct two-way escalators. He said that if there was room for provision of a platform lift for wheelchair, there should be sufficient space for two-way escalators;
- (c) he wished to learn about the reasons for the TD and Highways Department (HyD) to propose constructing an escalator system that only ran uphill, and whether adding a downhill escalator would have a significant impact on the overall design;

- (d) he said that walking down the stairs was also very difficult for some senior citizens, who might trip and fall easily. Uphill and downhill escalators were therefore equally important. Constructing only an uphill escalator might not be desirable; and
- (e) he wished to learn about the temporary road arrangement, such as temporary closure or temporary diversion, during the construction period.

15. Mr Johnny CHUNG said that if it was technically feasible, he suggested the TD and HyD consider constructing two-way escalators. Besides, he suggested that the concrete steps of the existing staircase should be fitted with non-slip treads and the surface dressing should be enhanced to safeguard users' safety.

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

- (a) he would like to learn about the number of people going up and down the existing stairs during peak hours and non-peak hours. He said that if the figures for going up and down were similar, uphill and downhill escalator systems should have similar cost effectiveness. He was of the view that if a downhill escalator was to be separately constructed in the future, members of the public might query why related works projects were not conducted in one go;
- (b) he would like to know the time required for confirming commencement of the works; and
- (c) he would like to know whether the TD and HyD had consulted the Owners' Corporations of the nearby housing estates, if so, what their views were.

17. The Chairman would like to know if an escalator running downhill was to be constructed beside the proposed escalator after some years, whether the escalator already constructed would have to be demolished owing to space limitation.

18. Mr Sam TANG said that the estimate of the consultant in 2021 was that the average number of people going uphill per hour was similar to that of those going downhill, which was around 200.

19. Ms LUI Lai-ying gave a consolidated response as follows:

- (a) she said that during the construction period, the existing staircase would continue to be open to the public as far as practicable. If the works necessitated the closure of the staircase, the HyD would implement temporary diversion at the relevant location so that members of the public could travel between Sun Tin Wai and the pavements on the two sides of Greenview Garden using the existing route;
- (b) she said that the existing staircase would be modified in accordance with the current standards;
- (c) she said that the HyD would remind the works contractor to keep the construction site clean. As for areas outside of the construction site, such as woodlands or slopes, the HyD would relay members' views to the appropriate department for follow-up actions;

- (d) she said that upon receiving members' support, the TD and HyD would take forward the subsequent work. As the project was currently in the preparatory stage, its commencement date was to be confirmed. With reference to other similar works projects, it was estimated that it would take around three to four years to complete after commencement; and
- (e) she said that the HyD had already consulted the nearby residents, including the Owners' Corporation of Greenview Garden and village representative of Sun Tin Village. The TD and HyD would continue to maintain communication with the relevant stakeholders.

20. Mr Keith CHAN, Senior Engineer/Walkability 4 of the TD, gave a consolidated response as follows:

- (a) he said that it was normally more strenuous to walk uphill. Therefore, the TD and HyD set the one-way escalator in the project to operate in an uphill direction;
- (b) he said that the Department would evaluate and prioritise various works projects based on basic configuration under the relevant mechanism so that uniform objective standard could be used for comparison. In the proposal being evaluated, the basic configuration of the pedestrian escalator project was a one-way escalator in general. Upon evaluation, the proposed escalator was a high priority project in Sha Tin District; and
- (c) he noted members' views on requesting the proposed project to be changed to two-way escalators. The TD and HyD would conduct an evaluation at a later time to assess the additional construction costs involved in constructing two-way escalators, review the cost effectiveness of the works subsequent to the design amendments, and discuss the technical feasibility with the consulting firm. The Department would inform members timely when further information were available.

Public Works Programme Item No. B826CL Site Formation and Infrastructure Works for Public Housing Developments at Ma On Shan Tsuen Road – Consultation on Proposed Public Roads and Sewerage Works
(Paper No. TT 34/2023)

21. Mr Michael KWOK, Senior Engineer/2, Housing Projects 1 Unit of the Civil Engineering and Development Department, briefly introduced the paper.

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

- (a) he enquired whether the site originally reserved for construction of a primary school was still a "Government, Institution or Community" site, and whether the Civil Engineering and Development Department (CEDD) knew about the latest use of the site; and
- (b) he would like to know why the Education Bureau (EDB) no longer needed to reserve the site for construction of a primary school, and whether this was due to a decreased demand for primary school places in the future from residents of the neighbouring areas.

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

- (a) he said that according to the “Hong Kong Planning Standards and Guidelines”, there was a lack of “Government, Institution or Community” sites in Ma On Shan and it appeared that the relevant departments had yet to plan the use of the site. He opined that leaving the site vacant was a waste of resources;
- (b) he would like to know whether the revised design would result in additional expenses when building new facilities and sewage connection in the future;
- (c) he would like to know the improvements made by the current design and whether moving the works downward would bring greater convenience to residents; and
- (d) he said that he was concerned about the accessibility of the project for pedestrians. He enquired whether the footpaths at the location could offer a seamless link to places with more shops, such as Heng On Estate.

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

- (a) he was of the view that the cancellation of the plan to construct a primary school at the site was a major planning change, and would like to learn about the reasons for that;
- (b) he enquired whether improvement or widening works would be carried out on the single-lane road for two-way traffic between the roundabout and service reservoir. As that section would be significantly affected during the construction period but was an important run-in/run-out for Ma On Shan Tsuen, Sheung Pun Shan Tsuen and Ha Pun Shan Tsuen, he would like to learn about the road arrangement when the works were implemented;
- (c) as the hairpin turn on Ma On Shan Tsuen Road was moved forward, he asked whether the CEDD had communicated with the TD or bus companies about the revised slope gradient to confirm double-deck buses could operate on that section; and
- (d) he would like to know whether formation works would be carried out on the site originally reserved for school construction.

25. Mr CHENG Chung-hang said that the width of the footpath on Ma On Shan Tsuen Road might not be able to cope with the flow of pedestrians and visitors of Ma On Shan Country Park during weekends. He was concerned that the future increase in vehicular flow coupled with visitors during holiday would result in serious vehicle-pedestrian conflict and therefore hoped that the CEDD could explore how the footpath could be enhanced.

26. Mr Michael KWOK gave a consolidated response as follows:

- (a) with regard to the question about school construction, he said that it would be left to the EDB for reply;

[Post-meeting note: The EDB’s reply was set out in the supplementary information of Paper No. TT 34/2023.]

- (b) he had made enquiries of the Planning Department (PlanD) and was given to understand that there was no department intending to make use of the site at the moment. The PlanD would keep in view the future situation;
- (c) he said that as the proposed road was straighter in the revised design and the proposed location of the roundabout could reduce the gradient of the road, the revised design was better in terms of safety and convenience to drivers. Besides, construction costs would be brought down as the revised design would obviate the need for some of the slope-cutting works in the original plan. The gradient of the proposed section, after revising the design, would not exceed 8%, and it was expected that double-deck buses could operate safely thereon;
- (d) he said that there would be footpaths on both sides of the carriageway connecting to public housing. Some of the conditions of Ma On Shan Tsuen Road could be improved through the works and pedestrians or hikers using Ma On Shan Tsuen Road would not be affected during the works period;
- (e) he said that the CEDD had reserved space for construction of sewers for future development projects;
- (f) he said that road improvement works would not be carried out on the section towards the direction of the service reservoir. The CEDD would implement temporary traffic arrangement during the works period so as to minimise the impact of the works on traffic at the surrounding roads; and
- (g) he said that formation works would not be conducted on the site originally reserved for school construction under the present public works programme.

27. With regard to the widening works of the left-turn lane of Hang Hong Street connecting to Sai Sha Road, the Chairman added that the soil at the section was seriously eroded whenever after heavy rain or typhoon. He hoped that the HyD could pay attention to the problem when carrying out construction works in the future.

Proposal to Change the Petrol Filling Station at Shan Mei Street, Fo Tan to Quick Charge Station for Electric Vehicles

(Paper No. TT 35/2023)

28. Mr Vincent LIU, Electrical & Mechanical Engineer (Air Policy) 41 of the Environment and Ecology Bureau, briefly introduced the paper.

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

- (a) he was pleased to see the development of supporting facilities for electric vehicles (EVs) at the relevant location;
- (b) he enquired whether the area was sufficient for the installation of more than five EV chargers given that it was around 360 square metres large;
- (c) he asked whether the Environmental Protection Department (EPD) would consider providing car parking spaces, including motorcycle parking spaces, at the location so

as to make the best use of space by attending to the demand for parking spaces in the district while implementing environmental initiatives;

- (d) he said that the design of the charging station was not detailed in the information paper. He would therefore like to know the exact location of the ingress/egress of the station. As illegal parking was serious on Shan Mei Street, he was concerned that the problem might worsen if the station ingress/egress was located there. He therefore suggested that the Department should consider locating the egress and ingress of the station on Shan Mei Street and Cheung Lek Mei Street respectively;
- (e) he would like to know whether it would be stipulated in the tender document, for the sake of fairness, that chargers supporting different brands of car shall be provided at the charging station and that operators were required to monitor the traffic at the area and set a maximum period of time each user was allowed to use the charger so as to avoid formation of car queue; and
- (f) he would like to know whether the proposed charging station would be publicly or privately operated.

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

- (a) he said that he was also concerned about whether the facility would be operated by the Government or private operator. If it was to be operated by private operator, he inquired how the Government would ensure that the price level set by the operator was reasonable; and
- (b) he inquired apart from private vehicles, whether other types of vehicles such as electric buses, could use the charging station, and whether the station could provide other energy such as hydrogen energy for hydrogen fuel cell buses, if not, the reasons for that.

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

- (a) he said that he supported the construction of a quick charging station for EVs;
- (b) he would like to know the number of EV charging stations provided by the Government in Sha Tin District at present; and
- (c) he would like to know how many government vehicles were EVs at present.

32. The views of the Chairman were summarised below:

- (a) he said that he had reservation about the plan. According to his understanding, there was no petrol filling station (PFS) in Fo Tan. He said that PFS sites were scarce and approval was difficult to be obtained. He doubted whether the quick charging station for EVs must be constructed on the site. He opined that other government sites or facilities could also be retrofitted with EV chargers and would therefore like to know the factors that were taken into account by the EPD in site selection;
- (b) he said that as the “One-for-One” Replacement Scheme for EV launched by the Government would end in March 2024 and there was no news on extension of the

scheme thus far, he was concerned about how the Department would ensure that the number of EVs could keep growing after the end of the scheme; and

- (c) he said that the charging of EVs took longer time than petrol filling of fuel-propelled private vehicles. He was therefore concerned that the proposed charging station might not be able to cope with the demand.

33. Mr Vincent LIU gave a consolidated response as follows:

- (a) he said that the ingress/egress of the quick charging station would be on Shan Mei Street;
- (b) the quick charging station would be operated by private company. The service contract would be awarded by the Lands Department (LandsD) by open tender and the tendering procedures would be the same as the practice for handling normal PFS. As the site was relatively small, it was estimated that about five chargers could be installed. Operators submitting the tender could however propose installing more than five chargers, but factors such as electricity supply and transportation should be considered;
- (c) the construction of the quick charging station was to serve the public. The power rating of typical medium chargers was around seven kilowatts, and that of the chargers in the quick charging station would not be lower than 100 kilowatts, which was higher than typical medium chargers. As members of the public would spend longer time at home or in their workplace, the Government anticipated that the public would charge their vehicles more frequently near the above-mentioned places. Besides, normal charging speed was better for battery life. Quick chargers were installed to cater for the different needs of EV owners. For example, EV owners living in village houses or housing estates with car parks not equipped with chargers would need quick chargers for their EVs;
- (d) chargers with a power rating of 20 kilowatts above would normally be defined as quick chargers in the market. Quick chargers of 100 kilowatts were provided under the scheme with the aim of reducing the charging time and providing charging services for EVs in need;
- (e) with the promulgation of the first “Hong Kong Roadmap on Popularisation of Electric Vehicles” in 2021, the Steering Committee on the Promotion of Electric Vehicles was discharging its duty in full swing by proposing strategies and practical measures for the Government to study and implement so as to promote the wider adoption of EVs in Hong Kong. The proposed construction of quick charging station at the PFS site on Shan Mei Street in Fo Tan was in line with the direction of the policy paper and echoed with the long-term target of popularising EVs, which was beneficial for the environment;
- (f) he said that at present, about 60% of newly-registered private cars were EVs. As of April of this year, there were about 54 000 electric private cars, which accounted for over 8% of the total number of private cars. As of March of this year, there were roughly 5 775 public EV chargers in Hong Kong, among which 524 were in Sha Tin District. The Government was progressively switching its vehicle fleet to EVs,

requiring that all private cars with a seating capacity of five or below should be EVs instead of fuel-propelled cars unless in special circumstances;

- (g) the Government was exploring the appropriate operation mode of EV charging services. It was of the opinion that the charging services of private cars should be market-driven and was considering imposing a ceiling on the charging price of certain commercial vehicles; and
- (h) the decision to convert the PFS into a quick charging station was made out of the consideration that the number of fuel-propelled vehicles would be progressively reduced with the popularisation of EVs. Hydrogen energy was one of the new energy types to be developed under consideration by the Government. The storage and transportation of hydrogen energy had to comply with the statutory safety requirements on dangerous goods. The Government was conducting trials on hydrogen fuel cell vehicles in collaboration with bus companies to assess their feasibility.

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

- (a) he said that he had reservation about choosing the site on Shan Mei Street for construction of quick charging station. As charging EVs took time and traffic was busy on the narrow roads around Shan Mei Street, vehicles waiting to be charged might result in car queues and affected the traffic condition;
- (b) users of EVs usually had a prudent estimate on the journey time and fuel consumption. It was uncommon of drivers to have to charge their cars midway through their journey;
- (c) he was of the view that the site should be retained as PFS for petrol filling by commercial vehicles. There was not a pressing need to construct a charging station as electric commercial vehicles were yet to be widely adopted at present because of their limited driving range. It was more desirable to retain the PFS for the convenience of commercial vehicles; and
- (d) he was of the opinion that the construction of a charging station for EVs might in turn provide incentives, such as convenient charging facilities and low charging fee, for people to buy private cars even though they might not have a genuine need, which went against the Government's policy of encouraging the use of public transportation.

35. Mr CHENG Chung-hang said that it was hard to say whether the charging station on Shan Mei Street would be offering the lowest charging price in Hong Kong in the future, attracting a large number of cars and resulting in traffic congestion. As installing charging facilities on PFS sites was less flexible than installing chargers in individual car parks, he would like to know why the EPD opted to install chargers by change of land use. He hoped that the Department could consider other methods which did not need to replace PFS, such as giving incentives by providing advice or subsidies for car park owners of private buildings so that the overall number of chargers would increase and a balance between the needs of fuel-propelled vehicle users and EV users could be struck.

36. Mr Vincent LIU gave a consolidated response as follows:

- (a) he said that the charging time of each EV varied depending on its characteristics and the amount of electricity needed. Under normal circumstances, it would take 15 to 30 minutes to charge an EV. The Environment and Ecology Bureau and the relevant departments were drafting the tender documents, which would stipulate that the operator of the quick charging station on Shan Mei Street was required to submit a traffic review report to the TD and obtain its approval. The TD would, together with the relevant departments, make appropriate arrangement for the necessary traffic control measures having regard to the traffic situation in the district. Besides, the operator of the quick charging station on Shan Mei Street would remind EV drivers waiting for charging and would divert traffic flow according to the traffic situation there; and
- (b) the Government was identifying suitable sites in Hong Kong for installing quick chargers for EVs, and had installed medium chargers at government premises, including premises under the management of the TD and Leisure and Cultural Services Department (LCSD). However, the installation of EV chargers had to embrace various technical challenges. For example, only a limited number of medium chargers could be installed in normal car parks owing to electricity supply constraints. The decision to convert a PFS into a quick charging station was due to the expected gradual replacement of fuel-propelled vehicles with EVs and the need for early planning. The PFS site on Shan Mei Street was selected for its relatively small area, which facilitated the relevant department to assess market response. It had thus become the priority pilot site for the construction of a quick charging station. The relevant departments would closely monitor the construction and operation of the quick charging station.

37. The Chairman said that if no opposing views were raised by members regarding the discussion paper, the above-mentioned works would be deemed to be unanimously endorsed.

The Special Scheme of Universal Accessibility Programme – Retrofitting of Lift Facilities at an Existing Footbridge (Walkway No. HK01) in Sha Tin District
(Paper No. TT 36/2023)

38. Mr Simon CHAN, Senior Engineer/District Facility of the HyD, and Mr CHAN Philip Kamsuen, Project Coordinator 1/Universal Accessibility of the HyD, briefly introduced the paper.

39. Mr SIN Cheuk-nam said that as the proposed lift would be constructed on a narrow footpath, he inquired whether ancillary works such as road widening and moving of roadside planters would be carried out.

40. Mr Felix CHOW said that he welcomed the works as the proposed lift would benefit the public. He asked whether the HyD had already consulted and obtained the consent of owners of the nearby shopping centre regarding the removal of planters.

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

- (a) he said that the planters belonged to the Owners' Corporation, and the HyD had conducted a site visit with it; and

- (b) an access way of at least two metres in width would be reserved on the footpath for pedestrians both during and after the works.

42. The Chairman said that the discussion of the agenda item would come to a close if no questions were to be raised by members.

Questions

Question to be Raised by Mr HUI Lap-san on the Serious Traffic Congestion Caused by the Temporary Closure of the Section of Hang Hong Street near Chung On Estate in Ma On Shan (Paper No. TT 37/2023)

43. The views of the Chairman were summarised below:

- (a) he said that the reply from the TD on the complaint statistics and reports on the traffic of the period concerned was different from what was provided by the Hong Kong Police Force (HKPF). He had made enquiries to the HyD and TD respectively on that day, and considered the reply of the TD on this incident inaccurate;
- (b) he wished to know the reason(s) why the HyD and relevant departments had allowed two works projects to be carried out at the same time, especially during morning rush hours; and
- (c) he wished to know for how many seconds the green light time for turning off Hang Hong Street into Sai Sha Road was extended as well as the time period in which the extension was implemented.

44. Mr YU Chung-him, Engineer/Bicycle Parking of the TD, said that according to the TD's record, temporary traffic arrangements due to tree pruning works and waterworks were submitted to the Department by the LCSD and Water Supplies Department (WSD) respectively, and the Department separately requested the relevant contractors to maintain two traffic lanes during the works period. As for extension of green light time for turning off Hang Hong Street into Sai Sha Road, the implementation time was 7:00 am to 12:00 pm, and the time extended was two seconds. The TD would provide the control workflow of the relevant traffic light junction to members after the meeting.

[Post-meeting note: The TD provided the supplementary information on the control workflow of the relevant traffic light junction to the Chairman on 4 September this year.]

45. Mr WAI Wah-kei, District Engineer/Sha Tin (1) of the HyD, said that after receiving enquiry on the day of the incident, the Department had informed the ward office of the member on the same day that the LCSD and WSD were responsible for the relevant works. Besides, the temporary closure arrangements were not within the purview of the HyD. Therefore, the HyD had nothing further to add on this matter.

46. Mr WONG Pui-kai, Officer-in-charge, District Traffic Team (Shatin District) of the HKPF, said that the HKPF would impose conditions for the Road Works Commencement Notice in consideration of the traffic conditions in the area upon the receipt of temporary traffic arrangements submitted by contractors. The Police did not recommend having more than one works project in a busy road section and its adjacent areas at the same time. He said that the incident was undesirable, but the police officers had immediately stopped the LCSD's contractor from

continuing the works upon arrival. They had also verbally warned the person in charge of the works and smoothed out the traffic flow at the location.

47. The Chairman would like all of the departments to avoid non-urgent road works during peak hours as far as possible. Communication among departments should also be strengthened to avoid obstruction of roads due to multiple works taking place simultaneously.

Question to be Raised by Mr CHUNG Lai-him, Johnny on the Provision of Parking Facilities in Ma On Shan
(Paper No. TT 38/2023)

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

- (a) he would like the Secretariat to follow up with the EPD the reason(s) why some housing estates had not applied for the “EV-charging at Home Subsidy Scheme”; and

[Post-meeting note: The reply from the EPD was set out in the supplementary information of Paper No. TT 38/2023.]

- (b) he wished to learn more about the transitional arrangements for the temporary car park in Area 103, Ma On Shan (Area 103).

49. The Chairman cited the complaints received from residents of Yiu On Estate in recent days regarding rental parking spaces in Yiu On Car Park, as saying that even though there were parking spaces in Yiu On Car Park still available for rental, some of the vacant parking spaces could only be pending rental by Kam Hay Court residents as fixed numbers of parking spaces were assigned for residents of Yiu On Estate and Kam Hay Court respectively. He hoped that the TD could liaise with the company concerned and enhance the rental situation.

50. Mr Freddy LAU, Estate Surveyor/East of the District Lands Office, Sha Tin, said that regarding site identification for the temporary car park in Area 103, the District Lands Office, Sha Tin (DLO/ST) had provided assistance to the TD in identifying temporary sites, but there was no suitable site thus far. The LandsD would continue to upload vacant sites for application to the GeoInfo Map for consideration by the public and government departments to suit their needs.

51. Mr YU Chung-him said that the Architectural Services Department (ArchSD) was responsible for the construction works for the Amenity Complex in Area 103, Ma On Shan. It was his understanding that the ArchSD’s works consultancy team had earlier conducted a survey on the utilisation rates of car parks near the construction site, which showed that the vacant parking spaces in nearby car parks could cater for the parking demand of the short-term tenancy car park on On Luk Street. Besides, the Government would actively explore the feasibility of providing roadside commercial parking spaces in Ma On Shan and stipulating the minimum number of commercial parking spaces to be provided in the tenancy terms of suitable short-term tenancy car parks.

52. Mr Johnny CHUNG wished to know whether parking spaces in housing estates for residents’ exclusive use were counted in the figures of the parking space survey.

53. Mr CHENG Chung-hang said that in the current discussion of parking spaces, most of the departments had not considered that some car parks of housing estates were for the use of residents only. Therefore, it was impractical that the TD used the total number of parking spaces in the district (including public parking spaces and parking spaces in private housing estates) to respond

to members and the public and to assess whether the number of parking spaces in the district were sufficient. He hoped that the TD and departments that cited the relevant figures could adopt more targeted data when describing and determining the actual supply of parking spaces in the district.

54. Mr YU Chung-him said that he would relay members' views to the responsible colleagues. In general, parking vacancy in a survey on car park utilisation rate referred to parking spaces open for public use. Regarding whether to allow some of the non-public parking spaces for public use depended on the circumstances of each case.

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

- (a) he asked the TD to learn from the ArchSD the types of parking spaces included in the parking space survey; and
- (b) he said that the figures on illegal parking reflected the lack of parking spaces for large vehicles and commercial vehicles. He hoped that the TD could address the relevant issues.

56. Mr CHENG Chung-hang clarified that he was not asking the private housing estates to open their parking spaces for public use. Instead, he was hoping that the TD would not mix up the situations of public parking spaces and private parking spaces in the future discussions.

57. Mr YU Chung-him gave a consolidated response as follows:

- (a) he said that he would ask the ArchSD about the details of the parking space survey after the meeting and would provide supplementary information to members;
- (b) he said that the Government's existing policy on parking space provision gave priority to and accommodated the demand for parking spaces for commercial vehicles. An appropriate number of parking spaces for private cars and motorcycles would be provided if the overall development allowed. Yet, members of the public with a habit of taking public transport were not encouraged to switch to private cars; and
- (c) the TD was looking for suitable kerbside locations for designating nighttime roadside parking spaces for commercial vehicles. The TD would consult the views of local residents in due course.

[Post-meeting note: Parking spaces in housing estates for residents' exclusive use were not included in the survey on car park utilisation rates conducted by the works consultancy team of the ArchSD.]

Question to be Raised by Mr SIN Cheuk-nam on the Traffic and Crowd Control Issues after the Opening of The Wai

(Paper No. TT 39/2023)

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

- (a) he wished to learn more about the latest observations and follow-up actions of the MTR Corporation Limited (MTRCL), the Police and the TD in recent days on the pedestrian flow and traffic congestion issues at The Wai; and

- (b) he wished to know why the TD had not included the provision of double white lines in its written reply as were mentioned by the Police, and the TD's attitude towards implementing this measure.

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

- (a) he wished to know whether the MTRCL had, when designing The Wai, estimated the pedestrian flow at Exits B and C of Tai Wai Station and predicted which exit would have a higher utilisation rate;
- (b) he said that an escalator at Exit C of Tai Wai Station had previously malfunctioned and led to crowd congestion. Therefore, he reminded the MTRCL to keep in view the situation and ensure the smooth operation of the escalator;
- (c) he wished to know the works progress of the new exit at Tai Wai Station for direct access to The Wai;
- (d) he said some residents in the neighbourhood had reflected to him that the works progress of the Tai Wai roundabout was slow. He said that the works had taken too long ever since the STDC was consulted. It was also undesirable that the works could not be completed before the opening of The Wai. He hoped that the HyD and TD could expedite the works progress; and
- (e) he asked the Police about its improvement measures against car queues occupying bus stops during the opening of The Wai, and hoped that the Police could arrange for police officers to maintain order at the scene and prevent car queues from emerging in case of traffic congestion.

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

- (a) according to his observation at the site visit, the exits/entrances of The Wai were still extremely crowded during rush hour. It was expected that there would be more visitors after all of the shops were opened in the future;
- (b) he asked the MTRCL for the specific figures on hourly pedestrian flow at the escalators leading to The Wai at Tai Wai Station Exits B and C; and
- (c) he wished to know the pedestrian flow after the commissioning of the new exit/entrance as predicted by the MTRCL.

61. Mr WONG Pui-kai gave a consolidated response as follows:

- (a) he said the Police noted that the traffic flow of the first left lane on Che Kung Miu Road eastbound was relatively heavy shortly after the shopping mall was opened. The Police had already arranged for personnel to patrol and stand guard at the location timely to ensure smooth flow at the exits/entrances of Mei Tin Road roundabout and Tai Wai Station Public Transport Interchange; and
- (b) he said that dedicated police officers would take charge of the location at different times, such as Saturdays, Sundays and public holiday afternoons, so as to ensure smooth traffic in the vicinity of The Wai.

62. Ms Rysta SO, External Affairs Manager of the MTRCL, gave a consolidated response as follows:

- (a) she said that the number of people getting to and from the shopping mall via the access in Tai Wai Station had increased after the opening of The Wai. To inform customers that both Exits B and C provided access to the shopping mall, the MTRCL had already put up large directional signs at the station concourse for diverting customers heading to the shopping mall and passengers using the railway services. The MTRCL would also deploy additional staff to maintain order in the shopping mall and the station if necessary. Besides, the management office of the shopping mall had already enhanced the crowd control. The customer flow was largely smooth at present. The MTRCL would continue to keep the situation in view;
- (b) she would relay the question on the utilisation rates of the escalators to colleagues in the shopping mall; and
- (c) she said that there would be a new exit/entrance on Platform 3 (Tuen Ma Line Tuen Mun bound) that connected the station platform to the shopping mall seamlessly. The works had begun in 2021 and were expected to complete at the end of this year.

63. Mr Vincent POON, Engineer/Shatin 2 of the TD, gave a consolidated response as follows:

- (a) he said that the TD had sent staff to inspect the traffic conditions at the location on many different days including Sundays since the opening of The Wai. According to the observations, the current pedestrian flow towards The Wai had decreased compared with that when the mall was first opened, and the traffic congestion was markedly improved; and
- (b) he said that the TD had met with the Police and the MTRCL for discussing traffic improvement measures at the location, and had agreed in the meeting that double white lines, yellow box marking, “Give way to bus” traffic sign and road markings would be added. The works contractor was applying for a construction noise permit. Works would be commenced as early as practicable upon the granting of the permit.

64. Mr WAI Wah-kei said that the HyD received a works order from the TD in the second quarter of 2022 that requested the conversion of Tai Wai roundabout from a conventional roundabout to a spiral roundabout. The contractor initially planned to carry out the works at nighttime. Yet, in view of the complaints against nighttime works received in late 2022, the contractor immediately re-examined the sequence of the works procedures and the relevant traffic arrangements. An initial consensus was reached with the TD and the HKPF in the middle of this year on temporary traffic arrangements, of which trial runs would be arranged from late August. The HyD said that two trials had been carried out as at the date of the meeting, but one of which was not up to par, and the HyD was working out solutions with the contractor. It was expected that the contractor would apply to the EPD for the construction noise permit after all of the trials were completed. The target was to commence the works in the fourth quarter of this year and complete the works in the second quarter of 2024.

65. Mr Johnny CHUNG wished to know the timetable of the relevant works.

66. Mr WAI Wah-kei said that the works were generally divided into three parts, which included change of road markings, construction of central island as well as cold milling and resurfacing works. The contractor initially expected that the above three parts would be completed within 16 nights. After re-examination, procedures originally for one night were now divided into roughly three nights. Besides, the works could only be carried out at nighttime of weekends due to noise considerations, and therefore the works period would be longer.

Question to be Raised by Mr CHOW Hiu-laam, Felix on the Reduced Frequency of Services and Lost Trips of KMB Route No. 88K
(Paper No. TT 40/2023)

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

- (a) he wished to know whether The Kowloon Motor Bus Company (1933) Limited (KMB Company) had learnt of the lost trips of Route No. 88K, and said that the lost trips were frequently observed at night. He said that the recent site survey carried out by the TD at the Mei Tao House bus stop could not accurately reflect the occupancy rate. As the passengers of Route No. 88K were generally sorted into those going from Fo Tan to Sha Tin Town Centre and those going from Tai Wai to Sha Tin Town Centre, he suggested that the site surveys conducted by the TD should include two directions, namely Tai Wai bound and Fo Tan bound;
- (b) he opined that the overall frequency of the route was excessively low and was particularly inadequate at nighttime, which made it difficult for residents to choose this route for travelling between Fo Tan and Tai Wai. He wished the TD would undertake not to approve further frequency reduction of the route; and
- (c) he cited the reply of the KMB Company that the routing of Route No. 88K overlapped that of Tuen Ma Line. He opined that such an issue would only affect the occupancy of the section between Tai Wai and Hin Keng. Judging from the rising trend in the number of complaints against Route No. 88K over the past three years, the problems of inadequate frequency and lost trips also concerned members of the public. He hoped that the KMB Company would take the matters seriously.

68. Mr Andy CHEUNG, Manager (Operations) of the KMB Company and Long Win Bus Company Limited (LWB Company), said that the KMB Company paid great attention to the frequency and had been closely monitoring the issue of low nighttime frequency as well as operating in accordance with the service details laid down by the TD as much as possible. The company would be able to get hold of the situation in a swifter manner if members could provide the dates on which the suspected lost trips took place.

69. Mr Jay LEE, Senior Transport Officer/Shatin of the TD, said that as Route No. 88K operated within Sha Tin District, unlike other routes operating between Kowloon and Hong Kong Island, it was more difficult to determine the midway stop with the highest occupancy. The TD would consider conducting site surveys at Sha Tin Town Centre in the future.

70. Mr Felix CHOW asked the KMB Company to provide figures on the lost trip rates.

71. Mr Andy CHEUNG said that the KMB Company had reported the number of lost trips regularly according to the requirements of the TD. The KMB Company had no issue if the TD wished to provide the lost trip rates to members.

72. The Chairman wished to know whether the TD had received information on lost trips from the KMB Company regularly.

73. Mr Jay LEE said that owing to the terms of bus franchises, the TD had regularly received from bus companies service information and records, which included information on lost trips.

74. Mr Felix CHOW wished that the TD could provide information on the lost trips of the relevant route.

75. Mr Jay LEE gave a consolidated response as follows:

- (a) he said that as there was an express term between the TD and the KMB Company stipulating that the KMB Company had to be consulted before information on lost trips was disclosed, the TD could not rashly disseminate the lost trip information of individual routes. Consent of the KMB Company had to be obtained if the TD was to disclose the relevant information; and
- (b) he said that in general, the lost trip rate of Route No. 88K was showing a downward trend over the past few years and was lower than the KMB's overall lost trip rates in 2021 and 2022. The TD would continue to monitor closely the services of Route No. 88K and ask the bus company to take appropriate measures to maintain the due level of service.

76. The Chairman asked the KMB Company whether it consented to provide Mr Felix CHOW with the operation information of Route No. 88K in the meeting.

77. Mr Utan WONG, Deputy Operations Director (East Division) (Atg) of the KMB Company and LWB Company, reiterated that the TD was a government department regulating franchised buses. The KMB Company did not have a strong opinion against the TD's discharge of duties as a regulator, which included liaising with other government departments and members.

Question to be Raised by Mr WAI Hing-cheung on the Improvements to Walkways in Sha Tin District
(Paper No. TT 46/2023)

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

- (a) he asked the TD to give a reply on the work progress of the Provision of Covers for Walkways (2nd Round). Besides, he disagreed that pedestrian flow was a ground for the TD to refuse to provide a cover for a section of the footbridge in front of Man Lai Court spanning across Shing Mun River to Tsuen Nam Road leading to Exit A of Tai Wai Station; and
- (b) he clarified that his question was about whether an elevated walkway could be constructed to reach Sha Tin Tung Lo Wan Playground or the bus stop and whether a lift could be provided to that walkway. He said that Tung Lo Wan Hill Road being narrow was a persistent problem. The TD had said that the road section concerned was too narrow to be modified, and for this reason he proposed the construction of an elevated walkway. The then TTC Chairman at that time had requested the relevant

departments to follow up, but he had not heard of any follow-up actions thus far. He wished to know the work progress.

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

- (a) regarding the provision of cover for the walkway, colleagues of the relevant section and the HyD were working on the issue. Further information would be provided to the TTC timely when available;
- (b) he said that the TD had been paying attention to the traffic safety and traffic conditions of Tung Lo Wan Hill Road. As the two sides of the road section were retaining walls and slopes and their adjacent area was private land, there was currently no sufficient space for widening the pedestrian road and constructing a footbridge due to site constraint. Besides, the pedestrian flow on Tung Lo Wan Hill Road was low. The TD was of the view that the current width of the pedestrian road was adequate for the pedestrian flow; and
- (c) he said the TD had noted earlier that a wire mesh near a slope at the location had tilted. The Department had already liaised with the relevant department, and the repair works were completed.

80. Mr WAI Wah-kei said that the HyD colleagues who were unable to attend the meeting had already confirmed the content of the reply with the TD beforehand, and therefore they had nothing to add at present.

81. Mr WAI Hing-cheung considered it unsatisfactory that the TD and HyD replied by saying that the responsible colleagues were absent. He also said that the TD had not responded to his question, so he suggested that the question should be put forward again in the STDC meeting.

82. The Chairman said that the written and oral replies from the TD and HyD to the member's question were unsatisfactory. He hoped that the Departments would invite colleagues who actually handled the relevant matters to the meeting to answer member's enquiries in person, so as to avoid having to repeatedly reply to members after meetings. The Chairman asked the Secretariat to note that relevant colleagues should be in the STDC meetings to answer members' questions.

Information Item

Progress Report of the Transport Department (Paper No. TT 41/2023)

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

- (a) he said that the bus services for Hong Kong-Zhuhai-Macao Bridge (HZMB) during summer holiday fell short of the demand, with a large number of left-behind passengers. He would like to know the latest routing arrangement of buses serving boundary control points as well as buses serving the HZMB and airport;
- (b) he said that the trial period of Green Minibus (GMB) Route No. 806C had been extended for multiple times. He would like to know the reasons for that and the possibility of turning it into a permanent route;

- (c) as he knew, the nearby road widening works which affected the cover construction works were substantially completed. He would like to follow up on the works progress of addition of cover to the bus stop on Tsung Tau Ha Road; and
- (d) he recalled the KMB Company had mentioned in the previous meeting that upon completion of the widening works of Fo Tan Road, it would review the bus routes in Fo Tan area with the aim of reducing the number of buses operating via Shan Mei Street. He asked about the latest progress of the work.

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

- (a) he would like to know the progress of the TD and minibus operator on the improvement work of queuing facilities at the minibus stop on Tam Kon Po Street, such as drawing of queuing lines on the ground and provision of railings; and
- (b) he asked Citybus Limited about the progress of the proposed addition of midway stops on Queen Street for Route Nos. 982X and 985.

85. Mr Clarence CHAN, Operations Manager (Kowloon & New Territories) of the Citybus Limited, gave a consolidated response as follows:

- (a) he said that Citybus Limited had recorded the patronage of Route No. B8 travelling from Heung Yuen Wai Boundary Control Point to Tai Wai MTR Station from dusk to evening over the past week. The daily average number of passengers was around 500, and the highest patronage rate was around 50%. With regard to the new routing arrangement from 1 September this year, Citybus Limited was having an active discussion with the TD and would announce the details in due course;
- (b) he said that Citybus Limited had consulted the bus company that jointly operated Route Nos. 982X and 985 with it about the proposal of adding midway stops on Queen Street, but no response was received by the time of the meeting. Citybus Limited therefore could not submit application to the TD at this stage; and
- (c) he said that as for the arrangement of bus stop upon completion of the widening works of the bus stop on Fo Tan Road and Min Fong Street, Citybus Limited was negotiating the details with the TD. Relevant arrangement would be taken forward as early as possible if consensus could be reached.

86. Mr Leon LAI, Planning Assistant of the KMB Company and LWB Company, said the KMB Company noted that members would like Route No. A41P to have an additional stop at the HZMB and had reflected the issue to the TD.

87. Mr Andy CHEUNG noted member's concern about the cover construction works for the bus stops on Fo Tan Road and Tsung Tau Ha Road. He would provide supplementary information after the meeting.

88. Mr Jay LEE gave a consolidated response as follows:

- (a) he said that the TD had received the recommendation submitted by Citybus Limited on service enhancement of Route No. B8, and was processing the application

according to required procedures;

- (b) he said that the TD would expeditiously process applications from bus companies for adding midway stops and covers for bus stops; and
- (c) the TD had approached the minibus operator regarding enhancement of queuing facilities at the minibus stop on Tam Kon Po Street. The operator indicated that it would consider adding queuing mark to allow passengers to queue in a more orderly way.

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

- (a) he noted members' concern about the routes of airport buses. The TD would follow up with the bus company on the routing arrangement of various airport buses;
- (b) the TD had discussed with the bus company on the rationalisation of Route Nos. A41, A42 and A46 after the last meeting. The Department noticed that there was a rising trend in the number of passengers travelling to and from the airport, so it was exploring with the bus company the possibility of increasing the frequency of Route No. A41P to the level prior to the epidemic, and discussing with the bus company about the service arrangement of airport bus routes in response to the patronage change. The TD would later issue to members the proposal for the latest arrangement; and
- (c) he said that from the perspective of the operator, the patronage of GMB Route No. 806C was currently stable but not high when compared with other routes in the Route No. 806 series such as Route Nos. 806A and 806B. The minibus operator was studying the rationalisation of Route No. 806C so it would remain operating on a trial basis. The TD would continue to follow up with the minibus operator on the feasibility of rationalising this route.

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

- (a) he said that in the previous meeting, the TD had already indicated that it was discussing with the minibus operator about improving the queuing situation at the minibus stop on Tam Kon Po Street and would provide a written reply when further result could be achieved. However, he only learnt of the progress when the TD just now said that the minibus operator was considering the provision of queuing mark. He asked about the details involved; and
- (b) he said many members of the public recently reflected that the broadcasting device newly installed at New Town Plaza transport interchange caused noise nuisance. He would like to know the purpose of playing a message repeatedly and whether it was strictly necessary to do so.

91. Mr SIN Cheuk-nam, quoting the issue of the minibus stop on Tam Kon Po Street, said that he had expressed to the TD his wish to remove the two sets of railing beside the bus bay on Hang Hong Street near Yiu Him House and draw queuing lines on the ground. Nearly two years had passed. Among all issues, clear queuing mark was still yet to be drawn for Route No. 26. He hoped that the TD could enhance its efficiency and expedite the follow-up and completion of all cases.

92. Mr Felix CHOW said he had earlier reflected to the TD and KMB Company that the broadcasting system for safety alert (including playing of alarm sound and recorded message) at New Town Plaza transport interchange had limited effect on alerting pedestrians when they were crossing the road. The KMB Company had stopped the playing of alarm sound, but still kept the arrangement for playing recorded message. Since the environment at the transport interchange was noisy, the recorded message could not be heard clearly but was actually producing noise that disturbed the passengers waiting for buses. He suggested that the KMB Company should review and study the effectiveness of the broadcast on alerting pedestrians, and consider other ways to remind pedestrians of road safety.

93. Ms Rennis LIP, Assistant Manager (Public Affairs) of the KMB Company and LWB Company, said that for the sake of pedestrians' safety, the KMB Company had earlier run a smart alerting system in the interchange on a trial basis. Alerting broadcast would be played once the camera detected pedestrian crossing the road at a location other than crossing place. The KMB Company had responded to the passengers' opinion by aborting the alarm sound but only keeping the reminder recording. As it was a trial measure, the KMB Company would closely monitor its effectiveness and continue to collect public's view and explore other improvement measures in order to achieve effective result in reminding pedestrians of road safety.

94. Mr Jay LEE gave a consolidated response as follows:

- (a) he said that Mr WAI Hing-cheung had written to the TD regarding the minibus stop on Tam Kon Po Street. The TD had provided a written reply after the previous meeting and asked the operator to improve queuing order as soon as possible; and
- (b) he noted members' concern about the broadcasting device at New Town Plaza transport interchange. The TD would continue to follow up with the KMB Company on the system.

95. Mr Leo CHAN noted member's concern over the minibus stops on Hang Hong Street. In an earlier site visit, the TD learnt that the minibus operator had added queuing marks on the ground for GMB Route Nos. 803 and 808. As for GMB Route No. 26, its route number was already displayed at its queuing place, which was a midway stop with a bus stop at its front. The TD considered that passengers of Route Nos. 803 and 808 were now able to queue for boarding according to the queuing marks, while queuing mark was not required to guide passengers of Route No. 26. The TD would continue to keep a close eye on the situation and would co-ordinate with the operator for appropriate adjustment if necessary.

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

- (a) he added that he had received the TD's email stating that the operator would draw queuing line on the ground. The meaning was different from the word "consider" used by the TD in its response just now;
- (b) he suggested that the TD should issue its written reply to all members in the future to ensure that other members were also informed of the matter; and
- (c) he considered it too long to take two months' time to process the drawing of queuing line on the ground, and hoped that the TD could expedite the work.

97. The Chairman asked about the procedures for the TD to work on improvement of minibus stop facilities, and whether a time limit would be set to mandate operator to take follow-up action by complying with the guideline imposed by the TD.

98. Mr Jay LEE said that in general, minibus operator was responsible for queuing facilities. The TD noted members' views and would relay them to the operator for further action. The operator would be requested to work on the improvement of the minibus stop on Tam Kon Po Street speedily.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 42/2023)

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

- (a) he would like to know the works progress of Chek Nai Ping pedestrian crossing place, the effectiveness of the current design on providing more space to the pavement, and whether the temporary traffic arrangement could reserve space for access at the entry and exit points of some carriageways in response to villagers' request;
- (b) he asked about the latest progress of the works on Tai Po Road - Ma Liu Shui near Hung Kiu Lane, which had been delayed by other works of the CEDD; and
- (c) he would like to know whether the TD would set a time limit for deciding whether to amend the design of Chek Nai Ping pedestrian crossing place in order to allow the works to proceed to the next stage as soon as possible.

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

- (a) he said some residents were worried that insufficient lighting at the pavement connecting Kam Chun Court and Tai Shui Hang MTR Station might make it easy for criminals, so it was suggested that the HyD should provide additional street lighting there. At the same time, he hoped that the relevant department could work on the issue quickly as it would take long from planning to tender invitation under normal procedures and most of the Kam Chun Court residents had started to move in;
- (b) he said that the road surface of a section of cycle track near Kam Chun Court was unsatisfactory due to persistent heavy rain. The access of road users was impaired, and the stagnant water promoted pest and mosquito infestation. He hoped that the HyD could arrange road resurfacing; and
- (c) he said that after the recent heavy rain, many cycle tracks faced the problems of stagnant water and overgrown weeds. Some sections of cycle tracks were even half covered by weeds, in particular the area around Ma Liu Shui near the vehicle weigh station of the Police. He asked the Secretariat to reflect the problems to the DLO/ST.

[Post-meeting note: The Secretariat had relayed to the DLO/ST and LCSD the issue of overgrown weeds at the sides of the cycle track on Shui Chong Street.]

101. The Chairman asked whether there was any supplementary information or update to the consultation document on the addition of motorcycle parking spaces on Sui Tai Road.

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

- (a) he said that the TD was reviewing with the DLO/ST the access of vehicles to the car park under the current design of the works for Chek Nai Ping pedestrian crossing place. The HyD would keep in view the progress;
- (b) he said that according to the latest information from the CEDD, the slope works on Tai Po Road - Ma Liu Shui near Hung Kiu Lane was expected to be completed in late November, so it was estimated that the HyD could commence the works in December at the earliest. The HyD would keep communicating with the CEDD and follow up on the progress;
- (c) he noted member's views on street lighting facility at Kam Chun Court and would refer to the Lighting Division of the HyD for follow-up;
- (d) he noted member's views on repairing cycle tracks in the district, and said that the Maintenance Section was following up on the matters. He would provide supplementary information on the works progress after the meeting; and
- (e) he said that concerning the consultation on addition of motorcycle parking spaces on Sui Tai Road, the HyD had not received any works instructions thus far.

[Post-meeting note: In mid-September this year, the HyD received works instruction from the TD on the construction of motorcycle parking spaces on Sui Tai Road.]

103. Mr YU Chung-him gave a consolidated response as follows:

- (a) with regard to the works of Chek Nai Ping pedestrian crossing place, he said that the TD had already issued to the HyD an updated plan for works instruction, which included minor change to the position of the crossing place to prevent the entrance/exit of the car park from being affected. Concerning the views recently expressed by the nearby residents, the TD was approaching the LandsD to understand the use of the land concerned for considering whether there was a need to revise the current proposal; and
- (b) the TD noted member's concern about the consultation on addition of motorcycle parking spaces on Sui Tai Road and would provide supplementary information after the meeting.

[Post-meeting note: The public consultation on addition of motorcycle parking spaces on Sui Tai Road was completed on 13 September this year. No objections were received by the Department by the close of the consultation period. The Department issued a works order to the HyD on 15 September this year for taking forward the proposal.]

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 43/2023)

104. Mr Johnny CHUNG would like to reflect the situation of illegal use of power-assisted bicycles. He said that the use of power-assisted bicycles was currently illegal in Hong Kong, but a number of takeaway food couriers used them as a mode of transportation, weaving in and out of pedestrian ways and endangering the safety of pedestrians. With the lack of tracing means, it was difficult to hold the culprit liable in case of accident. He suggested that the Police could step up patrol at the pedestrian ways with frequent use of power-assisted bicycles, such as the pedestrian ways from On Shing Street to On Luk Street Park and from Fok On Garden to Chung On Estate.

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

- (a) he said that he had seen electric bicycle driven on pedestrian way. It was rather dangerous as the speed of electric bicycle was higher than usual power-assisted bicycle. He urged the Police to take follow-up action swiftly;
- (b) regarding the police officers conducting bicycle patrol in weekends, he wished to know which section they belonged to and the purpose of patrol; and
- (c) he hoped that the police officers conducting bicycle patrol would take enforcement action when seeing illegal use of electric bicycle.

106. Mr WONG Pui-kai gave a consolidated response as follows:

- (a) he noted members' views on the use of power-assisted bicycle in the district. The Police had been concerned about the situation and arrested a total of two males in Ma On Shan area in January and May this year. The cases had been completed in accordance with court procedures. The Police would continue to closely monitor the matter and step up patrol at black spots in the district; and
- (b) he noted member's concern over the police officers patrolling at cycle tracks. He said that those officers belonged to the Shatin Division and were not under the traffic section, responsible for general patrol duty.

Report on the Operation and Works Progress of the MTR Corporation Limited
(Paper No. TT 44/2023)

107. Members noted the paper above.

Report on the Flight Paths, Aircraft Noise and Incidents in Sha Tin
(Paper No. TT 45/2023)

108. Members noted the paper above.

Date of Next Meeting

109. The next meeting was scheduled to be held at 2:30 pm on 31 October 2023 (Tuesday).

110. The meeting was adjourned at 6:15 pm.

[Post-meeting note: The Government declared on 28 September this year that the operation of District Councils in Hong Kong would be suspended from 17 October this year.]

Sha Tin District Council Secretariat

STDC 13/15/45

December 2023