

**Sha Tin District Council**  
**Minutes of the 3<sup>rd</sup> Meeting of**  
**the Traffic and Transport Committee in 2020**

**Date** : 27 April 2020 (Monday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	2:30 pm	6:53 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	2:42 pm	6:53 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	6:53 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:30 pm	6:03 pm
Mr CHAN Billy Shiu-yeung	DC Member	3:37 pm	4:13 pm
Mr CHAN Nok-hang	"	2:30 pm	5:53 pm
Mr CHAN Pui-ming	"	2:30 pm	6:53 pm
Mr CHAN Wan-tung	"	2:30 pm	6:53 pm
Mr CHENG Chung-hang	"	2:42 pm	6:53 pm
Mr CHENG Tsuk-man	"	2:30 pm	6:30 pm
Mr CHEUNG Hing-wa	"	2:30 pm	6:53 pm
Mr CHIU Chu-pong	"	3:01 pm	6:53 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	6:53 pm
Mr CHUNG Lai-him, Johnny	"	2:30 pm	6:53 pm
Mr HUI Lap-san	"	2:30 pm	6:53 pm
Mr HUI Yui-yu	"	2:30 pm	4:45 pm
Dr LAM Kong-kwan	"	2:30 pm	3:30 pm
Mr LI Chi-wang, Raymond	"	3:22 pm	6:53 pm
Mr LI Sai-hung	"	2:30 pm	6:53 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	6:53 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	5:12 pm
Mr LO Tak-ming	"	2:30 pm	6:53 pm
Mr LO Yuet-chau	"	2:30 pm	5:43 pm
Mr LUI Kai-wing	"	2:30 pm	6:53 pm
Ms LUK Tsz-tung	"	2:30 pm	6:53 pm
Mr MAK Tsz-kin	"	2:30 pm	6:53 pm
Mr MOK Kam-kwai, BBS	"	2:46 pm	3:30 pm
Mr NG Kam-hung	"	2:30 pm	6:53 pm
Ms NG Ting-lam	"	2:30 pm	6:20 pm
Mr SHAM Tsz-kit, Jimmy	"	2:30 pm	6:53 pm
Mr SHEK William	"	2:30 pm	6:53 pm
Mr SIN Cheuk-nam	"	4:02 pm	6:53 pm
Mr TING Tsz-yuen	"	2:30 pm	6:36 pm
Mr TSANG Kit	"	2:40 pm	4:20 pm
Ms TSANG So-lai	"	2:30 pm	5:28 pm
Mr WAI Hing-cheung	"	2:30 pm	6:53 pm
Mr WONG Ho-fung	"	2:30 pm	6:53 pm

**Present**

Ms WONG Man-huen  
 Mr YAU Man-chun  
 Mr YEUNG Sze-kin  
 Mr YIP Wing  
 Mr LEUNG Ho-yin, Roy (Secretary)

**Title**

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

**Time of joining  
the meeting**

3:13 pm  
 2:50 pm  
 2:30 pm  
 2:30 pm

**Time of leaving  
the meeting**

5:19 pm  
 4:03 pm  
 6:53 pm  
 6:53 pm

**In Attendance**

Mr WONG Tin-pui, Simon  
 Mr HO Kin-nam, David

Mr POON Wing-hong  
 Mr LO Hoi-wing, Jeff  
 Mr NGAI Hiu-kan, Wilfred  
 Ms TSANG Hing-kwan, Natalie  
 Mr CHAN Yau-yau, Leo  
 Mr LIU Chi-kwong  
 Mr CHEUNG Chun-yin, Joey  
 Mr YUEN Sze-chun  
 Mr CHAN Kwok-shing

Mr KO Chun

IP HO Kai-wai

Mr LAM Chi-chung

Mr LEUNG Hon-kin

Mr Dennis LEE

Mr Jeff TAM

Mr Rob LIU

Ms Vivian KWONG

Ms Penny CHUNG

**Title**

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

**In Attendance by Invitation**

Ms CHEUNG Wing-man  
 Mr XIAO Haibei  
 Mr NG Piu, Lawrence

Mr LEUNG Ka-yin

Mr Martin CHEUNG

**Title**

Senior Engineer/SD2, Highways Department  
 Engineer/SD2-1, Highways Department  
 Senior Engineer, Major Works Project  
 Management Office, Highways Department  
 Engineer, Major Works Project  
 Management Office, Highways Department  
 Deputy Managing Director,  
 Mannings (Asia) Consultants Limited

**In Attendance by Invitation**

Mr Simon CHAN  
 Mr YEUNG Ho-wan, Frankie  
 Mr CHOW Kin-hang Kenneth

Ms Carmen HO

Ms SUM Pui-sze, Priscilla

Mr Alex MUI

Dr Billy CHAN

Mr Vincent HOU

Mr Angus SAM

Mr LEUNG Sean Man-dik

**Title**

Director, Mannings (Asia) Consultants Limited  
 Project Manager, Mannings (Asia) Consultants Limited  
 Deputy Project Manager,  
 Mannings (Asia) Consultants Limited  
 Senior Manager (Research & Development Centre),  
 Innovation and Technology Commission  
 Enigeer/Smart Mobility 12,  
 Transport Department  
 Director, Communications Technologies,  
 Hong Kong Applied Science and Technology  
 Research Institute Company Limited  
 Deputy Director, Communications Technologies,  
 Hong Kong Applied Science and Technology  
 Research Institute Company Limited  
 Senior Manager, Communications Technologies,  
 Hong Kong Applied Science and Technology  
 Research Institute Company Limited  
 Senior Manager, Client Development,  
 Hong Kong Applied Science and Technology  
 Research Institute Company Limited  
 Assistant Public Relations Manager – External Affairs,  
 MTR Corporation Limited

**Absent**

Mr MAK Yun-pui, Chris

**Title**

DC Member (Application for leave of absence received)

**Action****Application for Leave of Absence**

The Chairman said that the Secretariat had received an application for leave of absence in writing from the following member:

Mr Chris MAK

Official commitment

2. The Traffic and Transport Committee (TTC) approved the application for leave of absence submitted by the member above.

**Matters Arising**

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting  
 (Paper No. TT 10/2020)

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

- (a) he and other members conducted inspection within the district and found the situation of abandoned vehicles serious in the district, especially on village roads; relevant departments had also posted notices on abandoned

vehicles. Regarding this, he asked what follow-up actions would be taken after the relevant cases of abandoned vehicles had been referred to the police and the Lands Department (LandsD); and

- (b) regarding the addition of public parking spaces, the departments mentioned in the reply that there were around 20 construction projects in the pipeline which would provide around 5 100 parking spaces. He asked about the distribution of different types of parking spaces.

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

- (a) he pointed out that illegally parked motorcycles in Ma On Shan took up space on cycle tracks and walkways and could pose dangers to residents. He hoped that the Transport Department (TD) could find other suitable locations in Ma On Shan to be used as parking spaces for motorcycles and that the police could strengthen law enforcement on illegally parked motorcycles; and
- (b) suspected modified vehicles made loud noises at the section of Sai Sha Road from Heng On to Chung On late at night, hugely affecting residents. He asked how the police would handle the issue.

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

- (a) he asked the TD and the police to address the issue of motorcycles illegally parked on walkways in the section of Che Kung Miu Road near Hin Keng Estate; and
- (b) he hoped that the TD and the police would handle the issue of traffic obstructed by taxi queues at the Che Kung Miu Road roundabout when taxi drivers changed shifts.

6. Mr YEUNG Sze-kin pointed out that the problem of illegally parked vehicles was serious at night in the Kwong Yuen and Kwong Hong areas, where such vehicles blocked barrier-free access and cycle tracks. He contacted the Sha Tin Division of the Hong Kong Police Force (HKPF) to request enforcement action, but to no avail. He hoped that the police could provide more information on enforcement actions besides prosecution figures.

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

- (a) bus companies were being subsidised by the Government's Anti-epidemic Fund (the Fund) at present. He asked if the subsidised amount would be linked to lost bus trips so as to urge bus companies to resume more trips;
- (b) the service interval of the Ma On Shan Line was adjusted to every 10 minutes due to the epidemic, causing inconvenience to the public. Given that the MTR Corporation Limited (MTRCL) was subsidised by the Fund,

how the authorities ensured that the MTRCL would provide enough services to protect people's right to commute; and

- (c) he conveyed that the utilisation rate of some of the short term tenancy (STT) sites granted by the LandsD was relatively low and opined that the shortage of parking spaces could be relieved if such sites were converted to car parks. In this connection, he asked if the LandsD and the TD would review the usage of STT sites.

8. Mr Johnny CHUNG said the TD replied that the information on abandoned vehicles with an expired vehicle licence found in public parking spaces would be passed on to the police and the LandsD for following up; however, the LandsD said that abandoned vehicles in public parking spaces were not under their purview. Regarding this, he asked which department should be responsible for the removal.

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

- (a) he opined that the parking space ratio stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) was relatively low. The supply of parking spaces in Ma On Shan failed to meet the present demand and the rent was quite high, inevitably causing a lot of vehicle owners to park illegally. In this connection, he asked the Government to practically review the number and distribution of public parking spaces in the Sha Tin District at present and study the addition of public parking spaces. He had suggested adding parking spaces at the proposed location of student residence of City University of Hong Kong in Whitehead; however, the authorities did not consider it seriously. He pointed out that the Government should strive to find locations to increase the number of parking spaces, despite the relatively high cost of building underground car parks. He agreed that enforcement actions should be taken against illegal parking but opined that the Government also had to solve the shortage of parking spaces; and
- (b) regarding the removal of abandoned vehicles parked on government land, he conveyed the fact that Lok Wo Sha Lane had the same issue and asked that the TD and the police handle it expeditiously.

10. Mr LO Yuet-chau said that he inspected the hill roads at Fa Sam Hang Village with Mr Ricardo LIAO, and discovered that the vehicle licences of some of the broken-down abandoned vehicles had expired for over 20 years. The police had informed him that no enforcement action could be taken because residents were still using those vehicles. However, he pointed out that such vehicles were only a minority and the rest of the vehicles had been abandoned for years, and yet the authorities allowed them on the streets. He was disappointed at the reply of the LandsD and asked it to provide a solution.

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

- (a) the problem of illegal parking was serious at Hang Tai Road and police enforcement could not root it out because it stemmed from private car parks nearby. The high rent of the car park of Kam Tai Court led to a low utilisation rate and illegal parking of vehicles at Hang Tai Road. Private car parks did not need to ensure utilisation rates out of operational concerns. In this connection, he asked if the TD would consider using the utilisation rates of car parks in the district as a reference to determine the number of additional public parking spaces; and
- (b) he asked the TD to review the utilisation rates of car parks in the district to ensure maximum utilisation and to add more public parking spaces, so as to avoid the monopolisation of private car parks.

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

- (a) he conveyed that the problem of illegal parking was serious in Shui Chuen O and that the newly-built temporary car park located on top of the hill was inconvenient and therefore under-utilised. Regarding this, he suggested that the TD review the newly-built car parks in the district and provide feeder services for them; and
- (b) he had requested that the Housing Department (HD) provide additional parking spaces in Shui Chuen O. The HD replied that it had already planned the provision of 15 - 20% additional parking spaces for Shui Chuen O in accordance with the HKPSG, but it was still not enough to cater for the demand. Regarding this, he hoped that the Planning Department would increase the number of parking spaces when reviewing the HKPSG, so as to ease the problem of illegal parking.

13. Mr HUI Lap-san said the TD replied that the Government would provide a public car park in the planned “amenity complex in Area 103, Ma On Shan”, which was expected to provide around 400 parking spaces. He pointed out that Area 103, Ma On Shan, was currently a car park which provided around 279 parking spaces. Regarding this, he asked the TD how it would handle the vehicles currently parked in the area during the construction period.

14. The views of Mr LUI Kai-wing were summarised below:

- (a) he conveyed that the issue of illegal parking was serious at Lai Ping Road in Kau To Shan and that danger was caused when private vehicles passing by had to drive in an opposite direction of the traffic to go around illegally parked vehicles. The police took enforcement actions in April this year. He hoped that the police could provide more information regarding such actions and take such actions more frequently; and

- (b) he hoped that the TD could provide open-air parking spaces in the area of Lai Ping Road.

15. Mr Felix CHOW asked which departments were responsible for removing abandoned vehicles which had expired vehicle licences and were already broken-down.

16. The views of the Chairman were summarised below:

- (a) the TD said in its reply that ever since June last year, there had often been public activities in different locations in the territory and road traffic had been affected to different degrees. Given the epidemic, he believed that the TD at present could not provide information on the lost bus trips in the Sha Tin District. He suggested that the TD provide a set of data for each route during the period from morning to afternoon peak hours on weekdays and weekends, as well as the period from afternoon peak hours to the last service at night;
- (b) the MTRCL could not submit the “Report on the Operation and Works Progress of the Mass Transit Railway Corporation” before the meeting but representatives of the MTRCL would still attend the meeting for that issue;
- (c) members asked about the enforcement work of the police regarding illegal parking;
- (d) as there were a lot of new members in the current term of the Sha Tin District Council (STDC) who were unfamiliar with the enforcement work of the police regarding illegal parking, he requested in the last meeting that the police organise a briefing session expeditiously;
- (e) he asked the TD about the newly amended guidelines on the provision of private parking spaces in the HKPSG and its method of calculation; and
- (f) he pointed out that newly-built public rental housing (PRH) estates did not provide parking spaces for medium goods vehicles, and asked if the authorities would relax the relevant guidelines.

17. Mr Jeff LO, Engineer/Sha Tin 3 of the TD gave a consolidated response as follows:

- (a) regarding the provision of public parking spaces in new development projects, as the projects were still being planned, detailed information on parking spaces could not be disclosed at the current stage;
- (b) the TD would refer to the information on abandoned vehicles in public car parks to the police and the LandsD for follow-up action, so as to handle the issues of expired vehicle licences and illegal occupation of government land;

- (c) riding motorcycles on walkways was in violation of the Road Traffic Ordinance and the police should take enforcement actions;
- (d) regarding the suggestion to provide more parking spaces for motorcycles or other vehicles in the district, according to existing policies, the TD would add on-street parking spaces in suitable locations without affecting road safety and road users. Members could also provide opinions to the TD on suitable locations; and
- (e) regarding the newly amended guidelines on the provision of private parking spaces in the HKPSG, the relevant information and parameters could not be announced at this stage because it was still being formulated; however, the direction of the latest amendment was to suitably provide more parking spaces in new development projects.

18. Mr Wilfred NGAI, Engineer/Ma On Shan of the TD gave a consolidated response as follows:

- (a) for the upcoming conversion of the temporary car park in Area 103, Ma On Shan, the TD would include terms on the provision of a temporary car park in the contract of a new STT site in Whitehead;
- (b) the TD would review whether STT sites were in line with the government policy of “single site, multiple use” and would provide more public parking spaces if feasible; and
- (c) regarding the suggestion to provide parking spaces for motorcycles or other vehicles in the district, the TD planned to provide motorcycle parking spaces near the Ma On Shan Public Library.

19. Mr KO Chun, District Operations Officer (Shatin District) of the HKPF gave a consolidated response as follows:

- (a) the police organised a Traffic Day respectively in March and April this year and made targeted deployment against illegal parking black spots, for improvement on traffic congestion and for road safety. A total of 5 470 Fixed Penalty Tickets were issued on 17, 18 and 19 March, while 3 041 were issued on 21 and 22 April, during which illegally parked vehicles were towed away;
- (b) the police had formulated the “Selected Traffic Enforcement Priorities 2020”, the details of which had been uploaded online. Generally speaking, the police would continue to adopt the multi-agency approach from last year to reduce the casualties in traffic accidents and improve road traffic conditions through Engineering, Engagement and Enforcement;
- (c) the police noted the illegal parking black spots mentioned by members; and



- (d) the police valued communication with members and opined that the method and occasion of communication could be discussed further.

20. The views of the Chairman were summarised below:

- (a) he said that the police had sent letters to invite members to a briefing session at the Ma On Shan Police Station and the TTC was later informed that the event had been postponed. Regarding this, he asked that the police rearrange the briefing session as soon as possible; and
- (b) he requested that the handling of abandoned vehicles be discussed at the Sha Tin District Management Committee under the Sha Tin District Office because it involved different departments, and hoped that members could provide him with relevant information through the Secretary.

### **Discussion Items**

#### **Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road** (Paper No. TT 11/2020)

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

22. The representatives of the HyD and the consultant company briefly introduced the contents of the paper.

23. The Chairman said that as he was a resident of Saddle Ridge Garden, he would not vote on the relevant matter.

24. The views of Ms TSANG So-lai were summarised below:

- (a) the works had been included in the “Hillside Escalator Links and Elevator Systems” project for 11 years since 2009 and was finally submitted to the STDC. She conveyed that a lot of residents hoped for the elevator to be built expeditiously, so that they would not need to take the stairs. In view of the residents’ keen expectations, she hoped that the department could speed up the progress of the works;
- (b) she enquired about the construction schedule, the procedures that would take place after consulting the STDC and the duration of such procedures;
- (c) she asked who would be responsible for the maintenance costs after the completion of the construction;
- (d) the staircase connecting Saddle Ridge Garden and Sai Sha Road was highly utilised by not only residents of Saddle Ridge Garden, but also residents of other estates, such as Kam Ying Court. The people flow during morning peak hours even exceeded 1 000; therefore, she supported the HyD’s proposal to build 2 elevators; and

- (e) she suggested building 2 elevators for the residents' convenience and for providing an alternative in case of malfunctions.

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

- (a) he hoped that the exterior design of the elevator tower could be improved;
- (b) he asked whether closed circuit television (CCTV) systems would be installed inside the elevators and which department would the control room be connected to, so that staff members could be dispatched immediately for repairs in case of elevator malfunctions; and
- (c) he enquired about the construction schedule.

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

- (a) he hoped that the HyD could implement the relevant project expeditiously to benefit the residents;
- (b) he asked whether the HyD had discovered public utility pipelines underneath the location of the works during ground investigation and consequently had to prolong the project for relocation;
- (c) he suggested improving the exterior design of the elevators, so that it would blend in with the surrounding greenery; and
- (d) he enquired about the construction schedule.

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

- (a) regarding the "Hillside Escalator Links and Elevator Systems" project, he asked about the latest progress of "Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station", one of the 18 proposals. The relevant department said that the preliminary feasibility study would be completed in the first quarter this year. He asked if the relevant documents were available; and
- (b) after the completion of the feasibility study on the "Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station", he wished to learn about the consultation schedule and request a site inspection with the relevant departments.

28. The views of Mr CHAN Nok-hang were summarised below:

- (a) the "Hillside Escalator Links and Elevator Systems" project was proposed 12 years ago in 2008 and the relevant terms might need to be adapted to the current circumstances;

- (b) he cited that there was a long slope at Fung Shek Street which residents found walking up straining. The location was under the purview of the HD and was not covered by the project according to regulations. Regarding this and in view of the problem of aging population, he asked if relevant terms could be relaxed and if slopes and staircases under the purview of the HD could be included in the project to benefit elderly residents; and
- (c) he asked why walkways within PRH estates were not included in the project to begin with.

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

- (a) he enquired about the construction schedule;
- (b) he opined that the works should fulfil 3 key criteria: First, practicality. He opined that water often caused malfunctions by seeping through the ventilation system of the new elevators rather easily, and he hoped that the HyD could make improvements. Second, environmental protection. He suggested that the footbridges adopt eco-friendly designs such as the use of natural light. Third, aesthetics. He suggested adding new and distinctive elements to the traditional designs of the HyD's footbridges and elevator tower; and
- (c) he suggested building 2 elevators to provide greater flexibility and convenience for residents.

30. The Chairman pointed out that the owners of Saddle Ridge Garden were responsible for slope maintenance in Saddle Ridge Garden. The HyD was carrying out site investigation works at present and would later erect piles for the elevator tower and footbridge. Regarding this, he asked how the HyD would discuss the issue of future maintenance and repairs of the slopes with the owners' corporation (OC) of Saddle Ridge Garden.

31. Mr XIAO Haibei, Engineer/SD2-1 of the HyD gave a consolidated response as follows:

- (a) the Government established an objective and transparent assessment mechanism in 2009 to review proposals on hillside escalator links and elevator systems in order to prioritise the 20 proposed studies it received. Later on, the Government consulted the Panel on Transport of the Legislative Council about this in May 2009. After the completion of the assessment, the Government reported the results to the Panel on Transport in February 2010: 2 proposals were eliminated in the preliminary screening and the remaining 18 proposals were prioritised and followed up on by phases. The Government focused its resources on implementing proposals that ranked higher, and once they were on track, it would follow up on proposals that ranked lower, including "Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road" that ranked 16th;

- (b) the HyD finished the skeleton of the works in April 2018, completed the feasibility study in August and initiated the project in September right after. Consultants were recruited in April 2019 to commence a series of pre-construction preparatory work, including ground investigation, preliminary planning, consulting district councils and stakeholders, etc. If the project received support, the HyD would discuss the details and procedures on land issues with the LandsD and then commence the gazettal of the project and relevant procedures;
- (c) regarding the number of lifts, the consultant company had completed the people flow measurement and was compiling the data for further analysis to predict the people flow. According to preliminary predictions, 2 12-person elevators or 1 24-person elevator would be able to meet the demand of the people flow. A conclusion on the matter had not been drawn so far. The HyD would factor members' demand on the matter into its consideration;
- (d) regarding the exterior design of elevators, the HyD would consult the opinions of the Advisory Committee on the Appearance of Bridges and Associated Structures;
- (e) the relevant project was in the stage of preliminary ground investigation. The HyD would use the plan records of public utility pipelines for analysis and would consider conducting pipeline investigation for comparison with the plan records;
- (f) regarding the "Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station", he would inform relevant colleagues to follow up with members. The TD would also follow up on the slope at Fung Shek Street and the relevant matters;
- (g) regarding member's concern that water could seep into the elevators, the consultant company would pay attention to the designs;
- (h) the Government was responsible for the maintenance and repairs of the structure, mechanics and lighting of the elevator systems and the owners of Saddle Ridge Garden would be responsible for its slopes as usual; and
- (i) the HyD would maintain close contact with the OC of Saddle Ridge Garden and adopt the works proposal that minimised the use of land.

32. Mr Simon CHAN, Director of the Mannings (Asia) Consultants Limited gave a consolidated response as follows:

- (a) the elevators were equipped with CCTV cameras, the videos of which would be transmitted to be played on a small screen at the waiting area. In case of emergency, such as when someone was trapped, signals would be sent to the control room of the management company and then maintenance contractors and relevant departments would be notified. In case of power

failure, the backup power source of the elevators would be activated, bringing the elevators to the top floor and opening the doors to let passengers out; and

- (b) the current elevator systems were using mechanical ventilation, which was different from the air-conditioning systems in the past. Therefore, the design of elevator towers had to balance such factors as sunshine, ventilation systems and rain shelter facilities. Past experiences had helped improve the overall design.

33. The Chairman asked if members endorsed the above works proposal.

34. Except for the Chairman who abstained in the vote, all members unanimously endorsed the above proposal.

35. Regarding the matters mentioned by Mr CHAN Nok-hang and Mr MAK Tsz-kin, the Chairman asked the staff members of the HyD to follow up with the members after the meeting.

The Third Phase of “Universal Accessibility” Programme - Provision of Lift Facilities to Two Existing Subways (Structure Nos. NS35 and NS179) and One Existing Footbridge (Structure No. ST03) in Sha Tin District  
(Paper No. TT 12/2020)

36. The Chairman welcomed the representatives of the HyD and the consultant company to the meeting.

37. The representatives of the HyD and the consultant company briefly introduced the contents of the paper.

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

- (a) the last term of the TTC had chosen 3 projects for the “Universal Accessibility” (UA) Programme by vote. He asked if it was not necessary to submit the Third Phase of the programme to the TTC for voting. He supported the proposal but asked what the assessment criteria for the HyD’s selection were; and
- (b) previously, certain projects failed to complete even after spanning 2 terms of the STDC. He asked if the 19 projects of the Third Phase would be handled within the current term of the STDC and if the HyD would gradually submit the designs of the remaining projects to the TTC.

39. Mr CHENG Tsuk-man said that the previous term of the TTC already passed the Proposal on Lift Retrofitting Works for the Subway (Structure Nos. NS225, NS284 & NS285) across Sai Sha Road and Hang Ming Street near Renaissance College under the UA Programme. He asked about its progress and when the construction would commence.

40. The views of Mr George WONG were summarised below:

- (a) he supported the proposal;
- (b) the previous term of the TTC already chose 3 projects for the UA Programme by vote and many of the Third Phase projects were not chosen back then. The paper stated that, in the 2018 Policy Address, the Government announced the commencement of feasibility studies for the proposal to provide lifts for the remaining pedestrian walkways, of which 19 projects were in the Sha Tin District. Regarding this, he asked when the designs of the remaining projects in the Sha Tin District would be available and when all the projects would be completed;
- (c) regarding projects not included in the Third Phase, he asked how relevant suggestions could be added; and
- (d) since some previous projects failed to complete even after spanning 2 terms of the STDC, he asked about the Third Phase's expected schedule for project completion.

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

- (a) the last term of the TTC already passed the Proposal on Lift Retrofitting Works at Walkway No. NF137 - Across Sha Kok Street near Sha Kok Estate under the UA Programme. He asked about its progress and when the construction would commence;
- (b) the last term of the TTC chose 3 projects for the UA Programme by vote, while this paper directly submitted 3 project proposals. He asked the HyD why and what the assessment criteria were; and
- (c) he asked if the HyD would include the pedestrian walkways within the estates in the Tenants Purchase Scheme (TPS) in the UA Programme.

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

- (a) the Third Phase included the footbridges across Sha Tin Rural Committee Road near Sha Tin Centre Street (Structure No. NF63) and across Tai Po Road (Sha Tin Section) near Wo Che Estate (Structure No. NF66). Footbridge NF66 would be reconstructed in view of the widening of Tai Po Road (Sha Tin Section). He enquired about the relevant situation;
- (b) he asked when the lift retrofitting works for Pedestrian Subways NS225, NS284 and NS285 would commence; and
- (c) since some underground utility pipelines that had already been recorded were not found during ground investigation concerning other works, he hoped that the pre-construction preparation for the works under discussion could be done properly and that the underground public utility pipelines

would be verified with the relevant organisations to avoid delay in construction.

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

- (a) he supported the proposal;
- (b) he asked about the progress of the 3 projects chosen by the last term of the TTC for the UA Programme;
- (c) regarding the lift retrofitting works at the pedestrian subway across Sai Sha Road near On Chiu Street (Structure No. NS179), he suggested extending the crash barrier on both sides of the lift tower to improve safety;
- (d) as some green areas would be used for constructing lift towers and waiting areas, he hoped that vegetation could be re-planted elsewhere; and
- (e) he suggested building a connecting podium to Ma On Shan Health Centre (MOSHC) above Pedestrian Subway NS179 and, together with the 2 lifts, he hoped the designs would be both practical and aesthetic.

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

- (a) regarding the lift retrofitting works at the footbridge across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road (Structure No. NS35), he suggested changing the staircase of Lift No. 1 from cycle track-facing to subway-facing, so as to avoid dangers posed by pedestrians descending the stairs and immediately crossing the cycle track;
- (b) regarding the lift retrofitting works at the footbridge across Tai Chung Kiu Road near Belair Gardens (Structure No. ST03), he suggested changing the direction of the ground floor exit of Lift No. 2, so that pedestrians would be sheltered from rain when exiting the lift. Also, he pointed out that the footbridge and Belair Gardens were on different levels and asked if a lift exit could be built on the two levels respectively for the convenience of the disabled; and
- (c) he asked how long each procedure would take and when the construction would commence after the proposal was passed.

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

- (a) he pointed out that the UA Programme did not cover TPS estates and a lot elderly persons lived in Hin Keng Estate and Ka Tin Court, but escalators were not provided in the vicinity and there was no footbridge connecting Hin Keng Shopping Centre with Hin Keng MTR Station. An elderly person was once injured while taking the stairs from Hin Keng Estate to the shopping centre. He asked if the HyD had plans to include TPS estates in the UA Programme; and

- (b) he conveyed that there were no barrier-free facilities from Hin Keng Estate to Hin Keng MTR Station. He asked if the HyD could provide footbridges and escalators and invited the HyD and community stakeholders to conduct a site inspection.

46. The views of Ms TSANG So-lai were summarised below:

- (a) she thanked the HyD for taking public advice and adding a connecting podium to the MOSHC above Pedestrian Subway NS179. She suggested adding a sign to the waiting area to inform the public that they could reach the MOSHC via Lift No. 2; and
- (b) she conveyed that water was leaking from the cover of Pedestrian Subway NS179, which also affected the proposed waiting area. She hoped that the HyD would carry out repair works alongside the construction.

47. Mr SHEK William was pleased to see the lift retrofitting works at the footbridge across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station (Structure No. NF414) and suggested that the footbridge be extended to the second floor of Prince of Wales Hospital (PWH), Sha Tin. He said that PWH was under redevelopment and an atrium would be built on the second floor to connect to other buildings. If Footbridge NF414 could be connected to PWH, it would facilitate public access to other buildings. The contractor of the PWH Redevelopment Project had produced a rendering to display ways to connect Footbridge NF414 and PWH. He hoped the HyD could refer to it, so as to maximise the effectiveness of the lifts.

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

- (a) he supported the extension of Footbridge NF414 to the second floor of PWH, which would be helpful to members of the public seeking medical services;
- (b) he asked how the HyD prioritised work projects; and
- (c) it was estimated that the PWH Redevelopment Project would take 8 years. Regarding the lift retrofitting works at Footbridge NF414, he asked the HyD when it would implement the works to align with the PWH Redevelopment Project.

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

- (a) he was pleased to see the HyD's submission of the relevant proposal to provide convenience for the elderly in the district; and
- (b) it was announced in the Policy Address last year that the UA Programme would also cover non-governmental facilities. Therefore, he hoped that the HyD would discuss with relevant owners and provide lift facilities in properties owned by the Link REIT in the Kwong Yuen and Kwong Hong areas expeditiously.



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

- (a) he demanded that the HyD provide the implementation criteria and schedules for the 16 remaining projects in the Third Phase; and he cited the lift retrofitting works at the footbridge across Lion Rock Tunnel Road near Fung Shing Court in Sha Tin (Structure No. NF74) as an example, saying that they were still unfinished since they were proposed in 2012; and
- (b) he opined that the HyD should provide information on the implementation of all of the projects under the UA Programme and the “Hillside Escalator Links and Elevator Systems” in the Sha Tin District, so that the residents would be well informed.

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

- (a) regarding the projects of the Third Phase, he enquired about the HyD’s selection criteria, the number of projects that could be implemented during the current term of the STDC and the timetable for implementing the projects;
- (b) in view of the aging population in the Kwong Yuen and Kwong Hong areas, he hoped that lifts could be provided at the footbridges connecting Hong Lam Court, Kwong Lam Court and Kwong Yuen Estate for the convenience of elderly residents; and
- (c) regarding the TPS estates in the Sha Tin District, including Hin Keng Estate, Kwong Yuen Estate, Pok Hong Estate, Heng On Estate and Yiu On Estate, he asked if ground investigation work could be conducted first, so that construction could commence right after the implementation of the projects was confirmed.

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

- (a) regarding the projects of the Third Phase, he asked what the HyD’s selection criteria were;
- (b) he suggested adding pedestrian subways at junctions of Mei Tin Road and Chik Fai Street (No. NS65) to the Third Phase and to provide a lift near Holford Garden and Tai Wai Market for the convenience of elderly residents; and
- (c) residents could only access Sun Tin Wai Estate from Greenview Garden via a stone staircase and he asked if the location could be included in the UA Programme.

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

- (a) regarding the projects of the Third Phase, he asked what the HyD’s selection criteria were; and

- (b) the lift retrofitting works at Footbridge ST03 might be delayed if unrecorded underground public utility pipelines were discovered during ground investigation. He asked how the HyD would handle the case if the lifts on each side of the footbridge could not be used at the same time.

54. The views of the Chairman were summarised below:

- (a) since Footbridge ST03 was on a level higher than the podium of Belair Gardens, the two are connected by a ramp. To cater for the needs of the disabled, he suggested that an exit to the podium of Belair Gardens be added to Lift No. 2;
- (b) regarding the remaining projects of the Third Phase, he asked the HyD when it would submit the schedule to the STDC;
- (c) he asked if the extension works of Footbridge NF414 to the PWH would be done together with the expansion works of the PWH;
- (d) regarding the project proposals that were not included in the Third Phase, he asked the HyD if it would prioritise the handling of footbridges and pedestrian subways under its purview before handling other TPS project proposals; and
- (e) regarding the project proposals to be submitted to the STDC, he hoped that the HyD could consult relevant members expeditiously, so that suitable opinions could be provided.

55. Mr Lawrence NG, Senior Engineer, Major Works Project Management Office of the HyD gave a consolidated response as follows:

- (a) the 19 projects of the Third Phase of the UA Programme would all be implemented and would be submitted to the STDC after the preliminary designs of individual projects were completed. If the projects received members' support, the HyD would proceed to produce detailed designs and conduct tender exercises. The Third Phase would proceed with 3 works contracts. The first contract covered the 3 projects in this paper, the works of which would commence in the first quarter of 2021. The works of the second and third contracts would commence in the first quarter in 2022 and the third quarter of 2022 respectively. The HyD would submit the 16 remaining projects to the STDC expeditiously and would first consult the District Council Members concerned;
- (b) the HyD would provide lifts for Footbridges NF63 and NF66 and would maintain sufficient communication with the Civil Engineering and Development Department, which was responsible for the widening of Tai Po Road (Sha Tin Section);

- (c) regarding the lift retrofitting works at Pedestrian Subway NS179, the consultant company would consider the design of crash barriers, platforms and green areas when producing the detailed design;
- (d) regarding the lift retrofitting works at Pedestrian Subway NS35, the HyD and the TD would study the option of changing the staircase from cycle track-facing to subway-facing, so as to prevent pedestrians from crossing the cycle track;
- (e) regarding the lift retrofitting works at Footbridge ST03, the HyD would consider changing the exit of Lift No. 2 to footbridge-facing, so that pedestrians would not be affected by rainy weather when exiting the lift. However, under the existing government policies, lifts built under the UA Programme would not be connected to private properties, and therefore a lift exit to the podium of Belair Gardens would not be built;
- (f) the lift retrofitting works at Footbridge NF137 commenced in August 2019 and was expected to be completed in the fourth quarter of 2022;
- (g) regarding expanding the UA Programme to cover PRH, he said the 2018 Policy Address mentioned the option to further expand the UA Programme would be studied in 2019. At present, besides the UA Programme, the Hong Kong Housing Authority had provided barrier-free access facilities for many PRH estates through the lift-building programme rolled out in 2008. However, he pointed out that the following 3 types of PRH were not included in the programme: estates under the TPS, Buy-or-Rent Option and divested non-residential properties. The Government would launch a special programme for these 3 types of PRH and would provide lifts for relevant pedestrian walkways when relevant conditions were met. It would also consult the STDC;
- (h) regarding the lift retrofitting works at Pedestrian Subways NS225, NS284 and NS285, he said that the tendering process had been completed and the HyD was carrying out assessments. The works were expected to commence in the third quarter this year;
- (i) regarding the extension of Footbridge NF414 to the PWH, he opined that it was not within the scope of the UA Programme. He would relay the message to relevant personnel and provide a written reply after the meeting. Regarding the provision of a lift at the footbridge, the details would be submitted to the STDC after the preliminary designs were completed;
- (j) regarding suggestions on projects that were not included in the Third Phase, he said that they would be included in the list of pending projects and reconsidered in due course if they were in line with the conditions of the UA Programme. For now, the focus would be put on handling the projects endorsed to be implemented; and

- (k) the consultant company would conduct pre-construction preparatory work, including preliminary ground investigation for underground pipelines and public utilities, so as to ensure the feasibility of the works as early as possible and to avoid delays or the situation where the lifts could not come into operation at the same time.

56. Mr Frankie YEUNG, Project Manager of the Mannings (Asia) Consultants Limited responded that, regarding the lift retrofitting works at Pedestrian Subway NS179, a barrier facility would be installed between the exit of the lift and the road to separate pedestrians and vehicles. He said that, as some of the green areas would be removed, the same number of trees would be re-planted elsewhere and greening projects would be carried out after the completion of the works to optimise the environment. Regarding the building of a podium leading to the MOSHC, the look would usually be in line with that of the original pedestrian subway. Also, sufficient signs would be provided on the ground and at the ends of the subway. Regarding the issue of water leakage of the cover of the pedestrian subway, he would pass the maintenance request on to relevant staff members of the HyD.

57. Regarding the special programme implemented for the PRH estates in the Sha Tin District, the Chairman asked the relevant staff members of the HyD to contact him after the meeting to follow up on the arrangements.

58. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr LAI Tsz-yan.

59. Members agreed to discuss the provisional motion proposed by Mr LAI Tsz-yan.

60. Mr LAI Tsz-yan proposed the following provisional motion:

“Given the needs of people with disabilities, the Traffic and Transport Committee of the Sha Tin District Council demands that an exit to the podium of Belair Gardens be added to Lift No. 2 of Project ST03 of the ‘Universal Accessibility’ Programme.”

Mr George WONG seconded the motion.

61. The Chairman asked members whether they endorsed the provisional motion in paragraph 60.

62. The members unanimously endorsed the provisional motion in paragraph 60.

63. The Chairman asked members whether they agreed to address his provisional motion.

64. The members agreed to discuss the provisional motion proposed by the Chairman.

65. The Chairman proposed the following provisional motion:

“The Traffic and Transport Committee of the Sha Tin District Council urges the Government to expeditiously submit the preliminary design of the Third Phase of the Universal Accessibility Programme for the Sha Tin District Council’s deliberation as soon as possible. Also, footbridges or pedestrian subways that have not yet been included in the Universal Accessibility Programme should be reviewed expeditiously for the convenience of the elderly and people with impaired mobility.”

Mr LAI Tsz-yan, Mr George WONG, Mr CHAN Nok-hang, Mr CHIU Chu-pong, Mr CHEUNG Hing-wa, Mr LI Sai-hung, Mr CHAN Wan-tung, Mr YEUNG Sze-kin, Mr LO Yuet-chau, Mr NG Kam-hung, Mr Jimmy SHAM, Mr TING Tsz-yuen, Mr SHEK William, Mr Wilson LI, Mr WAI Hing-cheung, Mr WONG Ho-fung, Mr MAK Tsz-kin, Mr CHAN Pui-ming, Mr CHING Cheung-ying, Mr Raymond LI, Mr YIP Wing and Mr LO Tak-ming seconded the motion.

66. Mr CHIU Chu-pong suggested adding “including Tenants Purchase Scheme estates” after “...footbridges or pedestrian subways...that have not yet been included in the Universal Accessibility Programme”.

67. Mr CHAN Nok-hang suggested adding “including public rental housing estates built by the Housing Department”.

68. Mr TING Tsz-yuen suggested adding “including government-built public housing estates”.

69. The Chairman accepted members’ opinions and amended the provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council urges the Government to expeditiously submit the preliminary design of the Third Phase of the Universal Accessibility Programme for the Sha Tin District Council’s deliberation as soon as possible. Also, footbridges or pedestrian subways (including those within government-built public housing estates) that have not yet been included in the Universal Accessibility Programme should be reviewed expeditiously for the convenience of the elderly and people with impaired mobility.”

Mr LAI Tsz-yan, Mr George WONG, Mr CHAN Nok-hang, Mr CHIU Chu-pong, Mr CHEUNG Hing-wa, Mr LI Sai-hung, Mr CHAN Wan-tung, Mr YEUNG Sze-kin, Mr LO Yuet-chau, Mr NG Kam-hung, Mr Jimmy SHAM, Mr TING Tsz-yuen, Mr SHEK William, Mr Wilson LI, Mr WAI Hing-cheung, Mr WONG Ho-fung, Mr MAK Tsz-kin, Mr CHAN Pui-ming, Mr CHING Cheung-ying, Mr Raymond LI, Mr YIP Wing and Mr LO Tak-ming seconded the motion.

70. The Chairman asked members whether they endorsed the provisional motion in paragraph 69.

71. Members unanimously endorsed the provisional motion in paragraph 69.

Proposed Trial of Vehicle-to-Everything (V2X) Technology in Shatin between Hong Kong Science Park and Shatin Town Centre  
(Paper No. TT 13/2020)

72. The Chairman welcomed the representatives of the Innovation and Technology Commission (ITC), the TD and the Hong Kong Applied Science and Technology Research Institute Company Limited (ASTRI) to the meeting.

73. The representative of the ASTRI briefly introduced the contents of the paper.

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

- (a) he supported the implementation of the relevant technology in the territory;
- (b) he enquired about how the data transmitted would be encrypted to prevent other parties from controlling the devices or intercepting information;
- (c) he asked what the contents of the technical trial were, at which road sections the trial would take place and whether road conditions would be recreated for the trial. He was worried that it could cause danger and affect other road users; and
- (d) he asked if the trial data was sufficient as reference and asked how vehicle owners could join the trial.

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

- (a) he enquired about the implementation timetable of the technology in the territory;
- (b) a device had to be installed on vehicles for the trial and he asked if all vehicles sold in the territory in the future would be equipped with the device;
- (c) although the paper stated that the data collected did not involve any personal data relevant to plate numbers or vehicle owners, he asked if the devices installed on vehicles had serial numbers that would identify vehicle owners and track their whereabouts; and
- (d) he asked about the required number of participating vehicles in order to obtain accurate data if the technology was to be implemented in the territory.

76. Mr WONG Ho-fung pointed out that many vehicle manufacturers that had acquired the 5G Automotive Association (5GAA) membership were introducing V2X technologies on their own. Regarding this, he asked the ASTRI how it would apply the software and hardware it developed to vehicles from different manufacturers.

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

- (a) he asked the ITC about the total subsidy amount for the technology trial project;
- (b) he enquired about the impact of the trial project on the public; and
- (c) he asked about the development after the completion of the trial project, so that the STDC could provide opinions accordingly.

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

- (a) regarding the issues of information safety and personal privacy, he asked if it was technically possible to intercept vehicles' navigation data;
- (b) regarding the road section measuring a 14-kilometre return distance used for the trial, he asked about the different trial settings at different road sections and opined that certain complicated tests might affect traffic and road safety; and
- (c) he asked about the development after the completion of the trial project, so as to provide opinions accordingly.

79. Mr SIN Cheuk-nam asked about the kind of traffic information to be collected by the devices installed at roadside facilities or traffic lights and whether such information would be provided to the STDC for its reference.

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

- (a) he asked about the next development after the completion of the trial project and ways to popularise the technology;
- (b) regarding the devices installed at traffic facilities, he asked if the telematics devices provided by different suppliers would be compatible;
- (c) he asked about the reason for the small number of trial vehicles, opined that this would adversely affect the results of the trial and asked if the number of trial vehicles would be increased;
- (d) he pointed out that most trial vehicles frequented the Hong Kong Science Park (HKSP) and asked if the trial route was fixed due to this. Also, he asked if the ASTRI had learnt about the traffic black spots in Sha Tin and whether such black spots were included in the trial project; and
- (e) he asked if the ASTRI had learnt from relevant departments whether road works would take place at relevant road sections during the trial period, so as not to affect trial results.

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

- (a) he asked about the model of trial vehicles, the pattern of trial dates and the number of vehicles per trial; and
- (b) he opined that many vehicle manufacturers would preset semi-automatic driving functions for their vehicles, but the functions were banned by the authorities when such vehicles were imported into the territory. Regarding this, he hoped that the Government would not simply talk about innovation but complement innovation with policy changes as well.

82. Mr NG Kam-hung pointed out that the Che Kung Miu Road roundabout in Tai Wai was a traffic accident black spot and suggested including it in the trial area.

83. The views of the Chairman were summarised below:

- (a) he thanked the ASTRI for arranging a briefing session earlier, so that members could learn more about the V2X technology;
- (b) he asked about how the trial would proceed in phases at different road sections, so that relevant members could be prepared;
- (c) regarding the protection of privacy, the paper stated that all V2X devices installed at lamp posts were not equipped with cameras. Regarding this, he asked when the information collected by the system would be destroyed; and
- (d) regarding the 5.9GHz channel used by the trial, he opined that it should be on a different spectrum than the 4G channel used for civil telecommunications. Regarding this, he asked if there would be an issue of power interference.

84. The Chairman said that, to avoid adjourning the meeting due to the cleaning of the conference room, he suggested the following arrangement for the remaining agenda items:

- (a) after concluding the current agenda item, he would handle “Question to be Raised by Mr WAI Hing-cheung on Helicopter Flight in Sha Tin District” (Paper No. TT 14/2020), “Report on the Progress of Works of the Highways Department” (Paper No. TT 16/2020) and “Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin” (Paper No. TT 17/2020); and
- (b) “Progress Report of the Transport Department” (Paper No. TT 15/2020), “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan” (Paper No. TT 18/2020) and “Report on the Operation and Progress of Works of the Mass Transit Railway Corporation” (Paper No. TT 19/2020) would be discussed concurrently with “the Sha Tin District Bus Route Programme 2020-2021” at the special meeting later.



85. The Chairman asked if members agreed with the above suggestion.
86. Members unanimously agreed with the above suggestion.
87. Ms Carmen HO, Senior Manager (Research & Development Centre) of the ITC responded that the relevant research and development project received a funding of approximately \$20 million from the Innovation and Technology Support Programme of the ITC for a period of 2 years.
88. Dr Billy CHAN, Deputy Director, Communications Technologies of the ASTRI gave a consolidated response as follows:
- (a) to safeguard public privacy, only communication devices, but not cameras, would be installed at the roadside for the trial project;
  - (b) trial vehicles would only be connected to the V2X system after the installation of telematics devices; other vehicles would not be connected to the system or receive the messages sent by the system;
  - (c) the trial of the V2X system adopted the 5.9GHz channel. Application to the Office of the Communications Authority was required before accessing the channel. A trial permit would only be issued after the specifications as well as information and communication security of the telecom equipment met the relevant telecommunications standards and requirements;
  - (d) the scope of the communications of the V2X system only covered the range between roadside equipment and telematics devices. There was no impact on 4G LTE communications and the daily use of the internet or the public network;
  - (e) specific trial use cases and real-time messages for designated trial vehicles were listed in the appendix of the paper. For example, if the vehicles in front collided, the system would send a warning within 5 milliseconds based on the real-time information on the vehicle, such as GPS location, speed, time, direction or the condition after the vehicles in front braked. After that, the system would not save any real-time information on the vehicles;
  - (f) each telematics device had a serial number, but it was not linked to and could not be used to identify plate numbers, vehicle owners or drivers;
  - (g) the trial project would proceed in phases in accordance with the actual testing progress and road conditions. Tests involving manually-operated vehicles would proceed according to the actual conditions of road sections and trial scenarios among vehicles would be conducted at roads sections that were less busy in the vicinity of the HKSP as much as possible to ensure safety. Regarding other road condition information, such as traffic light signals, traffic congestion, road construction or speed limits, the tests would be conducted at relatively busier road sections, such as Yuen Wo Road and Tai Chung Kiu Road. Roadside equipment was a major testing item in the

trial project;

- (h) regarding whether traffic black spots in the district would be included in the tests, he pointed out that the trial project covered Tai Chung Kiu Road, where traffic light-related accidents frequently occurred. The V2X technology provided real-time traffic light information. Therefore, even if the junction was blocked by other vehicles and drivers could not see light signals, the V2X system would give them real-time traffic light signal reminders so as to minimise accidents by preventing such situations as jumping red lights or misreading light signals;
- (i) regarding the scenarios to test pedestrian and roundabout warnings, the ASTRI would conduct them in the HKSP first and would consider testing out more complicated scenarios in other road sections when the technology became mature and the public knew more about it; and
- (j) as not all drivers were willing to have the telematics device installed on their vehicles, he opined that the technology could first be implemented in public transportation and he welcomed the participation of members and the public which would increase the number of trial vehicles and thereby increase the effectiveness of the trial.

89. Mr Alex MUI, Director, Communications Technologies of the ASTRI gave a consolidated response as follows:

- (a) vehicle manufacturers that were 5GAA members had gradually been developing V2X technologies based on 3GPP specifications but with limited progress. However, the ASTRI's V2X technology had reached the world-leading standard and vehicle manufacturers had approached the ASTRI to discuss possibilities for cooperation;
- (b) he opined that although there were not many trial vehicles, the testing frequency could be raised to produce enough data. He also pointed out that, besides vehicles, roads were also an assessment object for information such as the relation between the density of roadside equipment and vehicles. He said that due to cost limitations and the management of participants and vehicles, they could not arrange for more trial vehicles at present. However, after the installation of roadside equipment, the ASTRI would attempt to contact business partners for funding or equipment sponsorship;
- (c) he pointed out that a large number of trial vehicles were not necessary for the assessment of certain data, such as the accuracy of GPS or whether the distance was sufficient, and thus opined that the current number of more than 10 trial vehicles was sufficient. Regarding the tests that required data from a large number of trial vehicles, they could be done in laboratories, assisted by equipment to simulate a large amount of incoming vehicle information so as to test the effects on response time;

- (d) the information of the trial project would be securely encrypted according to the standard of the Third Generation Partnership Project (3GPP), so as to protect the telematics devices from being hacked and prevent messages from being wrongly sent;
- (e) regarding other technical tests, he said that only sensors without cameras would be set up at the roadside inside the HKSP for the trial to test vehicles that were not equipped with telematics devices. Tests on highways would be considered in the future when scenario verification was to be conducted and after privacy issues were resolved;
- (f) the V2X technology involved data transmission between vehicles and between vehicles and roadside equipment, and the relevant technology would meet the 3GPP standards and be compatible with the products of different vehicle manufacturers and equipment manufacturers;
- (g) the assisted-driving function that vehicle manufacturers preset for their vehicles at present usually collected information with built-in sensors, and the V2X technology could provide information to vehicles through roadside equipment with a detection range of 100 metres, including places that were out of sight line, which was superior to built-in sensors. Vehicle manufacturers would consider how the V2X could improve vehicle safety and ways to lower the installation cost of built-in sensors. The ASTRI and the members of the 5GAA had also discussed ways to simplify built-in sensors in vehicles in response to the V2X system;
- (h) the tests would be conducted in the daytime and actual road conditions would be assessed. Regarding tests involving manually-operated vehicles, trial scenarios among vehicles would be conducted at road sections that were less busy in the vicinity of the HKSP;
- (i) the ASTRI would study and implement roadside sensing technology in due course, detect road conditions with sensors without cameras, study with vehicle manufacturers ways to improve vehicle safety with the V2X technology and enhance roadside equipment, so as to popularise the technology;
- (j) the tests would cover the accuracy of information. Since the system would generate a lot of information, filtering was necessary. The test results of different road sections would not be the same; and
- (k) in order to receive warnings, vehicles had to be equipped with V2X equipment, which could either be additionally-installed telematics devices, or preset by vehicle manufacturers. The system would work better if a certain number of vehicles could be used as a point of reference. Also, the ASTRI hoped to study roadside sensing technology in the future and to rely on sensors without cameras to detect road conditions, so that vehicles without telematics devices could also receive information.

90. Ms Priscilla SUM, Engineer/Smart Mobility 12 of the TD responded that the V2X technology was still at an initial stage and the TD was referring to the examples of other countries regarding the implementation of the technology. Therefore, the TD was very supportive of this project and hoped to take into account its results and effectiveness, as well as the level of public acceptance, before studying the ancillary facilities needed to adopt the technology in the territory and considering conducting relevant tests in more districts.

### **Question**

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

91. As the Security Bureau and the Civil Aviation Department replied that they could not send representatives to attend the meeting, the Chairman asked Mr WAI Hing-cheung for his opinion.

92. Mr WAI Hing-cheung opined that if relevant departments only gave written replies and did not attend meetings, the meetings would be meaningless and it was also disrespectful to the STDC. Therefore, he opined that it was mandatory for departments to send representatives to attend meetings.

93. The Chairman said that he would write to relevant departments to express that the issue involved aviation safety and professional areas and urge them to send representatives to the meetings to respond to members' questions.

(Post-meeting note: The Chairman wrote to the Security Bureau and the Civil Aviation Department on 5 May 2020.)

94. The Chairman decided to handle the question raised by Mr WAI Hing-cheung at the next meeting.

### **Information Papers**

Report on the Progress of Works of the Highways Department  
(Paper No. TT 16/2020)

95. Mr CHAN Pui-ming asked about the arrangement for the superstructure works at University Station Public Transport Interchange.

96. Mr Joey CHEUNG, District Engineer (ST)1 of the HyD responded that the superstructure works at University Station Public Transport Interchange would commence this week.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 17/2020)

97. Members noted the above paper.

**Date of Next Meeting**

98. The next meeting was scheduled to be held at 2:30 pm on 23 June 2020 (Tuesday) at the STDC conference room.

99. The meeting was adjourned at 6:53 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

June 2020