

Sha Tin District Council
Minutes of the 4th Meeting of
the Traffic and Transport Committee in 2020

Date : 23 June 2020 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 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 YUNG Ming-chau, Michael (Chairman)	DC Member	2:30 pm	8:31 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	2:30 pm	8:24 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	8:31 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:54 pm	5:37 pm
Mr CHAN Billy Shiu-yeung	DC Member	3:19 pm	6:09 pm
Mr CHAN Nok-hang	"	2:30 pm	7:27 pm
Mr CHAN Pui-ming	"	3:05 pm	8:31 pm
Mr CHAN Wan-tung	"	2:30 pm	6:56 pm
Mr CHENG Chung-hang	"	2:48 pm	6:30 pm
Mr CHENG Tsuk-man	"	2:57 pm	5:14 pm
Mr CHEUNG Hing-wa	"	2:30 pm	8:31 pm
Mr CHIU Chu-pong	"	4:07 pm	8:30 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	8:31 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	6:26 pm
Mr HUI Lap-san	"	2:30 pm	7:48 pm
Mr HUI Yui-yu	"	3:10 pm	4:45 pm
Dr LAM Kong-kwan	"	2:30 pm	5:13 pm
Mr LI Chi-wang, Raymond	"	3:13 pm	5:54 pm
Mr LI Sai-hung	"	2:30 pm	8:31 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	8:31 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	6:58 pm
Mr LO Tak-ming	"	2:30 pm	8:30 pm
Mr LO Yuet-chau	"	2:30 pm	7:19 pm
Mr LUI Kai-wing	"	2:30 pm	7:04 pm
Ms LUK Tsz-tung	"	2:30 pm	8:27 pm
Mr MAK Tsz-kin	"	2:30 pm	8:31 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	5:12 pm
Mr NG Kam-hung	"	2:30 pm	5:31 pm
Ms NG Ting-lam	"	2:30 pm	5:14 pm
Mr SHEK William	"	2:30 pm	8:31 pm
Mr SIN Cheuk-nam	"	2:30 pm	7:56 pm
Ms TSANG So-lai	"	2:57 pm	5:11 pm
Mr WAI Hing-cheung	"	2:30 pm	7:12 pm
Mr WONG Ho-fung	"	2:46 pm	6:46 pm
Ms WONG Man-huen	"	2:46 pm	6:20 pm
Mr YAU Man-chun	"	2:50 pm	6:46 pm
Mr YEUNG Sze-kin	"	5:59 pm	8:31 pm
Mr YIP Wing	"	2:30 pm	5:31 pm

In Attendance

Mr WONG Tin-pui, Simon
 Mr POON Wing-hong
 Mr LO Hoi-wing, Jeff
 Mr POON Chi-cheong, Vincent
 Ms TSANG Hing-kwan, Natalie
 Mr CHAN Yau-yau, Leo
 Mr CHEUNG Chun-yin, Joey
 Mr LIU Chi-kwong
 Ms CHU Kam-seung
 Mr CHAN Kwok-shing
 Mr KO Chun
 Mr LAM Chi-chung

Mr Rob LIU

Mr Dennis LEE

Mr Jeff TAM

Ms Vivian KWONG

Ms Tish WU

Title

Assistant District Officer (Sha Tin) (1)
 Senior Engineer/Shatin 1, Transport Department
 Engineer/Shatin 3, Transport Department
 Engineer/Shatin 2, Transport Department
 Senior Transport Officer/Shatin, Transport Department
 Senior Transport Officer/Ma On Shan, Transport Department
 District Engineer ST(1), Highways Department
 District Engineer (ST)2, Highways Department
 Administrative Assistant/Lands (Acting), District Lands Office, Sha Tin
 Housing Manager (Tai Po, North & Shatin)4, Housing Department
 District Operations Officer (Shatin District), Hong Kong Police Force
 Officer-in-charge, District Traffic Team (Shatin District),
 Hong Kong Police Force
 Division Manager, Operations (N.T. East),
 The Kowloon Motor Bus Company (1933) Limited
 Manager, Planning and Development,
 The Kowloon Motor Bus Company (1933) Limited
 Manager, Public Affairs,
 The Kowloon Motor Bus Company (1933) Limited
 Manager, Operations,
 The Kowloon Motor Bus Company (1933) Limited
 Public Affairs Officer,
 New World First Bus Services Limited and Citybus Limited

In Attendance by Invitation

Mr CHOCK Chi-tung
 Ms POON Wai-ming, Jenny
 Mr LEUNG Tak-kuen, Anka
 Mr YANG Chieh, Stuart
 Mr LI Yiu-man, Louis
 Mr TUNG Chun-yin, Clyde
 Mr SO Wing-kin
 Mr FUNG Wai-chung
 Mr YONG Chak-cheong
 Mr LEUNG Sean Man-tik

Title

Senior Engineer 6/Universal Accessibility, Highways Department
 Engineer 13/Universal Accessibility, Highways Department
 Senior Engineer/SCL (4), Highways Department
 Engineer/SCL (18), Highways Department
 Senior Transport Officer/Railway (5), Transport Department
 Senior Engineer/Survey and Projects, Transport Department
 Engineer/Projects 2, Transport Department
 Senior Liaison Engineer, MTRCL Limited
 Public Relations Manager - Project & Property, MTRCL Limited
 Assistant Public Relations Manager - External Affairs,
 MTRCL Limited

Absent

Mr MOK Kam-kwai, BBS
 Mr SHAM Tsz-kit, Jimmy
 Mr TING Tsz-yuen
 Mr TSANG Kit

Title

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

Action

The Chairman informed attendees that some media being present as observers, were taking photographs, making video and audio recordings.

Applications for Leave of Absence

2. The Chairman said that the Secretariat had received the applications for leave of absence in writing from the following members:

Mr MOK Kam-kwai	Official commitment
Mr Jimmy SHAM	”
Mr TING Tsz-yuen	Sickness

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

Confirmation of the Minutes of the Meeting Held on 13 March 2020

(TTC Minutes 2/2020)

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

Confirmation of the Minutes of the Meeting Held on 27 April 2020

(TTC Minutes 3/2020)

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

Matters Arising

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

(Paper No. TT 21/2020)

6. The Chairman stated that he would hold a special meeting after the Sha Tin District Council (STDC) meeting in July to follow up the Bus Route Planning Programme 2020-2021 of Sha Tin District.

7. Members noted the above paper.

Discussion Items

Arrangement of Committee Meeting and Formation of Working Groups under the Committee

(Paper No. TT 22/2020)

8. The Chairman briefly introduced the proposed arrangements for the TTC meeting and asked the committee members whether they agreed.

9. Members unanimously approved the proposed arrangements for the TTC meeting.

10. The Chairman asked members to consider whether they agreed to the establishment of the following two working groups in accordance with the recommendations in the document, and approve their terms of reference:

- (a) Working Group on Major Transport Infrastructures and Road Networks; and
- (b) Working Group on Road Safety and Supply-Demand of Parking Spaces.

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

- (a) regarding the name of the Working Group on Road Safety and Supply-Demand of Parking Spaces, he asked whether “road safety” already contained the meaning of monitoring parking violations, or whether it was necessary to clearly show the demands in the name of the working group; and
- (b) he was informed that the terms of reference of the working group already included the attention to the problem of parking violations. If he had suggestions for improving the name of the working group, it would be raised later.

12. The views of the Chairman were summarised below:

- (a) he stated that the third point of the terms of reference recommended by the Working Group on Road Safety and Supply-Demand of Parking Spaces was “to discuss with relevant government departments on solutions to illegal parking black spots in the district and to propose additional parking spaces in new development projects in the district”, which already included the concern to parking violations; and
- (b) if the committee members had suggestions for improvement on the name of the working group and its terms of reference in the future, they could submit them to the TTC.

13. Members unanimously approved the establishment of the above two working groups.

14. The Chairman proposed the procedures of the election of the working group convenors as follows: the convenor of the working group must be a STDC Member; each candidate must be nominated by one member and seconded by at least two other members; if there was only one candidate nominated to be the convenor of the working group, the said candidate should be deemed as elected ipso facto; and if there was more than one candidate, the members present would elect the convenor by a show of hands on the basis of “first nominated, first voted on”, and the candidate who won an absolute majority of votes should be elected.

15. Members unanimously approved the above procedures for electing the convenor of the working group.

16. The Chairman asked the members to nominate candidates to be the convenor of the Working Group on Major Transport Infrastructures and Road Networks.

<u>Candidate(s)</u>	<u>Nominator(s)</u>	<u>Seconder(s)</u>
Mr Wilson LI	Mr NG Kam-hung	Mr CHAN Nok-hang Mr WONG Ho-fung Mr SHEK William Mr George WONG

17. As there were no other nominations, the Chairman announced that the nomination would be closed immediately and Mr Wilson LI was automatically elected as the convenor of the Working Group on Major Transport Infrastructures and Road Networks.

18. The Chairman asked the committee members to nominate candidates to be the convenor of the Working Group on Road Safety and Supply-Demand of Parking Spaces.

Candidate(s)
Mr HUI Lap-san

Nominator(s)
Mr Chris MAK

Seconder(s)
Mr CHENG Chung-hang
Ms TSANG So-lai
Mr Johnny CHUNG
Mr CHENG Tsuk-man

19. As there were no other nominations, the Chairman announced that the nomination would be closed immediately and Mr HUI Lap-san was automatically elected as the convenor of the Working Group on Road Safety and Supply-Demand of Parking Spaces.

20. Members unanimously endorsed the term of office of the above two working groups, which would start from 23 June 2020 to 31 December 2023, the date of the end of the term of the TTC.

“Special Scheme” under the “Universal Accessibility” Programme
(Paper No. TT 23/2020)

21. The Chairman welcomed representatives of the Highways Department (HyD) to the meeting.

22. The views of the Chairman were summarised below:

- (a) he said that members expressed their opinions to the department on related issues at the briefing session, including members whose constituencies where no facility were included in the proposed project;
- (b) he asked the department to listen to the opinions of members on the items in the paper at the meeting;
- (c) he asked the department to respond in the briefing session whether the proposed project in Yiu On Estate mentioned by Mr SIN Cheuk-nam at the briefing session would be accepted;
- (d) as the relevant public housing estates had a long history, he asked the department whether there were any redevelopment or other plans for the public housing estates in the future; and
- (e) he asked the department at the meeting to review whether the relevant projects met the scope and condition of the “Special Scheme” under the “Universal Accessibility” (UA) Programme after the meeting if there were other proposed projects in public housing estates. If so, he asked the department to submit the updated proposals to the members for their reference in the form of information paper at the next meeting.

HyD

23. Representatives of the HyD briefly introduced the contents of the paper.

24. Ms Jenny POON, Engineer 13/Universal Accessibility of the HyD responded that the department believed that Mr SIN Cheuk-nam’s earlier proposal for a walkway across Yiu Wo House met the scope of the “Special Scheme” after on-site inspections and therefore would include the project in Table 2.

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

- (a) regarding the suggestion to provide pedestrian walkways across Yiu Wo House, he asked whether a ramp could be added under the “Special Scheme” for the convenience of people in need, as there was a staircase nearby; and
- (b) regarding the other project proposed by him (staircases outside Yiu Chung House), he asked the HyD the reason of decline.

26. Ms Jenny POON responded that the department believed that the other proposed project by Mr SIN Cheuk-nam did not involve the walkway across the existing passageways after on-site inspections, so the relevant suggestions could not be included in the “Special Scheme”.

27. Mr. CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility of the HyD gave a consolidated response as follows:

- (a) he had conveyed the comments made by members at the briefing session to relevant staff of the Housing Department (HD); and
- (b) he said that he had already enquired with the HD and pointed out that was no redevelopment plans of public housing estates at the moment.

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

- (a) the department stated that the “Special Scheme” would reserve 75 million for each of the 3 priority projects, which was 225 million in total during the briefing session. He believed that selecting only 3 projects failed to cater the needs of the district, and each project might be funds. Therefore, he suggested that the department should use the resources wisely, make every effort to promote more projects in order to benefit more residents in needs in the briefing session, but there was no response from the department;
- (b) he pointed out that Mr YEUNG Sze-kin and Mr CHAN Wan-tung and he had written to the department on 14 May to propose projects in Kwong Yuen Estate and Hin Keng Estate, they could inspect with the department on-site if necessary. The department responded that it had already referred the proposed projects to the relevant groups for follow-up and would reply to them directly, but there was no response until the moment. He pointed out that the listed project of Kwong Yuen Estate was not the most urgently needed in the area, but the department had not responded to their suggestions which were collated opinions of residents;
- (c) he said that the department conducted an on-site inspection of the project proposed by Mr SIN Cheuk-nam but did not respond to the requests from other members. In this regard, he asked why the department had a completely different approach;
- (d) he asked the department to explain the reasons and criteria for only selecting 3 priority projects, and when the other unselected projects would be promoted. He believed that since the department had reserved funds, it should push forward more projects, to first benefit more residents. and second, to avoid competition among members;

- (e) he asked when the department would arrange an on-site inspection with members; and
- (f) he suggested that the department conduct preliminary studies for all proposed projects.

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

- (a) he did not object to the proposal of the walkway number HK01 in Hin Keng Estate in principle. However, he pointed out that one had to take a long detour from Hin Keng Shopping Centre and a staircase before reaching the nearby pedestrian crossing;
- (b) he pointed out there were over 4 000 elderly people living in the 5 blocks of buildings in the upper part of Hin Keng Estate and the 6 blocks of buildings in Ka Tin Court;
- (c) he once wrote to the department and attached relevant pictures, showing that one had to walk through a footbridge of around 500 metres long and a long staircase to reach Hin Keng Bus Terminus from the upper part of Hin Keng Estate, and there were no barrier-free facilities on the way, which was very tough for the elderly residents. In this regard, he had repeatedly invited the department to inspect on-site and calculate the walking distance;
- (d) he pointed out that there were only ascending escalators in Hin Keng Shopping Centre, with an circular staircase nearby, which was inconvenient for the elderly residents;
- (e) he stated that he had repeatedly reported residents' opinions to the department, but the department did not respond;
- (f) he asked the department how they would follow up on other unselected projects; and
- (g) he asked the department to conduct on-site inspections with members and listen to the opinions of stakeholders in the region to understand the actual situation and needs of the region.

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

- (a) he asked when the tender procedure and the works of the Lift Retrofitting Works for the Subway (Structure No. NS225, NS284 & NS285) across Sai Sha Road and Hang Ming Street near Renaissance College would start;
- (b) he said that the elder residents from Heng On Estate to Heng On Commercial Centre had to take a detour or use stairs. Therefore, he supported the department implementation of the "Special Scheme" to install lifts for walkways in eligible public housing estates. It could benefit the elderly and the disabled in the district. Secondly, he thought that it was difficult for the owners' corporations of public housing estates to carry out the project themselves;

- (c) he asked about the difference between the items in Table 1 and Table 2 in the document, and whether the items in Table 1 had a greater chance of being promoted, instead of Table 2;
- (d) he supported the proposal of the walkway number HO03 in Hang On Estate and pointed out that the walkway from Heng Hoi House to Heng On Commercial Centre was not equipped with barrier-free passages and other alternative facilities, and asked how to solve problems encountered during the implementation of the project;
- (e) regarding the proposals on Heng On Estate walkways HO01, HO02 and HO04, he pointed out relevant ramp of the walkways did not comply with the standards, and opined that there was a need to provide lifts for these walkways;
- (f) the paper stated that, relevant public housing estates needed to be responsible for its daily operation and management after building the lifts, he asked what the relevant government departments were;
- (g) he believed that when the government did not prioritize the project based on the criteria of the flow of people, the proportion of the elderly and the disable, when promoting the UA programme in the past. It only provided three places which led to competition between members, this practice was not ideal;
- (h) he opined that since the government intended to add barrier-free facilities for those in need, it should devote more resources, especially with the high unemployment rate during the COVID-19 epidemic, it would help create job opportunities; and
- (i) he opined that the department should formulate criteria for selecting priority projects instead of inducing competition among members.

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

- (a) in view of the upcoming intake of Kam Fai Court, Kam Chun Court and Yan On Estate (Phase 2), he asked about the arrangement of Lift Retrofitting Works for the Subway (Structure No. NS225, NS284 & NS285) across Sai Sha Road and Hang Ming Street near Renaissance College;
- (b) he stated that the department referred to the information provided by the HD, and regarding other comments made by committee members, he asked whether the department would meet with the relevant committee members and representatives of housing estates shopping malls to follow up; and
- (c) he pointed out that the North East New Territories New Development Areas Planning was expected to be completed in 2032, then a large number of new public housing would be completed. In this regard, he believed that the department should consult the HD whether there would be any corresponding redevelopment plan for the relevant public housing estates, and he was concerned about whether it would affect the “Special Scheme” Programme.

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

- (a) there was a staircase near the walkway he proposed, and therefore a ramp had to be installed for the disabled to use if the lift was added. In this regard, he asked whether such walkways that require additional supporting facilities met the conditions of the “Special Scheme”; and
- (b) he opined that before formulating the “Special Scheme”, the department should conduct on-site visits with relevant committee members so that the regional stakeholders could express their opinions. He pointed out that even the department notified him that his proposal was accepted, it had not arranged a on-site visit with him. In this regard, he suggested that the department should arrange an on-site visit with relevant members for the proposed project as soon as possible.

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

- (a) he asked if HyD had followed up his opinions submitted for UA Programme;
- (b) he asked the department how to prioritise the proposed items of the “Special Scheme”, whether from technical perspective or from user perspective, and mentioned that the UA programme caused competition among the members of TTC of the last term;
- (c) he said that the senior population of Hin Keng Estate was high up to 27%, and the walkways leading to the upper part of Hin Keng Estate was not equipped with barrier-free access, so it was most urgent to install an lift. In this regard, he opined that the department had not considered from the user perspective, nor had it arranged for an on-site visit with Mr CHAN Wan-tung and him, so it did not understand the district issues;
- (d) regarding the items in Table 2, he asked the department how to determine the distance of the alternative facilities, and thought that it would be meaningless if the distance was too far; and
- (e) he thinks that the priority criteria in Table 1 and Table 2 did not take the actual situation of the area into account.

34. The views of Mr YIP Wing were summarised below:

- (a) he said that the Government mentioned the aging population frequently, but “Special Scheme” only provide 3 quotas, opined that the Government should make every effort to promote more projects since the treasury was sufficient;
- (b) regarding the competition among members caused by the UA programme in TTC of the last term, he asked how the department formulated the criteria for selecting three priority projects; and
- (c) he thought that adding barrier-free facilities not only benefit the elderly and the disabled, but also their companions.

35. The views of Mr CHIU Chu-pong were summarised below:

- (a) he asked whether the department had counted the flow of people for the proposed project, opined that if the flow of people was too small, there was no need to install a lift. Therefore, he suggested to use the flow of people as the criteria for selecting the three priority projects;
- (b) he opined that the utilisation rate of Pok Hong Estate walkway PH01 was low, installing a lift would be a waste of resources; and
- (c) he opined that the department could provide relevant statistics on the flow of people, and then consider the proposal of the Pok Hong Estate walkway (PH02). However, he said the paper stated that there was a lift in the Pok Hong Shopping Centre adjacent to the pedestrian walkway. The information was incorrect because the lift was mainly set up for the car park and did not reach every level of the mall.

36. The views of the Chairman were summarised below:

- (a) regarding the Lift Retrofitting Works for the Subway (Structure Nos. NS225, NS284 & NS285) across Sai Sha Road and Hang Ming Street near Renaissance College, if HyD could not provide immediate responses, it could provide supplementary information after the meeting;
- (b) he suggested that the department arrange an on-site inspection with relevant members after the meeting;
- (c) he asked the department to further explain the differences between Table 1 and Table 2;
- (d) he asked the department to explain their criteria for the selection of the 3 priority projects;
- (e) regarding the other items that were not selected, he asked about the department's plan;
- (f) regarding members' opinions on Yiu On Estate, Hin Keng Estate, Kwong Yuen Estate and Pok Hong Estate projects. He suggested that the department should arrange on-site inspections and communication with relevant members after the meeting to prevent members and the department having different understandings of the projects;
- (g) he opined that the department should provide more information in the paper on the listed proposed items and other items proposed by the members, including the people flow statistics of the walkway, the walking distance to the proposed lift, whether the alternative facilities met the standards, and whether there were elderly centres or other social welfare organisations nearby, so that members could make reference during selection; and
- (h) he requested the department to reply to the follow-up plan after the completion of the 3 priority projects after the meeting for members' reference.

37. Ms Jenny POON gave a consolidated response as follows:

- (a) regarding the Lift Retrofitting Works for the Subway (Structure Nos. NS225, NS284 & NS285) across Sai Sha Road and Hang Ming Street near Renaissance College, she said that the tendering was almost finished, and the works was expected to start July. Regarding other Lift Retrofitting Works that had already started, she said she could provide additional information after the meeting;

(Post-meeting note: HyD said the construction contract for Structure Nos. NS225, NS284 and NS285 and the walkway of Structure Nos. ST06 had commenced in late-June.)

- (b) she said that the department was willing to visit the relevant walkways with relevant members, and hope to discuss with members after preparing more relevant information and preliminary research on progress;
- (c) regarding the Mr Ricardo LIAO's written comment to the department, she said that the department would reply to him in writing later;

(Post-meeting note: The department stated that it had written a reply on 24 June.)

- (d) regarding Mr SIN Cheuk-nam's proposal of providing the ancillary facilities for the lifts, she said that the department would explore it during the research phase and would include it in the research subject to the scope and conditions of the "Special Scheme";
- (e) regarding the survey on pedestrian flow mentioned by Mr CHIU Chu-pong, she stated that HyD would provide relevant information to members for reference in the research report; and
- (f) regarding proposed projects of Yiu On Estate, Hin Keng Estate, Kwong Yuen Estate and Pok Hong Estate, she said that the department would arrange on-site inspection of relevant walkways with relevant members after the meeting.

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

- (a) he said that the department would arrange on-site inspection of relevant walkways with relevant members after the meeting;
- (b) he pointed out that due to the large number of walkways involved, the department had classified the walkways into two types according to whether the relevant walkways were equipped with barrier-free access facilities and whether there were alternative lifts or crossings nearby: Table 1 showed "walkways not equipped with barrier-free access facilities with no alternative lifts/at-grade pedestrians crossings" nearby. The department initially believed that there were stronger needs for the installation of lifts at these walkways; Table 2 showed walkways equipped with barrier-free access facilities or adjacent to alternative lifts/at-grade pedestrian crossings". Therefore, the installation of lifts at the walkways shown in Table 2 was less needed, compared to walkways in Table 1;

- (c) the “UA programme” aimed to facilitate the crossing of roads by the public by retrofitting lifts to existing footbridges and subways that crossed existing roads, regarding the opinions of providing barrier-free facilities at other locations, the department would relay the message to relevant departments;
- (d) he said that under the “UA programme”, the department would initiate a project for the construction works of each walkway. The funding would cover the costs involved in project planning, design, and construction, and the upper limit was \$75 million. Since the funding was processed on the basis of each walkway construction project, no budget was formulated. With regards to members’ suggestion that the remaining funds of one project should be transferred to other projects, since each project was initiated for one walkway only, it was not possible to choose more than three projects due to the low cost of the selected projects; and
- (e) he said that the three priority projects selected for the “Special Scheme” referred to the usual practice of the “Expanded Programme” and the “Next Phase Programme” of the UA programme. It was hoped that members would select the projects that were in greater demand at this meeting, and then the department would engage a consultant to conduct a preliminary feasibility study, including the flow of people, underground pipelines, and building complexity. He said that the department expected to report the results of the preliminary study to the TTC at the end of this year, so that members could select three priority projects. The department would review the remaining recommendations in due course according to the progress of the “Special Scheme”.

39. The views of the Chairman were summarised below:

- (a) he suggested that the department should refer to the past practices of the “UA programme”, providing more relevant information for reference on the proposed items listed in the paper and other items proposed by members, and conduct preliminary studies for all proposed items, and let members to select 3 priority projects; and
- (b) he asked the members whether they agreed with the above proposal.

40. Mr CHIU Chu-pong opined that the utilisation rate of Pok Hong Estate pedestrian walkway (PH01) was low, there was no need to conduct preliminary study.

41. Members unanimously agreed with the above suggestion.

Questions

Question to be Raised by Mr WAI Hing-cheung on Helicopter Flight in the Sha Tin District
(Paper No. TT 14/2020)

42. The views of the Chairman were summarised below:

- (a) regarding the absence of representative of the Security Bureau and the Civil Aviation Department (CAD) from the last meeting, the Secretariat had sent letter to the departments and invited the departments to attend today’s meeting, but the Security Bureau and the CAD still did not send any representative to this meeting; and

- (b) he asked Mr WAI Hing-cheung for his opinion.
43. The views of Mr WAI Hing-cheung were summarised below:
- (a) he was disappointed at the Security Bureau and the CAD for not sending representatives to the meetings and opined that it should be strongly condemned; and
 - (b) he opined that if TTC did not take any follow-up action, it was unfair to those department representatives that attended the meeting.
44. The views of the Chairman were summarised below:
- (a) he said that Sha Tin District was one of the flight routes and was supervised by the CAD. The TTC invited the CAD to attend meetings to respond to relevant issues from time to time; and
 - (b) he suggested that the CAD should be requested to submit information papers every two months for the flight routes and safety incidents in Sha Tin District, and to regularly attend the TTC meetings.
45. Mr WAI Hing-cheung agreed with the above suggestion.
46. The views of Mr WAI Hing-cheung were summarised below:
- (a) according to the Air Transport (Licensing of Air Services) Regulations (Cap. 448A), anyone must obtain a permit before operating helicopters for reward in Hong Kong. In this regard, he asked whether unrewarded flights were exempt from this restriction and how the department ensured that the helicopters that were flying had obtained permits;
 - (b) according to the “Hong Kong Aeronautical Information Publication” (AIP HK), all helicopters flying within Hong Kong must notify the CAD’s airport control tower in advance. In this regard, he asked for the location of the control tower;
 - (c) he asked how to distinguish the “Control Zones” and “Uncontrolled Airspace Reporting Area” (UCARAs);
 - (d) for offshore-registered helicopters entering and exiting Hong Kong, they must apply and obtain approval from the CAD in advance. He asked for the relevant details;
 - (e) he said that the paper had confirmed that there were helicopters of the People’s Liberation Army Hong Kong Garrison (Garrison) flying in Hong Kong airspace. He asked the department to provide the types of helicopters flying in Hong Kong airspace, and the reason why the Garrison was not included;
 - (f) helicopters generally flew in an airspace of 2 000 feet or less, which did not require to be pre-approved because they were flying in the UCARAs. Therefore, the CAD did not have data on helicopters flying over Sha Tin. In this regard, he asked whether the CAD was aware of the flight conditions in the relevant airspace, and pointed out whether the helicopter would fly in an even lower height, posing threats to the

residents;

- (g) from April 2019 to March 2020, the CAD received 43 complaints about helicopter noise from residents of Sha Tin District, 28 complaints were from the same resident. In this regard, he asked for the reasons for his/her repeated complaints;
- (h) he asked as the CAD was responsible for regulating civil registered aircraft, whether non-civilian aircraft were not subjected to its regulation, and whether Garrison helicopters were exempted;
- (i) regarding that private helicopters were restricted to fly in daytime only, he asked about the specific limitations;
- (j) he pointed out the CAD failed to respond to Government Flying Service (GFS) and Garrison helicopter flight path and its relevant limitations;
- (k) he opined that the CAD still had not yet clearly accounted for the Garrison helicopter crash that occurred earlier;
- (l) he pointed out that the civil aircraft flying over Sha Tin mainly flew from east to west, while helicopters mostly flew from south to north or north to south. Therefore, he asked the flight path and altitude restrictions of civil aircraft and helicopters in order to avoid collision accidents;
- (m) he said that from 3:23 pm to 3:51 pm in yesterday afternoon, three helicopters were recorded flying from north to south over Sha Tin District, over Lek Yuen, Sha Tin Town Centre and Tai Wai. He believed that helicopters flying over Sha Tin District were common; and
- (n) as far as he knew, there had been 8 helicopter crashes in Hong Kong since 2000, and no serious casualties were caused because the scene of the incident were far away from residential buildings. In this regard, he asked the authorities what measures were in place to avoid accidents.

47. Mr NG Kam-hung said around 8 pm to 10 pm, there often were helicopters flying low over Hin Keng, from Needle Hill to Lion Rock, causing nuisance to residents. In this regard, he had already complained to the relevant department but did not get any reply, he asked the CAD to follow up.

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

- (a) he said there often were hikers in distress on West Buffalo Hill before and thus rescue helicopter always had to flew low over Kwong Hong District at night, causing nuisance to residents;
- (b) the document stated that airspace of 2 000 feet or less was regarded as UCARAs, and flights under this height did not require any pre-approval. In this regard, he asked the department about the supervision of helicopters, drones, aerial cameras and paragliders flying in the airspace. He also cited the traffic accident caused by the forced landing of paragliders on traffic lanes in Sai Kung earlier, and suggested that the CAD should tighten up related air traffic control to avoid accidents; and

- (c) he pointed out that some members of the public suspected that the department used helicopters to spray phosphors on people participating in social issue. In this regard, he asked the CAD and the GFS to clarify whether it was real.

49. The views of Mr SHEK William were summarised below:

- (a) he was disappointed as the CAD did not send representative to attend the meeting;
- (b) he reported that some residents complained about the nuisance of helicopter flight noise during late night hours. He pointed out that at 12:41 midnight on 27 April, there were helicopters flying over Shek Mun, Yu Tin Court, City One Shatin, Palazzo; and
- (c) for no pre-approval was required for flights in the UCARAs of 2 000 feet or less, and in response to the new aircraft emerged in recent years, he suggested the department to review the “AIP HK” to formulate safety controls and flight times.

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

- (a) regarding private helicopters that could only flew in the daytime, he asked what the specific limitations were; and conveyed that some residents were disturbed by helicopter flight noise at 6 am ;
- (b) he asked whether the specifications and noise of Garrison helicopters were regulated by the relevant laws of the CAD; and
- (c) he condemned the department for not sending a representative to attend the meeting.

51. The views of the Chairman were summarised below:

- (a) regarding members’ questions and comments, he would write a letter to relevant departments after the meeting and request a written reply, and provide an online link of the recording of the meeting. The reply would be included in the matters arising at the next meeting;
- (b) regarding the flight routes and safety incidents in Sha Tin District, he required the CAD to submit related documents every two months and regularly attend the TTC meetings; and
- (c) he asked members if they agreed with the above suggestion.

Security
Bureau
CAD

52. Members unanimously agreed with the above suggestion.

(Post-meeting note: The Chairman had written to the Security Bureau and the CAD on July 17, 2020.)

Question to be Raised by Mr CHIU Chu-pong on Service Quality of Minibus Route No. 809K
(Paper No. TT 24/2020)

53. The views of Mr CHIU Chu-pong were summarised below:

- (a) he reflected that the service of GMB Route No. 809K was not satisfactory and the waiting time was too long. In fact, it failed to provide service at the frequency of every 20 minutes with 3 minibuses, and the Transport Department (TD) had not provided relevant information on the operating contract and service pledge;
- (b) he asked the TD about the reasons for the unsatisfactory service of the route and opined that insufficient passenger volume was not a legitimate reason for lost trips;
- (c) he said that after the stops relocation of GMB Route No. 809K, the location of the new stops caused inconvenience to the elderly. Although the department adjusted the route and tried it for 3 months, the problems of long waiting time and low frequency could not be solved due to the absence of a fixed departure time. In this regard, he asked whether the current number and frequency of minibuses would be maintained after the route was changed to pass through Sha Kok Street and Yat Tai Street, or whether there would be new arrangements;
- (d) aside from asking operators to improve the current situation, he asked whether it had any penalty system and required the department to strengthen monitoring; and
- (e) he asked when the operating contract of GMB Route No. 809K would be tendered again, and when the TD would conduct a mid-term review.

54. The views of Mr YAU Man-chun were summarised below:

- (a) he stated that two years ago, due to operation difficulties, the operator reduced the number of minibuses of GMB Route No. 809K from 5 to 3 on the grounds of operating difficulties, and cancelled running via Yat Min Chuen Street and Sha Tin Town Hall, with a frequency of every 20 minutes. However, he claimed that there was only one minibus providing service, and the frequency was severely inadequate, affecting the access of residents such as Fui Yiu Ha Village and Tsok Pok Hang San Tsuen;
- (b) he said that the relevant operator contracts included other routes. The operators allocated the resources of the low-income GMB Route No. 809K to other high-income routes, resulting in the deteriorating quality of the service of GMB Route No. 809K;
- (c) he asked the TD how to activate the route and how to supervise the operators to provide proper services; and
- (d) he asked when the department would conduct a mid-term review, and what the penalty system was and whether it would consider retracting the relevant operating right for retender.

55. The views of Mr Billy CHAN were summarised below:

- (a) he said that he had boarded GMB Route No. 809K at the Pai Tau Village Terminus and waited for more than half an hour before departure. The frequency was severely unstable and the number of complaints was high, reflecting the lack of supervision by the TD;
- (b) he said that on-site investigations regarding the frequency of GMB Route No. 809K conducted by the department showed that nearly 30% of the time had lost trips issue. In this regard, he asked how the department strictly required the operators to comply with their service pledges;
- (c) he asked whether the department would consider taking back the relevant operating rights for retendering;
- (d) he said that although the number of passengers of this route was not high, there was still a certain demand; and
- (e) he asked whether the frequency of the new route would be affected during the trial period, and how the department would follow up if the frequency did not meet the requirements after the addition of stations.

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

- (a) regarding the operator providing unsatisfactory service, he asked the TD what kind of system of sanctions or action would be implemented to force them to comply with their pledges;
- (b) he asked the department the reason for the unsatisfactory service of GMB Route No. 809K. He believed that lack of customers was the result of unsatisfactory service;
- (c) he believed that the operator deploying resources from GMB Route No. 809K to other high-income routes was unreasonable;
- (d) he asked when the department would conduct a mid-term review and what penalties would be imposed for the substandard performance; and
- (e) he believed that time limit should be given to request operators to improve their services, otherwise the relevant operating rights should be retracted and retendered.

57. The views of the Chairman were summarised below:

- (a) apart from GMB Route No. 809K, there were also problems in the service of other GMB routes in Sha Tin District, so he asked TD to strengthen supervision;
- (b) he asked when the department would conduct a mid-term review and what the mechanism was; and
- (c) he suggested that the department contact operator expeditiously and urge them to fulfil its performance pledge.

58. Ms Natalie TSANG, Senior Transport Officer/Shu Tin of the TD gave a consolidated response as follows:

- (a) she said that the department would conduct occasional surveys on the service performance of operators. If the operator did not provide services according to the fixed frequency, the department would write to the operator or arrange a meeting to understand the situation, and required the operator to provide services according to the fixed frequency;
- (b) the passenger service license of the GMB route 808 series, including that of the operator of GMB Route No. 809K would expire on 20 December 2022. The department would conduct a mid-term review of the route series before the passenger service license expired. The lost trips issue of minibus and insufficient vehicle deployment had been recorded, and would be followed up in regular performance reviews to determine the renewal period of its passenger service license. If the service of the operator was subpar, the department would shorten its renewal period. When their passenger service licenses expired, the operator would not be able to continue operating the relevant route;
- (c) during the period from June 2018 to May 2020, the department conducted 24 field investigations. 7 times of them showed the lost trips issue of minibus and insufficient vehicle deployment of the route. The longest interval between trips was 50 minutes. 5 of them occurred during the outbreak of COVID-19 from February to May 2020. It was also noticed that there was only one minibus providing service. However, regardless of the outbreak of COVID-19, operators had to provide services according to the fixed frequency. During the meeting with the operators, the department had clearly requested that the operators must provide service according to the fixed frequency. She said that the department would continue to communicate with the operators to follow up;
- (d) regarding the situation mentioned by Mr Billy CHAN that the minibus did not depart after he had boarded the minibus for over half an hour, she would follow up with the operator about the problem of unstable services;
- (e) regarding the stop location issue raised by Mr. CHIU Chu-pong, the department and the operator agreed to try to adjust the route after discussion. The route of trips to Shui Chuen Au Street would be re-routed via Yat Tai Street, and a midway stop would be added outside Sha Tin Wai Station on Sha Kok Street, so the elderly could return to the villages along Shui Chuen Au Street. She said that after the route adjustment, the frequency might be adjusted. However, residents could have better time estimate if service on fixed destination and time schedules could be provided after the adjustment. The department would closely monitor the operation after the route adjustment; and
- (f) regarding the services problem of Route No. 809K, the department would contact operator expeditiously and follow up.

59. The Chairman asked members whether they agreed to handle the provisional motion proposed by Mr YAU Man-chun.

60. Members agreed to discuss the provisional motion proposed by Mr YAU Man-chun.

61. Mr YAU Man-chun proposed the provisional motion below:

“The Traffic and Transport Committee of the Sha Tin District Council strongly condemns and deeply regrets that the operator of minibus route No. 809K fails to meet the service pledges to provide regular service and disappoints the public; the Committee also regrets that the Transport Department fails to carry out adequate monitoring by adopting effective measures to monitor the fulfilment of service pledges by the operator.

The Committee solemnly requests that the Transport Department strictly monitor the operator of minibus route No. 809K and adopt a punishment mechanism, under which the service contracts of all routes of the concerned operator will be terminated if necessary.”

Mr CHIU Chu-pong, Mr Billy CHAN and Mr LAI Tsz-yan seconded the motion.

62. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 61.

63. The members unanimously endorsed the provisional motion in paragraph 61.

64. The Chairman asked members whether they agreed to handle the provisional motion moved by Mr LAI Tsz-yan.

65. Members agreed to discuss the provisional motion moved by Mr LAI Tsz-yan.

66. Mr LAI Tsz-yan proposed the provisional motion below:

“The Traffic and Transport Committee of the Sha Tin District Council demands that the Transport Department instruct the operator to fulfil the service pledges and resume the normal service frequency within two months, otherwise the franchises of route No. 809K and other related routes should be re-tendered.”

Mr YAU Man-chun, Mr Billy CHAN and Mr CHIU Chu-pong seconded the motion.

67. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 66.

68. The members unanimously endorsed the provisional motion in paragraph 66.

Question to be Raised by Mr YUNG Ming-chau, Michael on the Signalling System Testing and Installation Progress of MTR
(Paper No. TT 25/2020)

69. The Chairman welcomed representatives of the HyD, TD, and the MTR Corporation Limited (MTRCL) to the meeting.

70. The views of the Chairman were summarised below:

- (a) he said that the department failed to provide relevant information as required by the question. In this regard, he requested the MTRCL to submit supplementary information after the meeting so that it could be included in the matters arising at

MTRCL

the next meeting;

- (b) he pointed out that in response to the epidemic, the frequency of the Tuen Ma Line Phase I during off-peak hours had been adjusted to every 10 minutes per trip. However, it only opened up to Kai Tak Station, which was not in line with the original concept of the co-ordination between the Tuen Ma Line and the Shatin to Central Link. In this regard, he asked whether the MTRCL had estimated the passenger volume at different time periods. If not, he believed that the TD, as a supervisory authority, had not fulfilled its responsibilities;
- (c) the MTRCL commissioned Siemens Limited to replace the signal system of the East Rail Line and used the wireless network to transmit real-time train information. In this regard, he asked the MTRCL whether the transmission of the wireless network would be disrupted, resulting in failure to receive real-time position information of trains, and whether it would cause train collision accident;
- (d) regarding the reduction of frequency of trains in off-peak hours of the Tuen Ma Line Phase I, he believed that it was unacceptable;
- (e) he believes that the TD, as a supervisory authority, had not fulfilled its responsibility to supervise the MTRCL;
- (f) he asked when the TD would conduct a review and when normal services of MTR would be resumed; and
- (g) he asked what the criteria for the increase or decrease of MTR train frequency was.

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

- (a) the related question was raised in 2016. The paper was “Question to be Raised by Mr YUNG Ming-chau, Michael on the Signalling Systems of the MTR’s ‘East West Corridor’ and ‘North South Corridor’ ” (Paper No. TT 64/2016 (Revised). Regarding the test of the new signal system of the East Rail Line, at that time, the paper replied that “when the relevant test achieves a satisfactory result, it will gradually expand to a longer section and eventually cover the entire railway line.” In this regard, he asked which stations were covered by the test of the new signalling system’ and whether it had been fully completed;
- (b) the new signalling system operated on the principle of Moving Block. When the transceiver failed to detect train information, all trains would stop. In this regard, he asked whether there were any related incidents during the test;
- (c) currently, the commissioning of the entire Tuen Ma Line had been delayed from 2019 to 2021. He asked whether the installation programme of the new signalling system at individual stations had been hindered; and
- (d) in response to the outbreak of the COVID-19 in Sha Tin District and the gradual resumption of work and classes, he asked the MTRCL to increase the frequency of trains and the social distance of people in the station and on the train to prevent the spread of COVID-19.

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

- (a) he asked about the latest progress of the replacement works of the signalling system, and whether the stations that had not yet been opened to operation on Tuen Ma Line had been tested;
- (b) he pointed out that the frequency of trains of the Tuen Ma Line Phase I in off-peak hours was adjusted to 10 minutes. In addition, the platform of the Ma On Shan Line was not equipped with air-conditioning system, and thus the waiting environment became unsatisfactory. In response to the gradual resumption of normal daily lives, he requested the MTRCL to increase its frequency of train and restore the original service; and
- (c) he requested the MTRCL to extend the mobile application “Next Train” to Tuen Ma Line Phase I, or installed arrival display screens at the stations to provide passengers with real-time information of the train schedule.

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

- (a) he believed that departments’ replies in the paper were not easy for the public to understand;
- (b) he asked whether the signalling system of cross-border trains would also be updated; and
- (c) regarding the use of wireless network transmission in the new signalling system, he asked what spectrum was used and whether it would conflict with home wireless networks.

74. The views of Mr SHEK William were summarised below:

- (a) he pointed out that the department had not provided the passenger capacity of the Tuen Ma Line Phase I as required;
- (b) he said that in response to the outbreak of COVID-19, the train frequency in off-peak hours of Tuen Ma Line Phase I was adjusted to 10 minutes. However, members of the public were returning to work and classes gradually. Some people reported that they felt cramped during the noon hours, so he asked the MTRCL to increase the train frequency; and
- (c) he asked how the TD supervised the MTRCL and the criteria for the increase or decrease of MTR train frequency.

75. Mr HUI Lap-san said that in response to the outbreak of COVID-19, the frequency of trains in off-peak hours in the Tuen Ma Line Phase I was adjusted to 10 minutes. However, members of the public were resuming work and classes gradually, and the platforms in the Ma On Shan Line were not equipped with air-conditioning systems, and thus the waiting environment had become unsatisfactory. Therefore, he asked the MTRCL to increase the frequency of trains.

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

- (a) he asked about the criteria for the increase or decrease of MTR train frequency; and
- (b) in response to the public returning to work and school, he believed that the passenger volume of the MTR had rebounded, so it would be unreasonable for MTR to maintain services at the epidemic level.

77. Mr CHENG Chung-hang believed that it was unreasonable to adjust the frequency of train of the Tuen Ma Line Phase I during off-peak hours to 10 minutes. He required the department to provide justification for the reduction.

78. Mr Sean LEUNG, Assistant Public Relations Manager - External Affairs of the MTRCL gave a consolidated response as follows:

- (a) in response to the decline in the number of passengers caused by the epidemic, the MTRCL adjusted the off-peak schedules of different routes. However, as the public resumed work and classes gradually, the MTRCL would closely monitor the operation and adjust services when necessary. He added that the Operations Control Centres of the MTR had back-up trains for deployment;
- (b) he said that the adjustment of train frequency depended on the passenger volume, and the MTRCL would monitor the changes in passenger volume and make corresponding adjustments. The MTRCL would also adjust train services and appropriately strengthen train services under different circumstances, such as festivals and large-scale events;
- (c) the MTRCL had been closely monitoring changes in passenger volume during the outbreak of COVID-19, and would resume normal services as soon as appropriate; and
- (d) he noted members' comments regarding the "Next Train" mobile application, the MTRCL would actively look into the comments.

79. Mr FUNG Wai-chung, Senior Liaison Engineer of the MTRCL gave a consolidated response as follows:

- (a) regarding the signalling system of Sha Tin to Central Link, it was mainly divided into two parts: the upgrade of the signalling system of the East Rail Line and the signalling system of the Tuen Ma Line;
- (b) regarding the progress of the Tuen Ma Line, he said that with the exception of Hung Hom Station, over 99% of the works of the remaining stations were roughly completed. The remaining work at the Hung Hom Station included replacement of tracks and overhead cables after appropriate measures, then the MTRCL would test the relevant sections of the road. He pointed out that since the commissioning of Tuen Ma Line Phase I on 14 February 2020, some of the signalling system facilities were not located at Hung Hom Station. However, after the full commissioning of the Tuen Ma Line, the facilities would be located in Hung Hom station. Therefore, the MTRCL needed to conduct relevant tests and reached the level of satisfactory of the government before it operated. The Tuen Ma Line was expected to be fully

commissioned by the third quarter of 2021. The actual date would depend on the progress of the test and the operation of the train;

- (c) regarding the improvement of the signalling system of the East Rail Line, he said that the test of each section had mostly been done, and the MTRCL conducted a stress test in mid-May this year, simulating 25 12-car trains and 5 9-car trains operating during peak hours;
- (d) on 23 May, when the MTRCL conducted a stress test, it also activated an additional data storage system. Due to the unresponsiveness of the display in the control room, the status of some trains could not be displayed, and the process lasted for 2 to 3 minutes. When the additional data storage system was closed, the system returned to normal. The train protection system remained in operation, and each train kept a safe distance;
- (e) on 25 May, the MTRCL simulated failure of the computer-based interlocking system. The original plan was to shut down the two interlocking computers one by one, but the contractor mistakenly shut them down at the same time. Therefore, the safety system was activated immediately and the trains on the relevant sections immediately stopped. He pointed out that although the result was not the original plan of the simulation test, it was one of the predictable circumstances in the system design; and
- (f) regarding the Intercity Through Train running on the East Rail Line track, he said that the signalling system of Intercity Through Train had to be integrated with the new signalling system of the East Rail Line through system certification.

80. Mr. Louis LI, Senior Transport Officer/Railway (5) of the TD gave a consolidated response as follows:

- (a) he noted members' comments on the train frequency of Tuen Ma Line Phase I. The department would review those opinions with the MTRCL and made corresponding adjustments in response to the resumption of work and classes. The department would discuss with the MTRCL on the frequency of trains and reply to the STDC within one month; and
- (b) regarding the criteria for increasing or decreasing the trains frequency, he said that the MTRCL would make decisions based on actual conditions or factors such as number of passengers.

81. The Chairman asked members whether they agreed to handle the provisional motion moved by him.

82. Members agreed to discuss the provisional motion moved by the Chairman.

83. The Chairman proposed the provisional motion below:

“The Traffic and Transport Committee of the Sha Tin District Council was extremely dissatisfied that the Transport Department, under no objective criteria, allows the MTRCL to reduce the frequency of Tuen Ma Line Phase I during non-peak hours to a 10-minute interval. The Committee demands that the Transport Department resume the normal train

schedule as the one before the epidemic outbreak within 14 days.”

Mr LAI Tsz-yan second the motion.

84. Mr CHAN Pui-ming suggested demanding the Bus and Railway Branch of the TD to explain the mechanism of train frequency adjustment.

85. The Chairman accepted the suggestions from other members, and revised his provisional motion as below:

“The Traffic and Transport Committee of the Sha Tin District Council was extremely dissatisfied that the Bus and Railway Branch of the Transport Department, under no objective criteria, allows the MTRCL to reduce the frequency of Tuen Ma Line Phase I during non-peak hours to a 10-minute interval. The Committee demands that the Transport Department resume the normal train schedule as the one before the epidemic outbreak within 14 days and explain the mechanism of train frequency adjustment.”

Mr LAI Tsz-yan second the motion.

86. The Chairman asked members whether they agreed to endorse the provisional motion in paragraph 85.

87. The members unanimously endorsed the provisional motion in paragraph 85.

Question to be Raised by Mr LI Sai-hung on Illegal Parking in Tai Wai
(Paper No. TT 26/2020)

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

- (a) he asked the Secretariat to assist in projecting the video he provided, showing the situation he recorded on the “Unnamed Road” on Tai Wai Road near Grandeur Shopping Arcade at 4:43 pm on 5 June. He said that 15 minutes before the filming, he had reported to the police regarding the illegal parking of the “unnamed road”. However, the clip showed that although three uniformed police officers passed by the scene and witnessed a private car driving in a wrong direction to pass through the illegally parked vehicles, but they left without taking any enforcement action;
- (b) the picture he asked the Secretariat to project showed that there were two vans illegally parked on the “Unnamed Road” for a long time. Their license plates were UN1083 and TR894, which belonged to a grocery store nearby. He pointed out that the shop used the two vans as a warehouse and illegally parked there for loading and unloading goods for a long time. The goods also occupied the lane. He believed that the relevant vans and goods blocked the intersection and seriously affect the safety of pedestrians and wheelchair users;
- (c) he pointed out that the “unnamed road” was a black spot for illegal parking and was often full of vehicles. As a result, vehicles entering and leaving the Grandway Garden must drive in the opposite direction. In this regard, he often received complaints from the owners’ corporations, management offices, residents of Grandway Garden and Grandeur Garden, as well as the person in charge of the car park of Grandway Garden;

- (d) he pointed out that even if they reported to the police, the police rarely sent officers to deal with it. Even if they sent officers to the scene, they only drove them away, instead of prosecuting them. In this regard, he asked the police to explain;
- (e) he said that on 12 June, a fire broke out in the meter room on a certain floor of Grandway Garden, which made residents more concerned about whether illegally parked vehicles would block the access of rescue vehicles;
- (f) he pointed out that he had witnessed a police officer answering the phone at the police station, but did not follow up after receiving the case. Therefore, he believed that to contact the police for illegal parking, it was necessary to call the Reporting Centre for record;
- (g) he reported that residents complained that vehicles with the license plate VE8507 had been illegally parked at the intersection of Chui Tin Street and the path of San Tin Village near the refuse collection point for a long time. He hoped that the police would follow up;
- (h) he asked the Secretariat to assist in projecting another video he provided, showing the situation filmed at 2:04 pm on 11 June at Tsuen Nam Road near the industrial area. The video showed that a police car was parked by the road, while the construction waste occupying the loading/ unloading bays in front of it, and a private car was double parking behind it. Meanwhile, no police officer got off the car and enforced the law. In this regard, he opined that apart from the issue of lack of parking spaces, the police's failure to actively enforce the law was also the reason for the aggravation of the illegal parking problem; and
- (i) he put suggestions as follows :

“ Background

In view of the serious problem of illegal parking in Sha Tin District, and the weak awareness of law enforcement of the police in handling illegal parking, where the problem of illegal parking against which no strict law enforcement action nor effective remediation was taken, and even ignored, allowed the same vehicles always to park at the same spots day and night, causing serious obstruction to the road and emergency vehicular access, was tantamount to connivance at illegal parking and aggravated the problem.

Suggestion

The Traffic and Transport Committee of the Sha Tin District Council now strongly urges the police to carry out the following measures in respect of the illegal parking problem in the district:

1. the police should perform their duties and take follow up actions at the scene after receiving reports of illegal parking from the public, and arrive at the scene for handling as soon as possible;
2. when the police receives reports of illegal parking from the public, if the related vehicles still have not left when police officers arrive, instead of giving verbal advice, summons should be immediately issued;
3. police officers should take the initiative, pay attention to illegally parked

vehicles, and issue summon timely during patrol;

4. the police should review and improve their attitudes, solemnly perform their duties, otherwise offenders will think there is nothing wrong in illegal parking;
5. for individual illegal parking black spots in the district where serious obstruction to roads and emergency vehicular access is caused, the police should arrange multiple patrols at the scene day and night and issue summons timely to ensure smooth road traffic.”

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

- (a) he said that outside the office of the New Territories sub-office Department of the Liaison Office of the Central People’s Government in the Hong Kong Special Administrative Region, a large number of police officers were often deployed there to spot check members of the public that passed by. Conversely, on Chui Yan Street, which was less than 100 meters away, the problem of illegal parking was very serious. He once called the police for the illegal parking of a party propaganda vehicle there. After waiting for more than half an hour until the vehicle left, no police officers arrived. In this regard, he asked the police force about the enforcement arrangements for traffic matters;
- (b) he said that every time before a meeting of the TTC, he would see the police force prosecuting illegally parked vehicles outside the Sha Tin Government Offices. He opined that the police force was capable of law enforcement, but they should not only take action before the meeting; and
- (c) he pointed out that the Police Community Relations Office had contacted him, said that it would strengthen the law enforcement and implement traffic control regularly, and asked him to call the Reporting Centre for illegal parking. However, he opined that all of these were just empty talk.

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

- (a) in response to the paper, the police said that they would cooperate with the relevant stakeholders. However, he pointed out that the members had communicated with the police force on the issue and locations of the illegal parking many times, but the police force had not taken any substantive action; and
- (b) the video provided by Mr LI Sai-hung showed that a uniformed police officer did not take any action against vehicles that illegally parked and drove in the wrong direction. He asked about the law enforcement arrangements of the police.

91. The views of Mr SHEK William were summarised below:

- (a) he opined that the police did not respond to Mr LI Sai-hung’s question;
- (b) he said that some residents had called the police at 8 am due to obstruction to school bus boarding and alighting caused by illegally parked vehicles. However, no police officers arrived at the scene even until 10 am. On the other hand, police officers showed up at street counters that did not cause any obstruction to residents; and
- (c) he asked the police to take resolute enforcement action and initiate prompt

prosecutions against illegal parking to strengthen deterrence.

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

- (a) at the last TTC meeting, he said that he witnessed a police officer passed by Sha Tin Centre Street, and did not take any action against illegally parked vehicles. In this regard, he asked the police force what follow-up actions had been taken;
- (b) at 6:26 pm on 9 June, he witnessed 6 police officers patrolling at Sha Tin Centre Street, but did not take any action against illegally parked vehicles; at 12:49 pm on 17 June, He witnessed 4 police officers patrolling at Scenery Court, but also did not take any action against illegally parked vehicles. In this regard, he asked the police to explain the reason why there was no law enforcement;
- (c) the video provided by Mr LI Sai-hung showed that some police officers did not take any action against vehicles that were illegally parked or driving in the wrong direction. He asked the police force what follow-up actions were taken. Regarding Mr LI Sai-hung' report to the police for assistance, he asked the police force to clarify whether staffs of the Reporting Centre did not notify the frontline police officers or the frontline police officers did not take action after receiving the report;
- (d) he said that whenever the District Commander (Shatin) or the Principal Officials of the Government attended the STDC meeting, the police would prosecute illegally parked vehicles outside the Sha Tin Government Offices before the meeting. In this regard, he opined that the police should do practical things instead of making good facade, and the relevant actions would make the public misunderstood that STDC members had privileges;
- (e) he pointed out that the walkway at the front entrance of Grand Central Plaza was often full of vehicles, posing a danger to passers-by, and the police force did not deal with it; and
- (f) he said that since the middle of last year, there had been fewer police officers prosecuting illegally parked vehicles on the street. Residents of the Sha Tin Town Centre were also dissatisfied that no police officers enforced the law, and illegal parking and black spots were increasing. Although currently there were more police officers patrolling the streets, it was meaningless unless the law was actively enforced.

93. The views of Mr WONG Ho-fung were summarised below:

- (a) he reported that the illegal parking problem in Tai Wai Town Centre was serious; and
- (b) he said that the motorcycle parking spaces on Heung Fan Liu Street were often blocked by illegally parked trucks, forcing owners to park their motorcycles on the bridge, and malicious damage to vehicles had happened there before. In this regard, he had contacted the police and demanded that the police strengthen patrol and enforce the law strictly.

94. Mr CHAN Pui-ming asked the police force about their enforcement arrangements on unnamed roads.

95. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he reported that the illegal parking problem on Kwong Sin Street was serious. Even though he frequently called the police for help, no police officers were enforcing the law. According to the police, since the illegally parked vehicles on Kwong Sin Street at night did not cause serious obstruction to the road, no action was taken; and
- (b) according to the “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan”, the prosecution figure on traffic offences in Kwong Sin Street dropped significantly from 298 from February to March to 183 from April to May, a drop of more than 30%. In this regard, he asked the police to explain the reason with written reply. He pointed out that the Chairman had said that the expression in the document was insufficient to reflect the true situation, and asked the police force why there was no improvement. In addition, he asked when the police conducted relevant prosecutions and the reasons for the decline of the number of prosecutions. He also pointed out that efficiency should be improved after the introduction of the e-ticketing system, and asked why the number of prosecutions did not rise but fell.

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

- (a) as the convenor of the newly established Working Group on Road Safety and Supply-Demand of Parking Spaces, he hoped that the police would attend the working group meeting;
- (b) he said that the illegal parking problem on On Chun Street had improved temporarily, but as work and classes had resumed, the situation deteriorated again, and the minibus routes even skipped the stops to avoid illegally parked vehicles by not entering On Chun Street; and
- (c) he pointed out that the police launched the e-ticketing system on 16 March. In order to cooperate with the police, the TD printed a QR code on the newly issued vehicle licenses. In this regard, he asked the percentage of police officers equipped with relevant devices in Sha Tin District.

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

- (a) he said that the illegal parking problem at the public transport interchange at Wu Kai Sha Station had improved temporarily, but the situation deteriorated again recently;
- (b) he pointed out that there had been many vehicles illegally parked for a long time at the traffic light of the entrance and exit of Wu Kai Sha Village, which seriously affected the access of emergency vehicles. If the rescue was delayed due to this, the consequences would be disastrous; and
- (c) he reported that the illegal parking in Villa Athena and Lok Wo Sha Lane were serious.

98. The views of the Chairman were summarised below:

- (a) he said that if it was not for the intervention of the Sha Tin District Office (STDO), causing the police to cancel the scheduled briefing session on traffic enforcement matters temporarily, members should be able to understand the related enforcement arrangements of police as soon as possible and needed not spend a lot of time at this meeting to discuss. He opined that whether the briefing session was in conflict with the “gathering ban”, the police which was in charge of the law enforcement would deal with it, and there was no need for the STDO to remind them;
- (b) he asked when the police would arrange the briefing session again, and requested the STDO to coordinate the briefing session with the police before the meeting of the Sha Tin District Management Committee on 29 June;

(Post-meeting note: The Secretariat had notified members on 29 June that the police would hold a briefing on traffic law enforcement in Sha Tin District on 17 July and the briefing had been held as scheduled.)

- (c) the TTC had just established a Working Group on Road Safety and Supply-Demand of Parking Spaces. Its scope of responsibility included solving the problem of illegal parking. The convenor was Mr HUI Lap-san. In this regard, he asked whether the police would appoint a representative to attend the working group meeting, so as to save time for discussing relevant issues at the TTC;
- (d) he hoped that the police would actively respond to the above request and take practical actions to solve the problem of illegal parking;
- (e) he hoped that the police would brief the relevant operations and equipment of the e-ticketing system and how many police officers had received relevant training; and
- (f) he asked Mr LI Sai-hung to pass his proposal to Mr HUI Lap-san so that he could follow up in the relevant working group.

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

- (a) he said that the police was concerned about the situation of serious traffic congestion and would adopt multi-agency cooperation and the “3E” model, including engineering, engagement, and enforcement to deal with it;
- (b) regarding the video provided by Mr LI Sai-hung, he would not comment on it because he did not know whether the police officers had other duties at the time;
- (c) he said that the police force had been aware of the illegal parking problem in the district and would continue to work with the Traffic Branch and the officers of different divisions to actively enforce the law in the future;
- (d) regarding the Chairman’s proposal to hold briefing sessions and attend working group meetings, he said that he would reply later; and

- (e) he said that at present, only officers under the Traffic Branch and traffic wardens were equipped with e-ticketing devices and received relevant training in Sha Tin District. The remaining police officers were still using physical tickets for prosecution.

100. Mr Simon WONG, Assistant District Officer Sha Tin (1), gave a consolidated response as follows:

- (a) he clarified that the STDO had never asked the police to shelve or postpone the briefing. He pointed out that in response to the epidemic, the STDO had the responsibility to confirm to the police whether the briefing session would be conducted as scheduled, and later received a notice from the police that they would not arrange it temporarily; and
- (b) he said that the STDO would convey to the police the Chairman's request to hold the briefing, and the date of the briefing would be subject to the arrangements of the police.

101. The views of the Chairman were summarised below:

- (a) he opined that the meeting could not completely solve the problem of illegal parking. In response to the invitation from the newly appointed District Officer (Sha Tin) (DO) for a drinks meeting, he suggested that members should participate actively in order to reflect the relevant district issues to the officer; and
- (b) he hoped that the police would appoint representatives to attend relevant working group meetings and deal with relevant issues pragmatically.

Question to be Raised by Mr CHAN Pui-ming on the Installation of Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems
(Paper No. TT 27/2020)

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

- (a) after enquiring with relevant department, he said that the monitoring device found on Sha Lek Highway was the traffic detector mentioned in the paper. However, after checking the relevant paper, he found that Sha Lek Highway was not included in the installation site;
- (b) he stated that according to relevant paper of the Legislative Council, the "traffic detectors, speed map panels and journey time indication system" were expected to be in use in May 2021. In this regard, he asked whether the relevant detectors were currently activated;
- (c) according to the map attached to the document, Sha Lek Highway was included in the second phase of the installation of the detectors. He asked whether the map version was up to date;
- (d) he stated that the paper did not provide the location of the detector installation in Sha Tin District;

- (e) regarding that the Bluetooth detector would not use non-traffic-related MAC addresses, he asked whether the detector could detect the relevant device, if so, how the relevant data would be processed, and whether the TD had consulted the Office of the Privacy Commissioner for Personal Data, Hong Kong on handling personal data;
- (f) he asked whether the detection image of the video detector was the same as the current real-time road information provided by the TD;
- (g) he asked how the automatic licence plate recognition detectors work; and
- (h) he cited paragraph 8(c) of the “Administration’s paper on installation of traffic detectors” (LC Paper No. CB(4)997/15-16(05)) of the Panel on Transport under the Legislative Council:

“TD will also make available these large datasets subject to Big Data Analysis for use by academics for transport research, as well as by other interested parties to develop innovative applications.”

He asked whether the relevant data was publicly available, and if so, how to obtain it.

103. Mr SO Wing-kin, Engineer/Projects 2, of the TD gave a consolidated response as follows:

- (a) he said that the installation of the detector was in progress and was expected to be completed in early 2021. Among them, the installation works in Sha Tin District were now in progress, and the work in Sha Lek Highway had been completed;
- (b) regarding the data collected by the detector and privacy issues, he said that relevant assessments had been made during the design and construction stages to ensure compliance with the relevant provisions of the Personal Data (Privacy) Ordinance;
- (c) he said that the Bluetooth detector could find Bluetooth devices within the detection range, but would not pair with non-traffic related devices. After pairing with the relevant device, the system would automatically delete the relevant MAC address immediately after calculating the required data. He pointed out only part of the MAC address would be obtained while pairing with other devices, as one of the measures to protect personal privacy. After consulting the Privacy Commissioner, since the MAC address itself could not identify the individual identity, it was not personal information;
- (d) he said that the automatic licence plate recognition detectors would analyse the license plate in the image in real time, then encrypted the transmission and converted it into a code, and paired it with the code in the database to identify the relevant vehicle type. When the pairing was completed, the related images and codes would be deleted instantly. He pointed out that the operation of the entire system would be fully automated without any manpower to further protect personal privacy; and
- (e) the data collected by the detector would be uploaded to the website of the TD and GovHK, including the traffic volume and types, as well as the average driving speed

and time for public reference.

104. The Chairman said that some residents were concerned about whether the detectors would infringe on personal privacy, so he asked the TD to provide supplementary information after the meeting, including the locations or trunk roads where the detectors had been installed, and provide reference pictures and storage and destruction arrangements of the information collected by the detectors. The relevant information would be included in the matters arising at the next meeting.

TD

Report Items

Progress Report of the Transport Department (Paper No. TT 28/2020)

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

- (a) he said that currently the epidemic had eased, but some minibus services had not returned to normal; and
- (b) he put forward a suggestion as follows:

“Background

Service of GMB Route No. 814

The service of minibus Route No. 814 has long been criticised. Many members of the public have repeatedly complained about the frequency and service attitude of this route. The situation is yet to be improved. According to the data I collected at Fo Tan Station on 7 May, the frequency of GMB Route No. 814 to Lai Ping Road was seriously insufficient. From 6:45 am to 9 am, there were only four minibuses passing through Fo Tan, at 6:54 am (license plate: VT7818), 7:59 am (license plate: VT7818), 8:11 am (license plate: VS9263) and 8:50 am (license plate: VT7818) respectively. Among which, the trip at 7:59 am, 8:11 am and 8:50 am were almost full. Many members of the public were impossible to board the minibus and were forced to take other means of transport.

In addition, when I inspected at the minibus stop at Royal Ascot on 18 June, I also found that GMB Route No. 814 departed at 8:26 am (license plate: VT7818) without waiting for all passengers to board. It not only caused inconvenience to the public, but might also constitute an accident and injure members of the public.

Service of GMB Route No. 801

As for the service of GMB Route No. 801, according to our inspection on 18 June, it was also found that GMB Route No. 801 arrived at the minibus stop at Royal Ascot at 7:02 am (license plate: FN6778), 7:12 am (license plate: LZ6717), and 7:20 am (license plate: NB326) and 7:41 am (license plate: NA220), deviating from the schedule in the service details, among which the trip at 7:20 am was almost full when it reached Royal Ascot at 7:20 am, many members of the public were forced to take other means of transports to Ma On Shan.

Suggestion

We require the Transport Department (TD) to arrange manpower to regularly inspect the frequency of GMB Route Nos. 814 and 801, and the contractor to

increase the frequency during the morning peak hours (from 7 am to 9 am). The contractor must make announcement of, if any, changes to the service schedule or trips affected through the TD. At the same time, the department must stiffen the penalty on the relevant contractors if the problem of serious lost trips of GMB Route Nos. 814 and 801 are found to be true.”

106. The views of Mr LO Tak-ming were summarised below:

- (a) according to the “Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin”, Shui Chuen O Estate was the most populous housing estate in Sha Tin District, but the transportation facilities there were still insufficient. So far there was no public transportation service to Kwong Yuen Estate and Ma On Shan, causing inconvenience to students going to schools in these two areas. In this regard, he asked the TD to pay attention to the need of the residents of Shui Chuen O Estate;
- (b) at present, Route No. 89S departed from Yuen Chau Kok Bus Terminal to Ma On Shan via Kwong Yuen Estate. Due to the lack of passengers of this route, the department refused to increase the frequency. In this regard, he suggested that the terminus of the route should be extended to Shui Chuen O Estate, which could increase the number of passengers and provide transportation services to Kwong Yuen Estate and Ma On Shan for residents of Shui Chuen O Estate and could also increase the frequency; and
- (c) he put forward a suggestion as follows:

“Background

At present, Route No. 83X of The Kowloon Motor Bus Company (1933) Limited (KMB) is the only route that provides service from Shui Chuen O Estate to Kwong Yuen Estate and Siu Lek Yuen area. However, the above-mentioned route departs from Shui Chuen O Estate Terminus in the morning does not cover the time between 6:40 am to 9 am, which is the peak hours of residents going to work and school. It is learnt that there are two primary schools in Kwong Yuen Estate, including Lung Kong World Federation School Limited, Wong Yiu Nam Primary School and Shatin Methodist Primary School. there are a large number of students in this estate who are enrolled in these two primary schools.

In addition, until now, there is still no transportation link connecting Shui Chuen O Estate and the Ma On Shan area. As there are also a large number of students in the estate attending primary schools in the Ma On Shan area, the lack of public transportation service in Shui Chuen O Estate to the Ma On Shan area is very inconvenient for students and parents who need to travel to and from Ma On Shan every day.

It is reported that the current KMB Route No. 89S departs from Yuen Chau Kok Bus Station from 9:45 am to 10:45 pm, via Kwong Yuen Estate, Siu Lek Yuen area and Shatin Hospital before going to Ma On Shan area and returns from Wu Kai Sha Station. There are also five special departures of the route from Wong Nai Tau from 6:45 am to 7:50 am. Many residents reported that direct bus service from Shui Chuen O Estate to Kwong Yuen, Kwong Hong, Shatin Hospital and Ma On Shan areas is very much needed in the area, in order to facilitate residents in the district.

Suggestion

It is strongly demanded that the TD improve the transportation facilities of Shui Chuen O Estate to Kwong Yuen, Kwong Hong, Shatin Hospital and Ma On Shan areas, and allocate additional resources to extend the service area of KMB Route No. 89S to Shui Chuen O Estate.”

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

- (a) she said that the quality and operating conditions of the minibuses in Sha Tin District were not satisfactory;
- (b) she said that in response to the ease of the epidemic, residents’ demand for minibus services had rebounded; and
- (c) she put forward suggestions as follows :

“Background

The current GMB Route No. 811 between Sui Wo Court in Fo Tan and Yu Chui Court, and GMB Route No. 811A between Greenwood Terrace and Pictorial Garden are the main transport means for residents of Sha Tin District to travel between City One Shatin, Fo Tan and Shek Mun.

However, I have so far received many complaints and requests from residents in Sha Tin District, alleging that the drivers of the two GMB routes had a bad attitude and repeatedly treated passengers impolitely with their words and tone. Many people have also complained about the driving attitude of drivers of the said GMB routes, saying that they often skip stops. Although the passengers have notified the drivers of the drop-off location in advance, the drivers ignore the passengers’ requests. Besides, the two GMB minibus routes often jump red lights and break speed limits, which puts passengers at risk and seriously affects undermines driving safety.

In addition, some residents also reported that the charges of the two GMB routes did not comply with Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, i.e., the “\$2 Fare Concession Scheme”. Some residents have pointed out that the green minibus have repeatedly charged the elderly for more than \$2. It is suspected that the minibus company abuse the concession scheme.

In addition, many residents point out that the sanitary conditions of the GMB Route Nos. 811 and 811A are very unsatisfactory. There is always a smell of tobacco in the minibuses and the sanitary conditions near the seats are unsatisfactory, making passengers very uncomfortable.

Suggestion

Therefore, the TTC suggests that the Transport Department:

1. step up inspection and the supervision of the service quality of GMB drivers;
2. stiffen the penalty of poor service quality of drivers;
3. strengthen the checking of the records submitted by GMB operators and Octopus Cards Limited on the travel records and fare differences under the fare

concession scheme to prevent the “\$2 Fare Concession Scheme” from being abused;

4. check whether the Octopus reader of each minibus is operating normally; and
5. provide more channels for passengers to complain and provide opinions on the service quality of drivers.”

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

- (a) he reported that some residents took the last bus of Route No. 85S in the morning and could not make it to work at 9 o'clock, so he requested an increase in the frequency of the bus during the morning peak hours to facilitate residents going to work; and
- (b) he pointed out that trips of Route No. 289K were often lost, so he suggested setting up a stop of GMB Route No. 807A at WE GO MALL.

109. Mr LI Sai-hung asked when a stop of Route No. 81 would be set up at Tai Wai New Village.

110. The views of Mr YEUNG Sze-kin were summarised below:

- (a) the Bus Route Planning Programme (BRPP) of Sha Tin District last year proposed that in order to cope with the housing development of Greenhill Villa, it was proposed that resources of Route No. 86 be reallocated to increase the frequency of Route No. 240X, from 4 trips to 5 trips, subject to the passenger demand. In this regard, he asked the TD to review the passenger volume of Route No. 240X and whether the frequency could be increased; and
- (b) he asked the department to provide the passenger volume of Route No. 83X during the morning and afternoon peak hours.

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

- (a) in response to the easing of the epidemic, members of the public had resumed work gradually. He requested that the frequency of Route Nos. 980X, 86P, 87E and X89D be increased as soon as possible;
- (b) in response to the flat intake of housing estates in Wu Kai Sha, he opined that the current four trips of Route No. 810A during peak hours in the morning and afternoon, respectively, were not enough, and requested the frequency be increased and the service be extended to weekends; and
- (c) he agreed with Mr LO Tak-ming's proposal to extend Route No. 89S to Shui Chuen O Estate. He opined that it would benefit the residents of Ma On Shan to go to the Prince of Wales Hospital, Hang Seng University of Hong Kong, and Shui Chuen O Estate, and strengthen the competitiveness of the route. At the same time, he pointed out how to further strengthen the transportation network of Ma On Shan and Sha Tin, which would increase the number of passengers of the bus routes, thereby increasing the frequency and benefiting residents.

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

- (a) he requested an increase in the frequency of Route No. 980X and the provision of whole-day service; and
- (b) he pointed out that there was a strong demand for the minibus service of GMB Route No. 801 between Yiu On Estate and Fo Tan, and suggested that the TD consider replacing the minibus route with new bus service.

113. The views of the Chairman were summarised below:

- (a) regarding the suggestions made by members, he would convey to the TD via the Secretariat for follow up, and the reply would be included in the matters arising at the next meeting;
- (b) members raised their views on Route Nos. 240X, 86, 83X, 89S, 85S, 81, 289K, and GMB Route Nos. 807A, 811 and 801; and
- (c) regarding members' opinions on various bus and minibus route services, he suggested that the TTC meeting should start as early as 10 am, with a view to having enough time to follow up on the progress of the BRPP, as well as the issues of minibus services in a thematic format, and to invite operators to attend meetings.

TD

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

- (a) regarding the frequency, service level and drivers' attitude of minibus routes, the department would follow up with the relevant operators and conduct on-site investigations if necessary;
- (b) he noted Mr LO Tak-ming's proposal on increasing the frequency of Route No. 89S and allocating more resources to extend the route to Shui Chuen O Estate. The department would review the service arrangement of this route and study appropriate adjustments with the bus company;
- (c) in response to members' proposals to increase the frequency of Route Nos. 86P, 87E, X89D and 980X, the department would review the operation of the relevant routes and consider corresponding service adjustments according to actual passenger needs;
- (d) regarding lost trips issues of the morning service of Route Nos. 85S and 289K, the department would closely monitor the services of these two routes;
- (e) regarding Mr CHAN Pui-ming's proposal to set up a stop for Route No. 807A in WE GO MALL, the department needed to review whether the route could fit and would follow up with the members after the meeting;
- (f) he said that the increase in the frequency of Route No. 240X was an implementation project under the BRPP. The department would closely monitor the operation with the bus company and implement relevant projects in a timely manner; and

- (g) he said that if the bus company did not have information on the passenger capacity of Route No. 83X during the morning and afternoon peak hours, the department would arrange on-site investigations and provide relevant information to members for reference.

115. Ms Natalie TSANG said that with regard to the proposal to set up a stop at Tai Wai New Village for Route No. 81, she said that local consultation had been completed and no objections were received during the period. The department had notified the bus company of the results of the consultation and would follow up on its application.

116. Mr Dennis LEE, Manager of Planning and Development of The Kowloon Motor Bus Company (1933) Limited (KMB) gave a consolidated response as follows:

- (a) in the BRPP last year and this year, KMB had reserved resources for high-demand routes such as Route No. 240X and the 9-series cross-harbour routes;
- (b) KMB was discussing with the TD on plans to enhance services on individual routes and would notify members of the specific implementation date in a timely manner; and
- (c) he noted members' views on other routes and would explain to members after discussing with the department.

117. The views of the Chairman were summarised below:

- (a) regarding setting up a new stop of Route No. 81 at Tai Wai New Village, the TD said that it had completed the district consultation. He asked whether the KMB would submit the relevant application; and
- (b) regarding the proposal of extending Route No. 89S to Shui Chuen O Estate, he asked whether Route No. 89S could currently provide five one-way services in the morning and whether the KMB had checked whether the passenger volume was sufficient.

118. Mr Dennis LEE gave a consolidated response as follows:

- (a) regarding setting up a new stop of Route No. at Tai Wai New Village, he said KMB was willing to adjust its services to meet the needs of the district; and
- (b) regarding the proposal to extend Route No. 89S to Shui Chuen O Estate, he said that it was necessary to review the impact of the change to the route and discuss with the TD on how to strengthen the transportation services between Shui Chuen O Estate and the Kwong Hong area and Ma On Shan.

Information Papers

Report on the Progress of Works of the Highways Department (Paper No. TT 29/2020)

119. Mr YEUNG Sze-kin asked about the relevant information and progress of “Interface of Ngau Pei Sha Street and Kwong Sin Street -- Proposed local road widening” (WRF No.

NE/18/2564).

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

- (a) he asked about the relevant information and progress of “Provision of Cover Walkway and Passenger Shelters at University Station Public Transport Interchange (PTI)” (WRF No. NE/17/0864); and
- (b) regarding “Tai Po Road Ma Liu Shui near Hung Kiu Lane - To convert carriageway to footpath” (WRF No. NE/17/0271), he asked whether the gas works had to be completed before the project could start.

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

- (a) regarding “Tai Chung Kiu Road J/O Access Road to Belair Garden - Proposed junction improvement with traffic signs and road markings” (WRF No. NE/18/1854), he asked whether additional pedestrian lights would be installed; and
- (b) he suggested that the project names in Chinese and English in the paper should be clearly presented.

122. The Chairman asked whether an additional destination directional sign would be installed in the “A Kung Kok Street and Hang Tak Street - Proposed directional signs” (WRF No. NE/19/1843) and whether it could be completed in the fourth quarter of this year.

123. Mr LIU Chi-kwong, District Engineer (ST)2 of the HyD gave a consolidated response as follows:

- (a) he stated that the department had applied funding for “Interface of Ngau Pei Sha Street and Kwong Sin Street -- Proposed local road widening” (WRF No. NE/18/2564) and the project would start soon. He could provide members with relevant plans for reference after the meeting; and
- (b) regarding “Tai Chung Kiu Road J/O Access Road to Belair Garden - Proposed junction improvement with traffic signs and road markings” (WRF No. NE/18/1854), he said that the department had applied for temporary traffic arrangements, and construction could begin after the approval the TD and the police.

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

- (a) regarding “Provision of Cover Walkway and Passenger Shelters at University Station Public Transport Interchange (PTI)” (WRF No. NE/17/0864), he said that the construction of widening of traffic lanes was underway and was expected to be completed within this month, the walkway cover could only be added after the construction. The first phase of the project, with the addition of the cover, was expected to be completed by the end of July. He could provide members with relevant plans for reference after the meeting;
- (b) regarding “Tai Po Road Ma Liu Shui near Hung Kiu Lane - To convert carriageway to footpath” (WRF No. NE/17/0271), he said that the construction period of the

relevant gas works was expected to be finished on 22 January 2021. Due to the close proximity of the two projects, the department was unable to start the road project in the course of the gas works, and could only start the project as soon as possible after the gas works was completed; and

- (c) regarding “A Kung Kok Street and Hang Tak Street - Proposed directional signs” (WRF No. NE/19/1843), he said that 4 signs would be added in Tai Shui Hang and Chevalier Garden. It was expected to be completed in the fourth quarter of this year.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 30/2020)

125. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan
(Paper No. TT 31/2020)

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

- (a) he proposed to include the prosecution statistics on Lai Ping Road, Kau To Shan; and
- (b) with regard to the significant drop in the number of prosecutions in Fo Tan comparing with last time, he asked the police to explain the reason.

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

- (a) he said that the number of prosecutions at Yi Shing Square and Kong Pui Street was lower than the past, but the situation of illegal parking there had become more serious. He pointed out that there was originally a “No Right Turn” sign and double white lines, but vehicles would still turn right. Later, after the TD added traffic posts on the double white lines, vehicles then illegally parked along the double white lines;
- (b) he said that Yuen Chau Kok Road was close to schools and residential buildings. Complaints of illegal parking were received throughout the day. In addition, road projects were being carried out at the area, which further blocked the road; and
- (c) he asked the police to strengthen law enforcement on illegal parking.

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

- (a) he reported that residents of Double Cove and Lake Silver pointed out that the illegal parking problem at the public transport interchange at Wu Kai Sha Station was becoming more serious. He said that a new wet market was opened near Exit B of Wu Kai Sha Station, and the problem of illegal parking of vehicles for loading and unloading was serious. The loading and unloading area originally designed near Lake Silver was seldom used as it was far away; and
- (b) regarding the illegal parking problem at the public transport interchange at Wu Kai Sha Station, on the one hand, he asked the police to strengthen law enforcement,

and on the other hand, the interchange was overwhelmed. He suggested that the TD re-plan the minibus station, taxi stand, and loading and unloading area in order to cope with the development of the district and improve the problem of illegal parking.

129. The views of Mr MAK Tsz-kin were summarised below:

- (a) he once took a minibus and congested in Shan Mei Street for more than 20 minutes, and eventually had to get off and walk. He pointed out that the main cause of frequent congestion in the area was illegal parking of trucks for loading and unloading, which blocked the passage of other vehicles. In this regard, he asked the police to strengthen law enforcement; and
- (b) in response to the flat intake of Chun Yeung Estate, the additional bus route would bypass Shan Mei Street. In addition to requesting the police force to enforce the law, he suggested that the TD add double yellow lines at the head of the slope of Shan Mei Street, namely the section near the garage, to deter illegal parking.

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

- (a) she said that the Shek Mun Industrial District was built between two housing estates and its planning caused serious traffic problems in the district. In this regard, she asked the police to strengthen law enforcement on illegal parking;
- (b) she pointed out that there was residence near On King Street and On Ming Street and thus there always were illegally parked vehicles. Therefore, she suggested that the prosecution statistics for the relevant road sections should be included in the paper; and
- (c) she pointed out that the TD had extended the “no stopping” period of the restriction zone at On Kwan Street near On Lai Street to 24-hour and requested the police force to cooperate in law enforcement.

131. The views of Mr YEUNG Sze-kin were summarised below:

- (a) regarding the number of prosecutions on Kwong Sin Street, which was 183, he asked the police force on which section of Kwong Sin Street the law was enforced and why a cordon line was set up on Kwong Sin Street between Greenhill Villa and Castello;
- (b) he asked whether the prosecution statistics on Kwong Sin Street included the public car park near Siu Lek Yuen Estate, and reported that some residents claimed that the police force would only prosecute unpaid vehicles in the car parks and would not prosecute illegally parked vehicles on the roadside;
- (c) he opined that the police should improve the presentation of papers; and
- (d) he opined that if the police did not strictly enforce the law, even if the road facilities were improved, the problem of illegal parking black spots would still exist.

132. Mr LI Sai-hung agreed with Mr YEUNG Sze-kin's proposal that the handling of illegal parking required the police to strictly enforce the law. He also cited for example that there was a loading and unloading area on Tai Wai Road near Grandeur Garden. Even after the relevant signs were installed by the TD, the illegal parking still existed.

133. The views of the Chairman were summarised below:

- (a) with regard to improve the presentation of the paper, he suggested that the newly established Working Group on Road Safety and Supply-Demand of Parking Spaces should discuss in detail so that members could effectively grasp relevant information;
- (b) regarding member's proposal to include the prosecution statistics of different locations in the paper, he suggested that it be handled by the above-mentioned working group. He hoped that after improving the presentation of paper, unnecessary procedures could be reduced to increase the rate of law enforcement. Therefore, he suggested that members should actively participate in relevant working groups;
- (c) regarding the police's record of the number of prosecutions in different locations, as far as he understood, the police would now manually record and count the locations indicated on the ticket. He opined this method was very time-consuming; and
- (d) regarding the traffic problem on Shan Mei Street, he opined that the illegal parking problem could not be completely solved, and the industrial district also had its operational needs for loading and unloading. Therefore, he suggested that the TD formulate corresponding road improvement measures. For example, the section of Shan Mei Street from Sui Wo Road to the bus terminus could be changed to one-way traffic to relieve traffic congestion.

134. Mr LAM Chi-chung responded that he had been aware of the concerns raised by the members on the issue of illegal parking, and would adopt multi-agency cooperation and the "3E" model, including road engineering, public engagement, and proactive enforcement to deal with it. In order to reduce traffic accidents in Hong Kong and the number of casualties, and to ensure smooth and safety road.

135. Mr POON Wing-hong, Senior Engineer/Sha Tin 1 of the TD gave a consolidated response as follows:

- (a) he pointed out that the department had added double yellow lines to some sections of Shan Mei Street last year to help buses to pass through Shan Mei Street and enter the bus terminus more smoothly; and
- (b) regarding the proposal of adding double yellow lines on Shan Mei Street, he said that the department would arrange an on-site inspection with Mr MAK Tsz-kin after the meeting.

136. The views of the Chairman were summarised below:

- (a) regarding Mr Wilson LI's proposal to re-plan the Wu Kai Sha Station Public Transport Interchange, he opined that the illegal parking problem lied in the lack of loading and unloading areas for commercial facilities. In this regard, he asked relevant staff of the TD to contact Mr Wilson LI to follow up after the meeting; and
- (b) regarding the specific opinions that raised by members, he asked the police representative to convey to the Police Community Relations Office and contact the relevant members to follow up after the meeting.

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137. Mr CHAN Pui-ming asked whether the MTRCL would respond to the government's plan to implement health codes and reopen the Lok Ma Chau Control Point, and restore the service of the Lok Ma Chau Spur Line, and whether the current MTR service could cope with the increased passenger volume due to reopening of ports, and pay attention to whether it would affect the epidemic.

138. Mr LO Tak-ming asked when the MTRCL would set up MTR Fare Savers in Shui Chuen O Estate. He pointed out that the MTRCL had previously said that it needed to repair the station facilities that were damaged due to social events. However, many station facilities had now been reopened. Therefore, he asked about the progress of the additional MTR Fare Savers in Shui Chuen O Estate.

139. Mr Felix CHOW reported that after 11 pm, the noise generated when the train passed the Fo Tan Station had affected nearby residents. In this regard, he requested the MTRCL to improve related sound insulation measures and arrange the trains to slow down when passing through Fo Tan Station after 11 pm.

140. The views of the Chairman were summarised below:

- (a) regarding the 20 cases of service delays for 20 minutes or more mentioned in the paper, he requested the MTRCL to provide relevant details;
- (b) regarding the reopening of some boundary control points, members were concerned about the volume of passengers and the environment of the carriages, so he asked whether the MTRCL would review the frequency schedule in a timely manner; and
- (c) regarding the noise problem of trains at Fo Tan Station as mentioned by members, he pointed out that the station was adjacent to the MTR depot, where there were more railroad switches on the rails at the railroad section concerned and therefore was more noise-prone during operation. In the past, the MTRCL would arrange Japanese-made trains equipped with soundproof panels to operate at night to reduce noise. According to his understanding, the Japanese-made trains were now allocated to the West Rail Line for modification, and the old trains running on the East Rail Line were not equipped with soundproof panels, which generated noise. In this regard, he asked whether the MTRCL would need to wait for the new signalling system to be activated and the new Korean-made trains to be put into service before the problem could be resolved, or whether it could take temporary measures, such

as polishing the tracks and restricting the speed of the train, to temporarily reduce the noise of trains.

141. Mr Sean LEUNG gave a consolidated response as follows:

- (a) he had not received information about the reopening of Lok Ma Chau Control Point or the resumption of cross-boundary train services before the meeting, and both were still currently suspended. He said that the MTRCL would continue to monitor changes in passenger volume and adjust the services timely;
- (b) he said that the work of adding MTR Fare Savers in Shui Chuen O Estate had not stopped, and the establishment of MTR Fare Savers involved with many factors. In this regard, the MTRCL would continue to follow up and report the progress to Mr LO Tak-ming timely;
- (c) regarding the noise problem of trains at Fo Tan Station, he said that the MTRCL would now arrange for southbound trains to use the central rail that farther from residential buildings after 11 pm to reduce the impact on residents. As Fo Tan Station was close to the depot, there were more rail-changing devices in the relevant sections of the track. He pointed out that the engineering department would use maintenance measures such as polishing the tracks to reduce the noise generated by trains. He said that members could reflect to him on issues of train noise, and the engineering department would review feasible maintenance work; and
- (d) for 20 cases of service delays for 20 minutes or more, he needed to check the records and replied after the meeting.

Date of Next Meeting

142. The next meeting was scheduled to be held at 2:30 pm on 25 August 2020 (Tuesday) at the STDC conference room.

143. The meeting was adjourned at 8:31 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

September 2020