

**Minutes of the 1<sup>st</sup> Meeting of  
Traffic and Transport Committee (T&TC)  
Southern District Council (SDC) (2020-2023)**

Date : 6 February 2020  
Time : 2:30 p.m.  
Venue : SDC Conference Room

**Present:**

Mr LO Kin-hei	(Chairman of SDC)
Mr Paul ZIMMERMAN	(Vice Chairman of SDC)
Mr CHAN Hin-chung	(Chairman of T&TC)
Ms LI Shee-lin	(Vice-Chairlady of T&TC)
Mr CHAN Ping-yeung	
Ms CHAN Yan-yi	
Mr LAM Andrew Tak-wo	
Ms LAM Yuk-chun, MH	
Mr Jonathan LEUNG Chun	
Mr PANG Cheuk-kei, Michael	
Mr POON Ping-hong	
Mr TSUI Yuen-wa	
Mr WONG Yui-hei, Angus	
Mr YIM Chun-ho	
Mr YU Chun-hei, James	
Miss YUEN Ka-wai, Tiffany	

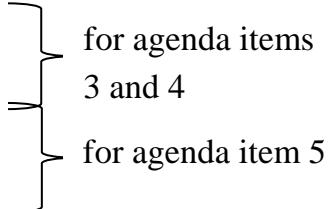
**Secretary:**

Miss LAU Wing-yu, Christy	Executive Officer (District Council)3, Southern District Office, Home Affairs Department
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**In Attendance:**

Mr CHENG Kong-chung, Francis, JP	District Officer (Southern), Home Affairs Department
Miss CHENG Wai-sum, Sum	Assistant District Officer (Southern), Home Affairs Department
Mr HON Cho-jiu, Kenneth	Senior Transport Officer/Southern, Transport Department
Mr LO Chun-hong, Dennis	Senior Transport Officer/Housing and Projects, Transport Department
Mr CHEUNG Kwok-fai, Ivan	Senior Engineer/Southern, Transport Department
Mr SO Wing-kin	Engineer/Southern 1, Transport Department
Mr HUNG Tszi-hin	Engineer/Southern 2, Transport Department

Ms WU Yuk-kwan, Crystal	District Engineer/South, Highways Department
Mr HO Chun-hin	District Operations Officer (Western District), Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge, District Traffic Team (Western), Hong Kong Police Force
Ms YEUNG Lee-wah, Lilian	Public Relations Manager, External Affairs, MTR Corporation Limited
Mr LEUNG See-yuen, Gary	Engineer/Projects 2, Traffic Survey & Support Division, Transport Department



### **Opening Remarks:**

The Chairman said that in response to the latest situation of the novel coronavirus infection, this meeting was closed to the public to reduce the health risks of mass gatherings. Members and media representatives present were requested to bring their own masks and drinking water. Before entering the venue, all persons were required to have their body temperature measured and to complete a health declaration form with the assistance of the staff of the Southern District Office. The length of this meeting was up to four hours, i.e. the meeting would finish no later than 6:30 p.m., and any outstanding items would be discussed at the next meeting.

2. The Chairman welcomed members and the following regular government representatives to the meeting:

- (a) Mr HON Cho-jiu, Kenneth and Mr LO Chun-hong, Dennis, Senior Transport Officers of the Transport Department (TD);
- (b) Mr CHEUNG Kwok-fai, Ivan, Senior Engineer of TD;
- (c) Mr SO Wing-kin and Mr HUNG Tszi-hin, Engineers of TD;
- (d) Ms WU Yuk-kwan, Crystal, District Engineer of the Highways Department (HyD);
- (e) Mr HO Chun-hin, District Operations Officer (Western District) of the Hong Kong Police Force (HKPF); and
- (f) Mr YONG Kwok-chung, Officer-in-charge, District Traffic Team of the Western Division, HKPF.

3. The Chairman suggested that each member be allotted a maximum of two three-minute slots to speak in respect of each agenda item. Members agreed to this arrangement.

**Agenda Item 1: Illegal Parking in the Southern District**  
(Include agenda items on “Relevant Department to make Manpower Arrangement and Improvement to the Traffic Congestion caused by Illegal Parking on Yue Kwong Road and the Nuisance of Vehicle Noise caused to Residents at Night” by Mr CHAN Hin-chung, “Concern on Illegal Parking in Chi Fu” by Mr LAM Andrew Tak-wo and “Concern on Illegal Parking and Illegal Loading/Unloading Activities in the Southern District” by Mr WONG Yui-hei, Angus, Mr CHAN Ping-yeung and Miss YUEN Ka-wai, Tiffany)  
**(TTC Paper No. 1/2020)**

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(Mr PANG Cheuk-kei, Michael joined the meeting at 2:47 p.m.)

4. The Chairman asked Mr LAM Andrew Tak-wo to brief members on the agenda item.

5. Mr LAM Andrew Tak-wo briefly introduced the content of the agenda item as follows:

- (a) as Mr CHAN Hin-chung had assumed the role of Chairman of T&TC, Mr CHAN had asked him for a favour to brief fellow members on the situation of illegal parking at Yue Kwong Road and to enquire of the Police whether modification to exhaust pipes of vehicles would cause noise nuisance;
- (b) there were quite many winding and steep roads with light traffic in the Southern District, giving rise to the problem of illegal road racing in areas such as Pok Fu Lam Road. In this regard, he requested the Police to provide data on cases of noise nuisance caused by speeding;
- (c) illegal parking of vehicles was mainly classified into illegal parking on pavements and illegal parking on carriageways. Regarding illegal parking on pavements, given the popularity of food delivery services nowadays, food delivery workers who mainly relied on motorcycles would often park their motorcycles on pavements for the sake of convenience. Not only would this cause inconvenience to pedestrians but also defeat the purpose of pavement design. Some motorcyclists had even failed to reduce the speed beforehand in their attempt to park their motorcycles on pavements, thus posing danger to pedestrians (especially the elderly and children). He enquired of the Police

whether enforcement actions had been taken under the above circumstance;

- (d) residents felt helpless about overnight parking of some motorcycles or bicycles on the pavements in Chi Fu area. He said that the Police had conducted enforcement operations. However, given that the related issue was not so serious during daytime, and there had been inadequate police patrol, he was sceptical about the effectiveness and deterrent effect of the enforcement operations. He pointed out that the above misbehaviour did not necessarily have a significant impact on traffic conditions, but he hoped that the Police would take follow-up actions, and provide the number of enforcement operations conducted on pavements and advise the effectiveness;
- (e) illegal parking on carriageways had often resulted in traffic congestion in Shek Pai Wan, Chi Fu area and Aberdeen, posing a constant threat to public safety. Citing Chi Fu area as an example, he pointed out that illegally parked vehicles had left motorists with no choice but to drive in the opposite direction, posing danger to road users; whereas those bus captains who followed traffic rules had to drive slowly as well, thus leading to traffic congestion. As such, he wished to draw the attention of the departments concerned to this problem; and
- (f) he thanked the Police for providing data on the frequency of enforcement and patrol operations, but he was sceptical about the effectiveness of traffic enforcement. He pointed out that some members of the public had reflected that enforcement operations had been conducted by the Police in the vicinity of Chi Fu Close from 6:00 a.m. to 7:00 a.m. on weekends, during which there were not so many vehicles or pedestrians on the street. Therefore, some residents had queried the objectives and effectiveness of the Police's traffic enforcement. He requested the Police to respond, and to report in detail the factors to consider in selecting the times of the day and locations for traffic enforcement as well as the effectiveness.

6. The Chairman asked Mr WONG Yui-hei, Angus to brief members on the agenda item.

7. Mr WONG Yui-hei, Angus briefly introduced the agenda item as follows:

- (a) he pointed out that three agenda items for this meeting were related to illegal parking, which reflected that the problem of illegal parking was serious in the Southern District. Taking Chengtu Road as an example, he pointed out that illegal parking would not only cause traffic congestion at the road section between Aberdeen Main Road to Aberdeen Praya Road, but also affect the pick-up/drop-off of bus passengers, thus aggravating the congestion problem. He hoped that the departments concerned could take follow-up actions, and said that as the problem of illegal parking could not be solved through the Police's enforcement operations alone. He asked TD to provide supplementary information on the planned increase in the number of parking spaces in the Southern District as stated in its written reply, and respond to Mr LAM Andrew Tak-wo's comment on the shortage of motor cycle parking spaces; and
- (b) on traffic enforcement, the related data and residents' comments had revealed that there had been a sharp reduction in the number of the Police's enforcement operations against illegal parking recently. While the Police had explained that manpower had to be deployed to handle social conflicts, he enquired of the Police about the possibility of making appropriate manpower deployment on weekdays to address the problem of illegal parking. Given the rampant illegal parking and the relatively narrow roads in the Southern District, he expected to tackle the problem through inter-departmental co-ordination. He also hoped that the Police could increase the frequency of enforcement operations and explore measures conducive to enhancing enforcement effectiveness, so as to prevent a recurrence of the parking offences.

8. The Chairman said that five members had put forward agenda items related to illegal parking, which reflected the severity of the problem in the Southern District. He said that illegally parked vehicles would undermine public safety, or even probably obstruct the sightlines of pedestrians and pose danger. As quite many members of the public had also reflected to him the issues of law enforcement and manpower deployment by the departments, he hoped that HKPF and TD could respond accordingly. He then reminded departmental representatives not to repeat the content of the written replies due to time constraint.

9. The Chairman invited the representatives of HKPF to respond.

10. Mr HO Chun-hin gave a consolidated response as follows:

- (a) the Police had expressed concern about the problem of illegal parking all along. Safeguarding pedestrian safety and maintaining smooth traffic flow were among the operational priorities of HKPF;
- (b) as at December 2019, the total number of registered vehicles in Hong Kong reached more than 800 000, but the total number of parking spaces was more than 700 000 only. From the comparison of the above data alone, there was a shortfall of more than 100 000 parking spaces in Hong Kong. Furthermore, as the amount of fixed penalty for parking offence might be lower than that of parking fee, some motorists would rather pay parking penalty charges than parking fees;
- (c) the Police mainly combated the problem of illegal parking through traffic enforcement. There were only seven Traffic Wardens assigned to the Southern District currently, and one additional Traffic Warden post would be created this year. Due to manpower constraint, the Police would conduct targeted enforcement operations based on the principle of according priority to urgent cases, whereby priority would be given to illegal parking black spots, e.g. vehicles illegally parked at double yellow lines or near pedestrian crossings obstructed the sightlines of pedestrians and thus undermined pedestrian safety, so as to combat the problem of illegal parking in the district by stretching the existing manpower; and
- (d) apart from traffic enforcement, the Police would also ease the problem with the use of technology resources. He advised the meeting that the Hong Kong Islands Region was carrying out a pilot run of an “e-Platform for Traffic Complaints” (e-Platform). He encouraged members and the public to record videos of illegally parked vehicles at bus stops or pavements, and then file a report to the Police via the e-Platform. Given the vastness of the Southern District, it would take time for the Police to arrive at the scene upon receipt of a complaint, by then the illegally parked vehicle might have left. Therefore, he encouraged witnesses to upload the videos of parking offences via the

e-platform to facilitate the issuance of summonses to vehicle owners by the Police thereafter.

11. The Chairman invited the representatives of TD to respond.

12. Mr SO Wing-kin responded that TD had been identifying suitable sites in the Southern District for providing additional parking spaces. For instance, two goods vehicles parking spaces had been added at Lee Nam Road in November 2019. TD was also concerned about safety issues arising from illegal parking and illegal loading/unloading activities at pedestrian crossings, and would review and consider the feasibility of designating no-stopping zones or clearways to avoid obstructing the sightlines of pedestrians and posing threats to public safety. Consideration would be given by TD to adopting appropriate improvement measures on a case-by-case basis.

13. The Chairman asked members to raise comments.

14. A number of members raised enquiries and comments on the subject, with details summarised as follows:

- (a) Mr YU Chun-hei, James said that illegal parking was a common sight in the Southern District. As far as the South Horizons East constituency to which he belonged was concerned, vehicles had often illegally parked overnight at the emergency vehicular access, causing potential hazards. He had repeatedly contacted the Police Public Relations Branch and learnt that the Police had already conducted enforcement operations. However, in view of a shortage of parking spaces and the relatively low fine level for the fixed penalty ticket, still some vehicle owners had illegally parked their vehicles in the district. As such, he called on the Police to step up enforcement efforts. He continued to point out that the Police had already conducted enforcement operations against illegal parking in South Horizons East area on the First Day of the Lunar New Year, but fewer operations had been conducted on weekdays. He considered that apart from major festivals such as the Lunar New Year, the Police should step up enforcement efforts on a regular basis as well;
- (b) Mr Jonathan LEUNG Chun said that he had on 15 May 2019 received a complaint about noise emissions from motor vehicles from a resident in Bays Area, who had a suspicion that the noise nuisance

had been caused by illegal road racing at Repulse Bay Road. Thus, site inspections had been conducted at 1:00 a.m. on 15 May, 2:30 a.m. on 18 May, 5:00 a.m. on 9 June and 1:00 a.m. on 15 June respectively. Yet, it had been found that the noisy vehicles had not been travelling at a high speed. He had referred the related case to the Police; nevertheless, owing to enforcement difficulties and motorists' familiarity with the locations of police road blocks, the results had been far from satisfactory. He suggested relocating the police road blocks. He continued that given the severity of the problem of illegal parking at the narrow road section between 69 Repulse Bay Road and Bellevue Drive, emergency vehicles would not be able to pass through should any congestion occur, which could bring disastrous consequences. He pointed out that as the road section concerned was a private road, it was difficult for the Police to enforce the law, while private domestic households were unable to tackle the illegal parking problem either. Hence, the departments concerned should take proactive actions to squarely address the problem;

- (c) Mr WONG Yui-hei, Angus shared Mr Jonathan LEUNG Chun's views on illegal road racing and modified vehicles. He said that people residing in buildings along Aberdeen Praya Road were often disturbed by vehicle noise at night-time. During a site inspection at 2:00 a.m., he had found that the vehicles involved had not travelled at a high speed. As such, he enquired of the departments concerned of the possibility of providing information about modified vehicles, e.g. the restrictions imposed on modified vehicles or the arrangements for vehicle examination, as well as stepping up law enforcement against illegal vehicle modifications. As for the deployment of Traffic Wardens, he pointed out that given the relatively vast area of the Southern District, it was incomprehensible to him why the 14 Traffic Wardens were for shared use by the Western Police Station and the Southern District. He opined that seven Traffic Wardens were simply not enough for the Southern District. He continued that in view of the frequent occurrence of illegal parking at the bus stop and emergency vehicular access at the exit of Yue Fai Court, Yue Kwong Road, he urged the departments concerned to propose improvement measures to prevent illegally parked vehicles from obstructing the emergency vehicular access. He had also reflected to the Police the traffic conditions at the road bend adjacent to the St. Peter's Church

bus stop at Aberdeen Main Road. It was pointed out that upon the occurrence of illegal parking on the carriageway, four lanes of traffic had to funnel through two traffic lanes, and that some vehicles might even cross the lane when making turns. As such, he called on the Police to step up enforcement efforts and TD to adopt improvement measures;

- (d) Mr CHAN Ping-yeung said that given the relatively small land area of Ap Lei Chau North constituency to which he belonged, vehicles illegally parked at certain road sections where bottlenecks already occurred would cause a complete gridlock in the local road network. He continued that quite a large number of inbound vehicles accessing Ap Lei Chau North during weekends had contributed to the illegal parking problem. He had, in writing, reflected to the Aberdeen Police Station the illegal parking problem at Yuet Hoi Street and 96-150 Main Street, Ap Lei Chau with dates and times of all such occurrences. Thereafter, the Police had conducted enforcement operations, resulting in an increase in the number of fixed penalty tickets issued. Regarding the e-Platform, he enquired about the sufficiency of videos uploaded by members of the public for the Police to institute prosecutions against parking offenders, whether there was a need for the public to provide details such as dates and times of such occurrences, as well as the lead-time for the Police to respond to complainants. He continued to enquire of TD whether yellow box junctions would be added to alleviate the problem of illegal parking;
- (e) Mr Paul ZIMMERMAN agreed that the Legislative Council should increase the fixed penalty for parking offences, and said that despite that public transport users outnumbered private vehicle passengers, the Police should also step up their efforts against illegal parking of private vehicles. Regarding the availability of parking spaces, he said that apart from increasing the number of parking spaces, it was also necessary to formulate a set of comprehensive and effective parking and transport policies for Hong Kong. Otherwise, this would aggravate the problem of illegal parking when 240 000 mainland vehicles would still be allowed to enter Hong Kong daily. He called on TD to consider whether border control points in Hong

Kong would remain open, and respond to the question when the First Registration Tax would be increased. He was sceptical about the Police's enforcement operations, and pointed out that citing Pokfulam constituency to which he belonged as an example, police officers would turn on the siren at the sight of illegally parked vehicles and allow motorists to drive their vehicles away; nevertheless, such motorists had often returned their vehicles to the original locations after the police officers' departure. He pointed out that indeed, the Police had selectively issued summonses to some parking offenders, and opined that the Police should immediately issue summonses to parking offenders and carry out law enforcement duties in an impartial manner. He further suggested that the Police should secure additional electronic devices for monitoring the situation of illegal parking. Given that the Police had issued summonses in a relatively passive manner, he stressed that it was imperative for the Police to make improvement;

- (f) Mr POON Ping-hong used a photograph which depicted the scene of illegally parked vehicles forming a one-kilometre queue in Wah Kwai area to illustrate the gravity of the situation. Despite that the Police had issued some 70 summonses in December 2019, some vehicles had still illegally parked for a prolonged period of time, and a queue of illegally parked vehicles had even extended to Hing Wai Industrial Centre during the Lunar New Year. He said that as there was a single road leading to Wah Kwai Estate, the services of Citybus would be affected by illegally parked vehicles. He continued to point out that given that the monthly fees of parking spaces at Wah Kwai Estate ranged from \$2,800 to \$3,200, probably motorists would rather illegally park their vehicles than rent parking spaces. He suggested that the Police should increase the penalty charges, as well as step up enforcement efforts by conducting blitz operations to prevent vehicles owners in Wah Kwai Estate from tipping members of their own chat groups off and even alerting other vehicle owners of the need to drive illegally parked vehicles away after reporting to the Police, causing wasteful employment of the Police;
- (g) Ms LAM Yuk-chun, MH said that illegal parking was rampant in Hong Kong. For instance, vehicles illegally parked at Lee Nam

Road and Ap Lei Chau Estate Bus Terminus would easily put pedestrians at risk because of sightline obstruction. Given that with a mere provision of 10 motor cycle parking spaces, the walkway along Ap Lei Chau Bridge Road next to Lei Fook House had been occupied by some 40 illegally parked motorcycles, she requested the Police to strengthen co-operation with various departments and to enforce the law impartially. As regards illegal modification of vehicles, she pointed out that as noise emissions from illegally modified vehicles at Aberdeen Praya Road in the midnight had caused nuisance to residents in Ap Lei Chau Estate, it was hoped that the Police could step up enforcement efforts. She continued to enquire about the division of work with respect to issuance of fixed penalty tickets among the seven Traffic Wardens assigned to the Southern District and police officers;

(h) Mr PANG Cheuk-kei, Michael said that likewise, the problem of illegal parking at tourist attractions in Stanley area was serious (especially during holidays). He had previously reflected the problem to TD in writing. At that time, TD had responded that officers had been deployed to patrol the area in December 2019 and found that even though the vehicular flow was above normal, there was no traffic congestion arising from major events, and the traffic flow was basically smooth. He enquired of TD and the Police whether they would first work out solutions with SDC members of local constituencies before major events. He continued that quite many residents in Ma Hang Estate had complained to him that rampant illegal parking on pavements had impeded the passage of the wheelchair-bound elderly. He continued to point out that there was a significant shortage of motor cycle parking spaces in Stanley area. Since TD would add one motor cycle parking space at Wong Ma Kok Road, he enquired whether TD would continue to provide more motor cycle parking spaces in the future. In regard to law enforcement, he said that currently police officers of the Western Police Station were being deployed to the Southern District for enforcing the law. In this connection, he enquired of the Police whether the Southern District would be designated as a separate police region in the future;

(i) Miss YUEN Ka-wai, Tiffany said that the Police had failed to provide information on patrol operations at Ka Wo Street in Tin Wan. Upon making an enquiry with the Police, she learnt that the Police had not taken targeted enforcement actions at Ka Wo Street because no complaint had been received. Nevertheless, she pointed out that since there were shops along both sides of Ka Wo Street, the large number of goods vehicles parked on the roadside had posed threat to pedestrian safety and caused obstruction. Therefore, she suggested that the Police should pay attention to illegal parking at Ka Wo Street. While she agreed that the Police alone could not be solely relied upon to combat illegal parking activities, she enquired of TD about the availability of other improvement measures, such as the introduction of rent control in the car parking market, so as to prevent vehicle owners from opting for illegal parking to achieve parking savings. She had also discussed with TD on provision of additional motor cycle parking spaces. While she understood that TD had to consider factors such as underground pipework and planning, she suggested that TD should enhance communications with relevant departments so as to increase the number of parking spaces in various locations in the Southern District. With regard to the e-Platform, she enquired about the difference between the e-Platform and the 1823 hotline, whether the complainants were required to provide personal data, the lead-time for the Police to respond, and whether the e-Platform had officially commenced operation;

(j) Ms CHAN Yan-yi said that owing to the shortage of parking spaces in Larvotto, illegal parking was serious. She suggested that TD should consider making good use of vacant land near the shipyards or large coach parking spaces for providing more private car parking spaces for Larvotto; and

(k) Mr LAM Andrew Tak-wo said that the e-Platform was operational now, and he learnt that complainants were required to provide personal data when filing reports. However, he had yet to receive a response from the Police so far after filing a report. He pointed out that reports on illegal parking involving walkways were mostly dependent on photographic evidence. If a case was pending the Police's investigation for a couple of days, most probably the illegally

parked vehicles would have left already. The effect was questionable. He continued to point out that as such contact methods as telephone number, Line, WeChat and SMS had merely been included in the promotional leaflet on the e-Platform, he suggested that WhatsApp and Telegram should be added as well for enhancing efficiency of the e-Platform.

15. The Chairman invited the representatives of HKPF to respond.

16. Mr YONG Kwok-chung thanked members for their views and gave a consolidated response as follows:

- (a) he was aware that illegal parking was a ubiquitous problem in the district. However, due to the shortage of manpower, it was difficult for the Police to conduct enforcement operations at every corner. Moreover, the Southern District was within the jurisdiction of the Western Division, the Aberdeen Division and the Stanley Division, while the seven Traffic Wardens assigned to the Southern District were from the Western Division. When necessary, he would assign Traffic Wardens and police officers to patrol the areas concerned (e.g. during major events such as rice distribution activity or fire dragon dance staged at Aberdeen Centre in the district);
- (b) during the Lunar New Year, the Police would conduct targeted enforcement operations; nevertheless, they might not be able to deal with the problem of illegal parking in all areas due to manpower issues. He pointed out that the Police had issued some 200 summonses in Aberdeen on the First Day of the Lunar New Year. The Police would accord priority to those areas where the problem of illegal parking was more severe, having regard to the prevailing traffic conditions, availability of manpower resources and policing priorities. The Police would also conduct blitz operations and deploy towing vehicles beforehand to tow illegally parked vehicles away, with a view to combating the problem of illegal parking as well as enhancing the effectiveness and deterrent effect of enforcement operations;
- (c) since a few years ago, the Police had not given any forewarning before conducting enforcement operations against illegal parking. Instead, enforcement operations would be conducted in the order of

receipt of complaints, while taking into account such factors as manpower, time and road space, etc. The Police would fine-tune the enforcement strategies in a continuous effort to enhance the effectiveness and deterrent effect, so as to prevent illegally parked vehicles from obstructing roads;

- (d) the Police would include figures on parking offences in the Southern District in the progress report. However, he said that if the Police conducted enforcement operations at the same location for a prolonged period of time, vehicle owners would tip each other off and leave the scene as soon as possible, thus causing a sharp reduction in the number of summonses issued and aggravating the problem of illegal parking in the neighbouring areas. As such, he suggested that members should, having regard to the circumstances of individual streets, provide information on illegal parking to the Police through such channels as report rooms, the e-Platform and the 1823 hotline;
- (e) the Police thanked members for their support for an increase in the fixed penalty for parking offences, the proposed adjustment to parking fees and the containment of vehicle growth;
- (f) due to the inapplicability of the Road Traffic (Parking) Regulations (Cap. 374C) to private roads, the Police were not in a position to issue summonses against vehicles illegally parked on private roads. As such, any cases relating to private roads could only be dealt with by the owners of such roads. Notwithstanding this, the Police would address the problem of illegal parking at emergency vehicular accesses to avoid affecting emergency services. He also called on members to encourage vehicle owners to abide by the parking laws;
- (g) regarding the problem of noise emissions from modified vehicles, it was difficult for the Police to intercept the vehicles concerned. However, members and members of the public might complete the relevant form on the TD's website for providing registration numbers of the vehicles involved, so that TD could mandate vehicle owners to produce their vehicles for examination;

- (h) as the problem of illegal road racing was under the purview of the Enforcement and Control Division of the Traffic Hong Kong Island, he would reflect the problem pertaining to the Southern District to the unit concerned accordingly;
- (i) when explaining the functions of the e-Platform and the 1823 hotline, he pointed out that the majority of the persons who had reported via the 1823 hotline were reluctant to testify in court, therefore the Police could merely take note of public views. There were plans to step up enforcement efforts in the future. However, if members of the public were willing to testify in court, the investigation unit of the Traffic Hong Kong Island would conduct follow-up investigation and institute prosecutions when there was sufficient evidence. By the same token, for those cases reported via the e-Platform, if a complainant or member was willing to testify and produced relevant photographs or videos as evidence, the affiliated police district could accordingly conduct enforcement operations to solve the problem of obstruction to no-stopping zones or bus stops by illegally parked vehicles. He would follow up on the member's enquiry on failure to receive the Police's reply to his report filed via the e-Platform, and said that normally, the Police would reply within a week;
- (j) the Police intended to conduct enforcement operations against illegal parking at Lee Nam Road shortly;
- (k) given that other types of vehicles had caused more serious road obstruction than motorcycles, enforcement against the vehicles concerned would take priority over the problem of illegally parked motorcycles;
- (l) he suggested that members should report traffic offences indicated in the promotional leaflet via the e-Platform. It was explained that the fixed penalty tickets issued by the Police were classified into two categories, and that all offences indicated in the promotional leaflet were prosecutable against motorists, including "careless driving" and "dangerous driving" under the category of criminal summonses, for which the offenders would be put on trial. As for those vehicles illegally parked on pavements and outside no-stopping zones, subject

to the limitations of the legislation, police officers could merely issue summonses on the spot, but not institute retrospective prosecution. Hence, the e-Platform was not applicable in such cases;

- (m) the Police had taken note of the problem of illegal parking in Stanley, which was under the purview of the Stanley Sub-Division. As events would also be staged in other areas (e.g. the Ocean Park and local schools) during major festivals, it was necessary for the Police to appropriately deploy manpower to deal with the problem of illegal parking in various areas;
- (n) regarding the enquiry about the data on illegal parking at Ka Wo Street, Tin Wan, he pointed out that the Police had included the data in the progress report by locations proposed by T&TC of the previous term, and that members might suggest new street locations;
- (o) given that video footage recorded by car camcorders was useful information for filing reports via the e-Platform, he called on vehicle owners to provide evidence and testify in court;
- (p) regarding enforcement timing, the Police would make reference to public views. Thus, enforcement operations would also be conducted at different times of the day such as the early hours of weekend morning; and
- (q) regarding the “Selected Traffic Enforcement Priorities”, the Police had included in 2019 the item on combating illegal parking at bus stops to prevent the life-threatening situation of picking up/dropping off bus passengers in the middle of the carriageway. The Police had also conducted some 60 towing operations in the Western District, representing an increase of more than 5% compared with the previous year.

17. The Chairman invited the representatives of TD to respond.

18. Mr SO Wing-kin gave a consolidated response as follows:

- (a) regarding the availability of parking spaces, TD would require that the maximum number of parking spaces be provided in new development

projects in accordance with the planning standards to ensure adequate supply. For existing developments, TD would, wherever possible, utilise suitable roadside spaces or vacant sites for parking purposes by way of short-term tenancy (STT), as well as enhance inter-departmental co-ordination to address land use conflicts between parking spaces and communal facilities;

- (b) TD might discuss with members and the Police on the parking arrangements in individual areas during major festivals; and
- (c) TD could merely designate yellow box junctions, whereas other vehicles were always prohibited from parking at the bus stop at Yue Fai Court. Consideration would be given to adding signs such as “Keep Clear” at the opposite exit to remind motorists.

19. Mr CHEUNG Kwok-fai, Ivan added that TD understood that the vehicles illegally parked at roadside would affect the sightlines of pedestrians, hence, facilities conducive to improving the sightlines of pedestrians would be added at suitable pedestrian crossings. TD would discuss with the members concerned before implementing the policy concerned. On vehicle growth, he said that the Government would explore on various fronts to address vehicle growth and improvement measures against illegal parking. TD would conduct public consultation in due course.

20. A number of members raised enquiries and comments on the subject again, with details summarised as follows:

- (a) Mr Paul ZIMMERMAN enquired of TD about the procedure for identifying new parking sites and whether members could propose to TD potential sites for provision of motor cycle parking spaces. He also enquired of the Police how to co-operate with private housing estates in Pok Fu Lam for collecting information required for combating illegal parking and illegal road racing. On the issuance of summonses, he hoped that the Police would undertake to enforce the law impartially, as well as deploy additional manpower, make good use of time and resources, and avoid persistently turning on sirens to alert owners of the illegally parked vehicles that caused nuisance to residents in the neighbourhood. He suggested that the Police should adopt more effective measures in an attempt to combat the problem of illegal parking in Pok Fu Lam, and that TD should explore measures to

contain vehicle growth with other departments. Given the constraints of parking spaces and road space, TD should consider short-term closure of border control points with the Mainland and other measures for reducing the number of vehicles driven on the road;

- (b) Mr Jonathan LEUNG Chun said that the Police were not in a position to carry out enforcement operations against illegal parking on private roads; nevertheless, if illegally parked vehicles obstructed emergency accesses, the Police should take enforcement actions accordingly. He pointed out that a similar incident had occurred at South Bay Road and hoped that the Police could take follow-up action, in particular, stringent enforcement operations should be carried out at relatively narrow roads in the district. He continued to ask the Police about the definition of illegal road racing, pointing out that some noisy vehicles might not be driven in excess of the prescribed speed;
- (c) Mr PANG Cheuk-kei, Michael said that the Police had mentioned their intention of persuading drivers to drive away their illegally parked vehicles through issuance of summonses. Yet, he pointed out that the significance of issuing summonses lay in deterring the motorists involved from repeating the parking offence, thus the Police should enforce the law impartially. He continued to point out that regarding collection of evidence, the e-Platform aimed to enhance the Police's law enforcement efficiency, but if a complainant was required to provide relevant evidence and testify in court, the burden of proof would automatically rest on the complainant. As such, he enquired of the Police about the availability of alternative measures to address this issue;
- (d) Mr POON Ping-hong said that enforcement operations had been carried out by the Western Police Station between 18 and 24 January 2020, during which summonses had been issued to motorists for illegal parking and loading/unloading goods at no-stopping zones, and vehicles posing potential danger had been towed away. He enquired of the Police if illegally parked vehicles in the Southern District had been towed away during the said period, and wished to know the locations and number of enforcement operations against illegal parking conducted as well as the effectiveness of towing operations. He welcomed the Police to step up enforcement efforts in Wah Kwai

area. Regarding the proposed provision of new car parks, he pointed out that a vacant site of 2 470 square metres near Wah Kwai Estate had already been surrendered to the Government on 31 March 2019, but tender invitation was still pending so far. He suggested that the relevant departments should make good use of the site concerned for parking purposes;

- (e) Mr WONG Yui-hei, Angus agreed that the Police should enforce the law impartially. He pointed out that despite the provision of a loading/unloading area in Aberdeen town centre, the problem of illegal parking was serious at Aberdeen Main Road (the area behind the HSBC branch office). Thus, goods vehicles of nearby shops had no choice but to load/unload goods at the bus stop outside St. Peter's Church, while goods vehicles at inner streets even had to use the minibus stand spaces. Therefore, he hoped that in implementing the enforcement priorities, the Police could take into account the locations of loading/unloading spaces, as well as solve the problem of illegally parked vehicles reoccupying the spaces behind and in front of the stopping areas of bus stops after the police officers' departure. He continued to point out that the Police had driven out illegally parked vehicles from Yue Kwong Road without issuing summonses. As such, he hoped that the Police could step up enforcement efforts with the issuance of summonses to deter owners from illegally parking their vehicles. He continued that there were only six motor cycle parking spaces at Yue Kwong Road, which were often occupied by abandoned vehicles. As the problem still persisted after he had filed a complaint in January 2020, he asked the department concerned to take follow-up action accordingly;
- (f) Ms LAM Yuk-chun, MH said that TD would provide two additional goods vehicles parking spaces at Lee Nam Road. In this connection, she enquired of TD when a review would be conducted to assess the effectiveness of these parking spaces and a vehicle-to-parking space target ratio in respect of each class of vehicles be drawn up. She continued to enquire about the division of work in respect of issuance of fixed penalty tickets among the seven Traffic Wardens assigned to the Southern District and police officers;

- (g) Ms LEE Shee-lin suggested that the Police and the Housing Department should conduct a joint operation against illegal parked vehicles in Wah Fu area, and hoped that fellow members could compile a list of illegal parking black spots in respective constituencies, with a view to facilitating the Police in stepping up enforcement efforts; and
- (h) Mr CHAN Ping-yeung said that inbound vehicles had often parked illegally at Main Street, Ap Lei Chau during lunchtime on weekdays and in the afternoon during weekends. He hoped that the problem of illegal parking in Ap Lei Chau could be alleviated to avoid causing a gridlock in the entire area. He continued that it was likely that the e-Platform would be similar in effectiveness to the 1823 hotline, both of which required complainants to provide evidence such as witness statements and photographs, thus dampening the public's propensity to report illegal parking.

21. The Chairman invited the representatives of HKPF to respond.

22. Mr HO Chun-hin gave a consolidated response as follows:

- (a) the Police would enforce the law impartially. However, given the resources constraint and the ubiquity of illegally parked vehicles, the Police needed to take the effectiveness of traffic enforcement into consideration. If the Police still issued summonses to parking offenders on a congested road, this would only exacerbate the problem of traffic congestion. Therefore, the Police would carry out targeted traffic enforcement operations having regard to actual circumstances, manpower resources and operational priorities;
- (b) he explained that Traffic Wardens could merely issue summonses to parking offenders, whereas police officers, with more power, might prosecute the motorists involved. For the time being, the Police were not able to provide the number of prosecutions instituted by Traffic Wardens and police officers respectively;
- (c) the Police were aware that requiring a reporting person to testify in court as witness or give material evidence might undermine the

effectiveness of the e-Platform. However, the Police needed to gather relevant information in accordance with legal requirements; and

- (d) on long-term measures, the Police would consider making good use of technologies such as closed-circuit television to facilitate enforcement operations, but public consultation would be conducted beforehand.

23. The Chairman invited the representatives of TD to respond.

24. Mr SO Wing-kin responded that for proper utilisation of road space, TD would identify suitable sites for providing additional on-street parking spaces or loading/unloading spaces. Examples included the coach layby at Beach Road in Repulse Bay and the STT car park in Tin Wan. TD primarily used idle land for provision of STT car parks, while the Lands Department (LandsD) was responsible for tender invitation. Regarding the conversion of existing parking spaces into other types of parking spaces, TD was aware of the strong demand for private car parking spaces; nevertheless, priority consideration would be given to commercial parking spaces such as goods vehicles and coaches through review of their utilisation rates before exploring the feasibility of converting such parking spaces into private car parking spaces.

25. Mr CHEUNG Kwok-fai, Ivan supplemented that TD would explore measures to alleviate the traffic problem in Hong Kong from multiple perspectives and would consult relevant stakeholders in a timely manner. As for the problem of motor cycle parking spaces being occupied by abandoned vehicles, he said that TD had all along taken joint enforcement actions with the departments concerned, and that members might contact TD via email for its follow-up actions, with a view to properly utilise existing parking spaces. TD had been paying attention to the traffic flow at Old Street, Ap Lei Chau, and would be willing to explore improvement measures with SDC member of local constituency.

26. Mr Jonathan LEUNG Chun said that local residents had raised concern about the prolonged occupation of motor cycle parking spaces by abandoned vehicles at Nam Fung Road. He had referred the case to HyD, TD and the Police, but the problem had been left unsolved so far. He urged the departments concerned to follow up accordingly.

27. The Chairman invited the representatives of HKPF to respond.

28. Mr YONG Kwok-chung gave a consolidated response as follows:

- (a) the Western Police District was implementing the policy on “issuing the second ticket to illegally parked vehicles without moving 30 minutes after the first ticket is issued” in the Southern District, and enforcement operations against illegal parking had been carried out between 18 and 24 January 2020, during which two illegally parked vehicles had been towed away. The Police had also announced the enforcement programme through the media beforehand to achieve deterrent effect;
- (b) at the same time, the Police had reminded law enforcement officers to pay attention to the problem of illegal parking in the spaces in front of and behind the stopping areas of bus stops to ensure pedestrian safety;
- (c) as a matter of fact, the Police had towed away illegally parked vehicles at Main Street, Ap Lei Chau in the past; nevertheless, the Police had to take into account the circumstances of other areas, and assessment of the existing locations for implementing enforcement priorities would be made in a timely manner;
- (d) regarding private roads, he reiterated that the Police would issue summonses or tow away illegally parked vehicles which obstructed emergency vehicular accesses, while general parking issues relating to private roads should be dealt with by the owners of private roads; and
- (e) regarding abandoned vehicles, in response to the recommendations in the Director of Audit’s Report in 2000, the Police had discussed the division of work with LandsD, whereby LandsD would be responsible for instituting prosecutions, while the Police, without the power to prosecute, was merely responsible for towing away abandoned vehicles on public and private roads causing imminent danger or serious obstruction. According to the Police’s internal guidelines, abandoned vehicles were vehicles with a dirty and dilapidated appearance having been parked at the same location for at least 72 hours. The Police would make sure that the vehicles concerned conformed to the definition set out in the guidelines and were not on the wanted list before referring the cases to LandsD.

29. Mr CHAN Ping-yeung requested the Police to keep the identity of complainants confidential during enforcement operations.

30. In closing, the Chairman concluded that the problem of illegal parking in the Southern District could be attributable to the shortage of parking spaces and law enforcement officers. He suggested that apart from considering an increase in the number of parking spaces, the department concerned should also review the existing level of parking fees. On traffic enforcement, given the long-standing problem of illegal parking, he hoped that the Police could enhance manpower deployment, streamline the public reporting procedure and step up enforcement efforts, so as to alleviate the problem of illegal parking in the Southern District.

(Post-meeting note: According to TD's record as at 31 December 2019, there were about 770,000 parking spaces in Hong Kong for parking by the 750,000 (approximate) licensed private cars, commercial vehicles and motorcycles.)

**Agenda Item 2: Concerns over Safety of Public Transport Services**

**(Item raised by Mr Paul ZIMMERMAN and Mr LAM Andrew Tak-wo)**

**(TTC Paper No. 2/2020)**

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31. The Chairman invited Mr Paul ZIMMERMAN and Mr LAM Andrew Tak-wo to briefly introduce the agenda item.

32. Mr Paul ZIMMERMAN pointed out that 75 franchised buses, 96 taxis, 52 private light buses, 16 green minibuses and two public light buses were involved in traffic accidents that happened in the Southern District in 2019. He said that Repulse Bay Road and Pok Fu Lam Road were dangerous roads in the district. Repulse Bay Road was narrow, whereas vehicles ran at different speeds on Pok Fu Lam Road. Some motorists even stopped their vehicles on fast lanes or at bus stops. Despite the speed limit of 50 km/h imposed on Pok Fu Lam Road, the vehicular speeds on that road were in general higher owing to the road design. Motorists thus needed adequate training in order to cope with the more difficult road sections and reduce the chance of traffic accident. He enquired whether the Transport Department (TD) would consider conducting spot checks on bus, minibus and taxi drivers and monitoring their driving behaviour. He continued that the driving education campaign proposed by TD was insufficient. Cooperation between different parties was needed so as to formulate specific improvement measures for the more difficult road sections. If the relevant departments could not resolve the

problems pertaining to Pok Fu Lam Road and the mountain roads, it should then enhance training for motorists to help them cope with the difficult road sections and reduce the occurrences of traffic accidents.

33. Mr LAM Andrew Tak-wo briefed members on the agenda item as follows:

- (a) if the relevant department did not take follow-up actions until after the occurrences of traffic accidents, it might result in disastrous consequences. As there was quite a number of bends and steep road sections on Pok Fu Lam Road and Repulse Bay Road, they were quite dangerous. Quoting from TD's written reply, he pointed out that TD had extended the double yellow line and added road signs at the junction of Pok Fu Lam Road and Pok Fu Lam Reservoir Road. He commented that SDC had discussed this traffic black spot for many times. Students residing in the nearby hostel of the University of Hong Kong also complained about the danger faced by pedestrians crossing the road there. He thus considered that the relevant department should not take follow-up actions only after traffic accidents involving casualties had occurred. Besides, he enquired whether there were other potential traffic black spots in the Southern District; and
- (b) he pointed out that as areas such as Chi Fu, Pok Fu Lam and Shek Pai Wan were not within the railway catchment area, local residents heavily relied on public road transport. For this reason, the motorists' awareness of road safety was of utmost importance. He continued that drivers of minibuses serving the district might occasionally fail to stop at certain stops, cut across lanes, drive at high speed or refuse to give way, thus causing danger. He pointed out most motorists understood the importance of road safety. The problem was whether they were willing to observe the rules. He enquired TD of the effectiveness of the regular safety driving education programme for minibus operators and how it would raise the motorists' awareness of road safety.

34. The Chairman reminded members that the meeting time was limited and called on the departmental representatives and members to speak succinctly.

35. The Chairman invited the HKPF representative to respond.

36. Mr YONG Kwok-chung responded that according to the criteria set by TD, there were two types of traffic black spots. The first type comprised traffic black spots that were determined by the number of injured persons in traffic accidents (any location with six or more traffic accidents involving pedestrian injuries within a year; or nine or more traffic accidents involving personal injuries within a year), while the second type comprised traffic black spots where fatal traffic accidents had occurred (locations with two or more fatal traffic accidents within five years). Based on the latest figure released by TD in the second quarter of 2019, there was no traffic black spots in the Southern District.

37. The Chairman invited the TD representative to respond.

38. Mr Kenneth HON responded that TD noted that franchise bus operators attached great importance to the driving behaviour of their drivers and road safety. The franchise bus operators would provide induction course for new recruited drivers as well as refresher course and remedial training for in-service bus drivers so as to raise their road safety awareness. TD would also carry out regular publicity work for other public transport operators through different channels and would conduct inspections at specific locations to follow up the driving behaviour of individual bus or minibus drivers.

39. The Chairman invited members to raise comments.

40. Mr PANG Cheuk-kei, Michael said that the traffic accident problem was particularly serious in Stanley and Shek O area. Among the 61 traffic accidents that occurred in the vicinity of Shek O Road in 2019, 37 involved injuries of road users and one was a fatal accident. He said that the road comprised highly bent road sections. He had earlier on discussed the issue of cutting roadside weeds with the Highways Department and Lands Department so that the motorists' views would not be blocked. He hoped that the relevant departments would follow up on the issue. As many fellow members had given views on the road before, he called on the relevant departments to take actions or carry out improvement measures.

41. The Chairman invited the HKPF representative to respond.

42. Mr YONG Kwok-chung said that apart from driving skills, speeding was also a factor that affected road safety. He said he would ask the Enforcement and Control Division, Traffic Hong Kong Island, Hong Kong Island Regional Headquarters to consider installing speed enforcement cameras on Shek O Road. But he pointed out that there were not many locations suitable for installing speed enforcement cameras on that road. The Division also had to consider issues such as the equipment and safety of staff. He would relay members' views to the relevant division and hoped that the initiative could yield deterrent effect.

43. The Chairman invited members to raise comments.

44. Mr PANG Cheuk-kei, Michael supplemented that he understood the Police's difficulty in law enforcement. But since the roads in Stanley and Shek O area were narrow, some vehicles might cut across lanes. He hoped to discuss the enforcement issue with the Police.

45. The Chairman invited the HKPF representative to respond.

46. Mr YONG Kwok-chung said that the e-Platform of HKPF could help solve the problem. He said that if the public spotted lane-cutting or bad driving behaviour of any motorists, they could report the cases via the e-Platform and use the footages taken by tachographs as evidence. They should also testify at courts so as to deter offending drivers. Regarding patrols and monitoring of speeding, he would request the Traffic Hong Kong Island to increase the frequency of patrols so as to reduce the occurrence of traffic accidents.

47. The Chairman concluded that although there was no traffic black spot in the Southern District, it did not mean that there were no traffic accidents. At present, though it was mentioned that various public transport operators had provided training for their staff to enhance the safety alertness of drivers, he urged HKPF and TD to carry out additional inspections at specific locations for private cars and strengthen their education and publicity work at the same time. Besides, he asked HKPF to give a reply on the installation of speed enforcement cameras after the meeting.

(Post-meeting note: The Western Police District has forwarded the Committee's view that speeding of vehicles on Shek O Road might give rise to traffic accidents to the Enforcement and Control Division, Traffic Hong Kong Island, Hong Kong Island Regional Headquarters after the meeting. It has also relayed the Committee's request for adding speed enforcement camera actions.)

**Agenda Item 3: Request to Improve the Traffic Condition of Wong Chuk Hang Road (Outside MTR Ocean Park Station)**  
**(Item raised by Mr Jonathan LEUNG Chun)**  
**(TTC Paper No. 3/2020)**

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48. The Chairman welcomed the following representative to the meeting:

(a) Ms YEUNG Lee-wah, Lilian, Public Relations Manager-External Affairs, MTR Corporation Limited (MTRC).

49. The Chairman invited Mr Jonathan LEUNG Chun to brief members on the agenda item.

50. Mr Jonathan LEUNG Chun said that the Car Park of MTR Ocean Park Station was always full during weekend. Vehicles were queuing up to enter the car park or even parking outside the car park, and thus a traffic queue was extended to the bus stop, obstructing the movements of buses and causing danger. He had met with the representatives of MTRC and TD before the meeting to discuss the solution to tackle the above problem, which included improving the entrance of the Car Park to allow more space for drivers to queue up or deploying additional staff to guide the waiting drivers to leave, so as to avoid obstructing the traffic. Also, there were always minibuses and taxis parking along the bend at the rear of the traffic lights nearby, posing a danger to drivers who might not be able to stop in time from behind. Hence, he asked the relevant departments to work out improvement measures for the Car Park at MTR Ocean Park Station.

51. The Chairman invited MTRC to respond.

52. Ms YEUNG Lee-wah, Lilian gave a consolidated response as follows:

(a) MTRC had previously conducted a site visit with Mr Jonathan LEUNG Chun and the TD representative, and would improve the situation of drivers stopping their vehicles and waiting with a two-pronged approach. First, when the car park was full, security staff of the car park would advise the drivers who were waiting to enter the car park in the queue to leave. Also, MTRC would consider providing additional text notices in order to advise drivers not to stay and wait when the car park was already full; and

(b) the area outside the car park was a public road section. The relevant arrangement would be left with the relevant Government department to respond.

53. The Chairman invited the TD representative to respond.

54. Mr HUNG Tsz-hin gave a consolidated response as follows:

- (a) TD's "HKeMobility" mobile application had provided relevant information of the car park, enabling the public to have a preview of the parking space status so that they could make necessary arrangements accordingly. TD would also collaborate with MTRC to explore suitable traffic measures; and
- (b) regarding the problem of vehicles parking behind the bend, TD was studying specific improvement measures, and would report the study results to members after the meeting.

55. The Chairman invited members to raise comments.

56. Mr Paul ZIMMERMAN said that the car park of MTR Ocean Park Station showed the success and popularity of its Park and Ride Scheme. He enquired of TD and MTRC whether they could provide the data on how frequent the car park was fully packed, whether there were sufficient parking spaces in the car park, and whether MTR Ocean Park Station needed more parking spaces. He hoped that TD and MTRC would devise a plan for the car park accordingly. Furthermore, he noticed that many private cars were parking near the bus depot in the vicinity. He opined that this was caused by the current shortage of parking area at MTR Ocean Park Station, and suggested that TD and MTRC should consider providing additional parking facilities to promote the Park and Ride Scheme.

57. Mr Jonathan LEUNG Chun enquired of MTRC that apart from deploying additional traffic wardens at the entry and exit point of the car park, whether it would deploy additional staff at the car park for traffic regulation or provide additional signs to remind drivers of the possibility of traffic accidents if they waited at the entry and exit point of the car park. He also enquired that if the proposed measures could not help resolve the problem, whether it would be the last resort to seek the assistance of Police. He thanked TD for adding a zebra crossing at the said location, but he pointed out that many pedestrians (especially the elderly) crossed the road without

using the zebra crossing for convenience's sake, which could easily cause accidents if their vision was blocked by vehicles. Therefore, he hoped that MTRC would work out a solution. He supported MTRC's Park and Ride Scheme, but hoped that the car park could provide additional parking spaces in future.

58. The Chairman invited the HKPF representative to respond.

59. Mr YONG Kwok-chung gave a consolidated response as follows:

- (a) since the entry and exit point of the Car Park at MTR Ocean Park Station was not a prohibited zone, it was reasonable for drivers to make an excuse that they had to stay there because they were waiting to enter the car park. It was thus difficult for the Police to take law enforcement action. If some drivers left with the urge of Police while the other vehicles following them continued to queue up, it might even lead to queue-jumping. However, if the vehicles were parked at the bus stop, the Police could issue fixed penalty tickets to the drivers in accordance with the relevant guidelines. That said, if the public came across the aforesaid situation, they could seek assistance from the Police. The drivers concerned would be advised to leave as far as possible; and
- (b) regarding the parking spaces in the bus depot, he pointed out that there were currently 40 to 50 vacant car parking spaces in the Citybus Depot for parking of coaches which served the visitors of Ocean Park, so as to prevent the vehicles from being parked along Heung Yip Road. However, the number of coaches had decreased recently, and thus many car parking spaces were left idle. In the meantime, the said parking spaces could only be used for the parking of coaches. Relevant departments were considering the inclusion of private cars as one of the type of vehicles permitted to use those parking spaces, but the procedure for changing the land use might need to take two to three years.

60. The Chairman invited the TD representative to respond.

61. Mr HUNG Tsz-hin reiterated that TD would request the relevant organisation to provide the high-end provision of parking spaces for new development

projects as far as practicable in order to fulfil the demand of drivers. Also, TD would continue follow up with the case.

62. Members raised enquiries and comments on the proposed item, with details summarised as follows:

- (a) Mr WONG Yui-hei, Angus said that the parking situation outside MTR Ocean Park Station was similar to that of the Car Park at Nam Ning Street, Aberdeen. When vehicles were queuing up to enter the latter car park, the traffic at the back would be obstructed. He said that there were insufficient car parking spaces in the Southern District. He enquired of TD whether it would collect the data of parking spaces in the district from private operators, so as to optimise the “HKeMobility” mobile application;
- (b) Mr Paul ZIMMERMAN enquired whether the operator of the Car Park of MTR Ocean Park Station and TD could provide the Committee with regular reports which recorded the occupancy rate of the Car Park in different time slots and the number of hours when the Car Park was full, such that the Committee could propose to the Government based on the relevant data for providing additional parking spaces in the Car Park outside MTR Ocean Park Station; and
- (c) Mr Jonathan LEUNG Chun enquired of MTRC whether it had put in place the measure of deploying traffic wardens, and when it would provide additional signs.

63. The Chairman invited the MTRC representative to respond.

64. Ms YEUNG Lee-wah, Lilian gave a consolidated response as follows:

- (a) when the car park was full, MTRC would arrange for security staff of the car park to advise drivers to leave. In recent months, there was relatively less frequent occurrence of the car park being full, but MTRC would continue to closely monitor the situation. When the car park was full, MTRC would put up signs and arrange for car park staff to go to the entry and exit point as soon as possible in order to assist the waiting drivers; and

(b) regarding the utilisation of the car park, MTRC had all along maintained liaison with the Government departments concerned. If members requested the relevant information, MTRC would discuss with the relevant department and find out how to provide such information through a proper channel.

65. The Chairman concluded that due to inadequacy of the preliminary planning, the number of parking spaces in the Car Park at MTR Ocean Park Station could not fulfil the demand. Although the current utilisation rate of the Car Park at MTR Ocean Park Station was relatively low, MTRC and the relevant department should give early consideration to the possibility of an increased utilisation rate in future. Apart from deploying additional traffic wardens and providing relevant information through the “HKeMobility” mobile application, he asked MTRC and the relevant departments to work out other improvement measures. He also hoped that the procedure for changing the land use of the Citybus Depot could be expedited.

**Agenda Item 4: Unbalanced Pricing for the Fares of the South Island Line**

**(Item raised by Ms LI Shee-lin)**

**(TTC Paper No. 4/2020)**

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66. The Chairman invited Ms LI Shee-lin to brief members on the agenda item.

67. Ms LI Shee-lin briefed members on the agenda item as follows:

(a) The problem of “unbalanced pricing for the fares” had existed since MTRC merged with the Kowloon-Canton Railway Corporation (KCRC) in 2007. However, MTRC had not addressed the problem every time its new line was launched. Now that Tuen Ma Line Phase 1 would soon be launched officially, she expected that the problem arising from the train fares would emerge gradually upon commissioning of the new railway line. She said that under a fare structure determined by the distance travelled, the train fare of a journey should be pegged with its travel distance. However, ever since the South Island Line (East) (SIL(E)) was officially launched three years ago, the media had already pointed out that there were fare issues of “the longer the travel distance, the lower the fare” as well as “different pricing for the fares within the same travel zone”, and the problem still persisted so far;

(b) The written reply from MTRC reflected that the pricing of fares was decided by MTRC. She listed two examples in the discussion paper: the adult Octopus fare for the journey between Wong Chuk Hang Station and Mong Kok Station was charged at \$12.7, while that between Wong Chuk Hang Station and Mong Kok East Station was charged at \$15.5. She pointed out that both journeys were from Wong Chuk Hang to Mong Kok, but their fares had a difference of \$2.8. Also, the adult Octopus fare for the journey between South Horizons Station and Hung Hom Station was charged at \$16.4, while that between South Horizons Station and Tsuen Wan Station was charged at \$15.2. The travel distance of the latter journey was 11 km longer than that of the former, but the fare was even lower by \$1.2. She doubted the reasonableness of MTRC's fare structure. In addition, the MTRC's remark "Existing fare structure of the South Island Line is aligned with that of other railway lines", as quoted from its written reply, indicated that MTRC did not recognise the presence of "unbalanced pricing for the fares";

(c) According to MTRC's reply, "interchange" was another factor that influenced the fares. She pointed out that, however, passengers travelling from South Horizons Station to Wong Tai Sin Station would need to interchange from the South Island Line to Tsuen Wan Line and then to Kwun Tong Line, and the adult Octopus fare was charged at \$15.2. For passengers travelling from South Horizons Station to Hung Hom Station, they needed to interchange from the South Island Line to Tsuen Wan Line and then to West Rail Line, and the adult Octopus fare was charged at \$16.4. She said that in the above example, passengers needed to 'interchange' two times for both journeys, but the fare for the latter journey was lower than that of the former. She continued to take the soon-to-be-launched Tuen Ma Line Phase 1 as an example and point out that the adult Octopus fare for travelling from Hung Hom Station to Shek Mun Station was charged at \$8, whereas the journey from Hung Hom Station to Hin Keng Station was charging \$9.8. One "interchange" was also required for both journeys, and the travel distance to Shek Mun was longer than that to Hin Keng. However, the fare price for the former journey was even cheaper than that of the latter. Therefore, 'interchange' could not

reasonably justify the mechanism for determining the said train fares;  
and

(d) The “unbalanced pricing for the fares” might be attributed to the issue of fare structure which had not been seriously dealt with during the merger of the two railway corporations. She pointed out that prior to the merger, MTRC and KCRC determined the fares of their respective train services using two different pricing methods. When determining the interchange fares for the merged railway corporations, MTRC had adopted “additions and subtractions” in most cases by adding up the fares of MTRC and KCRC, and then subtracting the “second boarding charge” from the sum. The two fare systems initially based on different pricing rationales were now compelled to combine with each other as “integrated fares”, thus giving rise to the problem in question. She said that when the new railway lines like the West Island Line and South Island Line were first launched, the relevant paper only stated that the fares were “determined with reference to the fare structure of similar cross-harbour journeys”, reflecting that MTRC formulated the fare chart only in accordance with its existing criteria. She thus proposed that MTRC should make reference to the railway corporations in other Asian cities such as Shenzhen, Guangzhou, Taipei, Tokyo and Osaka, and adopt distance-based pricing for calculating train fares across the board in order to uphold a transparent and fair principle.

68. The Chairman invited the MTRC representative to respond.

69. Ms YEUNG Lee-wah, Lilian responded that MTRC determined the fares in accordance with the Operating Agreement signed between MTRC and the Government in 2007. MTRC was required to report to the Legislative Council Panel on Transport and the Transport Advisory Committee on the fares for each new railway line, including its criteria to determine the fares for new railway lines. She said that the fares for all MTR lines (including various stations along the new lines) were determined by adopting the fare structure of the then heavy rail system for the MTR urban network before commissioning of the new lines, in particular, the travel distance as a dominant factor, but other factors would also be taken into account. She mentioned the non-cross-harbour journeys on the SIL(E) as an example and pointed out that the basic principle of fare calculation was to make reference to the

fare structure of non-cross-harbour journeys between various stations on the Island Line. For cross-harbour journeys on the SIL(E), the fares were determined according to the fare structure of similar cross-harbour journeys. Therefore, the fare structure of the prevailing combinations of cross-harbour and non-cross-harbour journeys on the SIL(E) was similar to those of the various stations on the Island Line. Apart from the distance travelled, MTRC would also take into account other factors, including market condition and overall fare structure. For example, she said that MTRC would take into account the fares of alternative transportation modes for journeys with the same travel distance. She pointed out that MTRC had all along adhered to the principle of not having 'higher fares for short journeys and lower fares for long journeys' concerning the various stations on the same railway line. Regarding the journeys with 'interchanges', given the large numbers of route choices and combinations and the complexity involved, MTRC would not just take the travel distance as a sole consideration.

70. The Chairman invited members to raise comments.

71. Ms LI Shee-lin thanked the MTRC representative for her response. She said that in view of the imminent launch of a new railway line, she hoped that MTRC would take into account members' comments and make adjustments to excessively high fares instead of considering a rise in its train fare review.

72. Mr TSUI Yuen-wa said that the general public agreed to determine the fare by the distance travelled, but the fare charges under the current pricing mechanism of MTRC seemed unreasonable to the public. It might also create difficulties for MTRC in making announcement or promotion of fare information to the public. Therefore, he enquired of MTRC whether it would adopt a more localised solution or mitigation measure, say giving less weighting to such factors as market condition and overall fare structure, while considering mainly the travel distance or journey time instead.

73. Ms YEUNG Lee-wah, Lilian responded that MTRC would make fare adjustments every year and take into account the adjustment levels for the train fares of various journey combinations. She would convey members' comments to the relevant department accordingly. In deliberating fare adjustments, MTRC would also take into account members' comments apart from adhering to the relevant principle. Meanwhile, members were welcomed to give any further comments regarding MTRC in terms of its individual journeys or room for adjustment.

74. The Chairman concluded that the issue of MTR train fares was related to people's livelihood. Apart from giving consideration to such factors as travel distance, interchange, market condition and overall fare structure, MTRC should also take into account members' comments in determining the train fares. Adjustments to the fares should be made on acceptable grounds so that the public would not consider the pricing as unreasonable.

**Agenda Item 5: Concern on the Installation of Surveillance Cameras along Aberdeen Praya Road and Wong Chuk Hang Road**  
**(Item raised by Mr WONG Yui-hei, Angus and Mr TSUI Yuen-wa)**  
**(TTC Paper No. 5/2020)**

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75. The Chairman welcomed the following representative to the meeting:

- (a) Mr Gary LEUNG, E/P2, TSSD, Transport Department (TD).

76. The Chairman invited Mr WONG Yui-hei, Angus to briefly introduce the agenda item.

77. Mr WONG Yui-hei, Angus said that the Government had installed surveillance cameras on the lampposts along Wong Chuk Hang Road (outside Aberdeen Police Station) and Aberdeen Praya Road (outside Site 3, Aberdeen Centre) without giving any prior notice, which had aroused concerns and fear among the public. He quoted TD as saying in its written reply that TD had consulted TTC of SDC on the issue in May 2018. But he said that TD was in fact consulting the Committee on the installation of the Journey Time Indication Systems (JTISs) at that time. Besides, he urged TD to explain the reason for using cameras instead of other equipment, the work process after installation and the reason for not adopting other alternative options so as to dispel public concern.

78. The Chairman invited the TD representative to respond.

79. Mr Gary LEUNG responded that TD had recently installed traffic detectors on the lampposts along Wong Chuk Hang Road and Aberdeen Praya Road to collect real-time traffic data, including 320 x 240 pixels low resolution traffic snapshot

images. TD would disseminate real-time traffic information to the public through its website, its mobile application "HKeMobility" and the Government's public information portal "data.gov.hk", assisting them to better plan their journeys and select suitable routes or transport modes. He said that the entire project would cover all strategic routes and major roads in Hong Kong and was expected to complete by the end of 2020. The installation works for the roads in Aberdeen had been completed. After completing system tuning and testing, TD would then disseminate the information. He said that the use of traffic detectors with cameras could facilitate TD's collection of traffic information. The adoption of low resolution traffic snapshot images was to avoid collection of unnecessary information. TD had also submitted privacy impact assessment report to the Privacy Commissioner for Personal Data.

80. The Chairman invited members to raise comments.

81. Miss YUEN Ka-wai, Tiffany said that the recent social events or distrust of the Government had aroused public concerns on the installation of cameras. While TD said that the images captured by the cameras had low resolution, she enquired whether TD would submit the information for the purpose of criminal prosecution at the request of the Police.

82. Mr Gary LEUNG responded that if the Police made the relevant request, TD would tell them the fact that the system had no videotaping or recording function.

83. The Chairman said that although the system was now taking low resolution images, TD might replace it by cameras with higher resolution or recording function in future. He enquired whether TD would consult and notify SDC before doing this.

84. Mr Gary LEUNG responded that since the changes mentioned by the Chairman would have great impact on personal privacy, if TD had such a plan in future, it would revise the design and consult SDC.

85. Mr WONG Yui-hei, Angus said that TD should not implement the Multi-functional Smart Lampposts pilot scheme without social consensus. Pointing out that LIDAR and thermal detectors could also be used to monitor traffic flow, he enquired why TD opted to use cameras and whether TD could provide any traffic snapshot images taken by the cameras.

86. Mr Gary LEUNG responded that there was a difference between TD's project of installing traffic detectors on lampposts and the Multi-functional Smart Lampposts pilot scheme. Members of the public could now directly see the direction and locations of traffic detectors installed on lampposts. He said that the alternative options mentioned by members could not provide snapshot images for the time being. While the installation works at Wong Chuk Hang Road and Aberdeen Praya Road had been completed, the system had not been put into operation yet. TD had started to disseminate information collected by traffic detectors installed on other strategic routes and major roads in Hong Kong through its mobile application "HKeMobility" and the Government's public information portal "data.gov.hk". The images were mainly used for monitoring the traffic conditions.

87. Mr TSUI Yuen-wa enquired when TD would officially launch the system installed on Wong Chuk Hang Road and Aberdeen Praya Road and whether it would install similar cameras on other roads in the Southern District.

88. Mr Gary LEUNG responded that TD was now tuning the system and checking data accuracy. It was expected that the system would be launched and disseminate information to the public in the third quarter of 2020.

89. Mr LO Kin-hei said that TD had aroused public concern by installing the cameras during the suspension period of SDC and without notifying SDC. He hoped that similar situation would not arise again in future. He continued that the agenda item on the installation of JTISs which was raised by Mr CHAI Man-hon and discussed by TTC on 21 May 2018 was of little relevance to this agenda item. He advised TD to introduce the accessories of the system so as to enhance public trust in the project.

90. Mr Gary LEUNG responded that TD commenced the project in mid-2018 and planned to complete it by the end of 2020. The order of installation of traffic detectors was determined by the contractor and so the works progress was unrelated to the suspension period of SDC. TD would apply for road closure and other traffic arrangements according to the established procedures. He continued that TD had informed SDC of the installation of additional traffic detectors, JTISs and Speed Map Panels (SMPs) by circulation of paper in April 2018 (TTC Paper No. 14/2018) and mentioned that the traffic detectors would be installed in two phases. The JTISs would also use the data collected by traffic detectors at different locations to calculate and display the journey times of different routes from Aberdeen to Admiralty. TD

could provide supplementary information at members' requests after the meeting.

91. The Chairman enquired whether TD would reconsider the launching date of the system and conduct consultation again in view of the public's distrust of the Government.

92. Mr Gary LEUNG responded that where necessary, TD could disseminate the images captured by traffic detectors in the Southern District for members' reference by circulation of paper. Regarding the launching date of the system, TD planned to provide services for the public as soon as possible after completion of the project, provided that there was no public concern.

93. The Chairman enquired whether it could be understood that TD would reconsider SDC's views before launching the system if SDC expressed concerns on the system.

94. Mr LO Kin-hei said that TTC Paper No. 14/2018 was mainly about the installation of traffic detectors, JTISs and SMPs, including the proposed locations for installing traffic detectors. But it did not mention the installation of cameras. According to his memory, no mention of the installation of cameras was made at the Committee meeting at that time. He thus requested TD to clarify whether there had been any changes in the project and give an account to SDC.

95. Mr Gary LEUNG responded that TD was prepared to address members' concerns.

96. The Chairman asked TD to clarify whether there had been any changes in the project after the meeting.

97. Ms LI Shee-lin enquired whether TD would postpone the launching date of the system before allaying the public concern.

98. Mr Gary LEUNG responded that TD was prepared to reply to members' enquiries.

99. Mr LO Kin-hei said it was recorded in paragraph 39(b) of the minutes of the TTC meeting on 21 May 2018 that “regarding the operational principles of JTISs, a bluetooth detector would be installed every 500 metres along the proposed route. The detectors could identify the codes of bluetooth devices in vehicles, and hence calculate the average journey time for the vehicles on each route. He emphasised that all codes would be deleted immediately after use”. He asked TD to follow up and explain whether the detectors discussed at the meeting mentioned above were different from the cameras currently installed.

100. Mr CHAN Ping-yeung enquired whether TD would implement the project as scheduled given that most members expressed concerns over the project.

101. Mr Gary LEUNG responded that the works were underway. TD would do its best to reply to members’ enquires so as to allay their concerns.

102. The Chairman asked TD to clarify whether it would insist on implementing the project in the third quarter of 2020, apart from doing its best to reply to members’ enquires.

103. Mr Gary LEUNG responded that TD would do its best to reply to members’ enquires before officially launching the traffic detectors in the third quarter of 2020. TD would not officially launch them before addressing members’ concerns.

104. The Chairman enquired whether this meant that TD would not launch the system before addressing members’ concerns.

105. Mr Gary LEUNG reiterated that TD would do its best to address members’ concerns.

106. The Chairman said he interpreted TD’s reply as meaning that it would not launch the system before addressing members’ concerns.

107. Mr PANG Cheuk-kei, Michael enquired whether TD would consider suspending the project on receiving complaints from the public.

108. Mr Gary LEUNG responded that TD would do its best to make clarifications on receiving enquiries. But there were currently no specific conditions for TD to suspend the project. The works progress in the Southern District was not released to the public for the time being. TD would do its best to reply to enquiries.

109. The Chairman concluded that the main concern of this agenda item was the official launching date of the traffic detectors. TD said that it would not officially launch them before addressing members' concerns. If members had other comments on the issue, they could submit new agenda for further discussion.

(Post-meeting note: TD is preparing the supplementary information of the project and expected to provide to members in mid-2020. TD would do its best to address members' concerns.)

**Agenda Item 6: Progress Report on Previously Discussed Items (as at 15.1.2020)**  
**(TTC Paper No. 6/2020)**

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110. The Chairman asked members to give their views on the items in order of their appearance in the report.

**(A)1 Multi-Storey Carpark and Public Transport Terminus at Stanley Village Road, Stanley**

111. Mr Paul ZIMMERMAN said that the Committee should reconsider the location of this project to avoid constructing a multi-storey carpark at the junction of three trunk roads.

112. Mr HUNG Tsz-hin responded that TD had noted member's comment. The relevant assessment was underway. TD would ask the consultant to take member's comment into consideration.

113. Mr Paul ZIMMERMAN asked TD to respond whether they would consider other locations.

114. Mr HUNG Tsz-hin responded that as the traffic impact assessment (TIA)

study was underway, TD could follow up on the suggestion with the relevant member after the meeting if necessary.

115. Mr PANG Cheuk-kei, Michael enquired whether TD would consider other locations for the multi-storey carpark and asked TD to explain the reason.

116. Mr LO Kin-hei said that consultation on the carpark had been conducted for a number of years. But there was as yet no new progress. He thus urged TD to report on the latest progress of the project.

117. Mr Ivan CHEUNG responded that the study that commenced in July 2019 was to assess the traffic impacts brought by the proposed multi-storey carpark on Stanley Village Road. The consultant undertaking the TIA study would also consider the possible concerns on location of the carpark. TD would report the study results to the Committee upon completion of the study.

118. The Chairman enquired of TD about the expected completion date of the study.

119. Mr Ivan CHEUNG responded that TD expected to complete the preliminary study and report to the Committee in mid-2020 the earliest.

120. Mr Jonathan LEUNG Chun asked TD whether the TIA study had included alternative locations of the multi-storey carpark.

121. Mr Ivan CHEUNG responded that TD had a designated location for the proposed carpark, but the TIA study would also consider other suitable locations in the area.

#### **A(4) “Universal Accessibility” Programme**

122. Mr WONG Yui-hei, Angus said he learned that the contractor had already completed the retrofitting of lifts at the footbridge across Aberdeen Praya Road near Nam Ning Street (HF104), but still needed to add fences at exit B. The contractor expected that the relevant works could not be completed until March. He would like to know the technical difficulty involved. He also hoped that HyD could relay to the contractor the impacts on the hygiene of the nearby environment during implementation of works.

123. Mr TSUI Yuen-wa said he learned that the retrofitting of lifts outside Ocean Court had been completed. He advised the responsible department to complete the beautification works for the nearby planters as soon as possible to avoid accumulation of refuse at the relevant location.

124. Miss YUEN Ka-wai, Tiffany said that the ventilation system of lifts in Tin Wan was less than satisfactory. She understood that it might not be feasible to install air-conditioners in lifts. But she hoped that the relevant department could improve the ventilation of the lifts before summer.

125. While giving a consolidated response, Ms Crystal WU said that she had noted members' comments, which would be relayed to the Universal Accessibility Project Team for their responses to individual members after the meeting.

(Post-meeting note: HyD had contacted the Members concerned after the meeting to follow up on the above issues. For the progress of works at HF104 and HF105, the replanting works in the planter at the exit of HF104 near Aberdeen Centre was completed on 8 February 2020, while the material supply for the replanting works in the planter at the exit of HF104 near Aberdeen Promenade, where another species is required to be replanted, and that in the planter at the exit near Ocean Court of HF105 was both being affected by the virus outbreak in Mainland China, and hence the Contractor estimated that these works would be completed by March 2020. Besides, HyD would monitor the operation of the ventilation system of the lifts at the footbridge across Aberdeen Praya Road and Yue Shi Cheung Road (HF134), and make adjustments to suit actual circumstances, so as to ensure users' comfort whilst controlling the operating noise of the system at an acceptable level.)

126. Mr LO Kin-hei suggested removing project items that had been completed and open for use from the progress report and retaining only items that fellow members wished to follow up on.

127. Ms LAM Yuk-chun, MH agreed with Mr LO Kin-hei's suggestion.

128. The Chairman suggested removal of completed items starting from the next progress report.

#### **A(5) Second Phase of the “Universal Accessibility” Programme**

129. Ms CHAN Yan-yi said it was mentioned in the Policy Address delivered in October 2019 that the “Universal Accessibility” Programme would be extended to estates under the Tenants Purchase Scheme. She enquired whether the Special Scheme would help resolve the land matters of St Peter’s Catholic Primary School relating to the UA project for Tung Sing House, Lei Tung Estate (HKS01). She urged HyD to provide supplementary information.

130. Ms Crystal WU responded that the Universal Accessibility Project Team under HyD would report the details of the Special Scheme and the details of Footbridge HKS01 to the Committee.

(Post-meeting note: For the Footbridge HKS01, HyD is currently investigating for retrofitting lifts at both exits of the concerned footbridge and liaising with relevant departments to resolve the land matters. HyD will report the findings of the investigation in due course.)

#### **A(7) Traffic Report of Ocean Park**

131. Mr Paul ZIMMERMAN said that the Traffic Report of Ocean Park should include the future plan of the Park.

132. The Chairman said that Ocean Park would submit report at alternate meetings.

133. Mr LO Kin-hei said that the information provided in the Traffic Report of Ocean Park might not be useful and suggested updating the content of the report.

134. The Chairman asked the Secretariat to collate members’ views after the meeting and invited Ocean Park to update the information.

#### **A(9) Additional Walkway Cover Works at Wong Chuk Hang Public Transport Interchange**

135. Mr WONG Yui-hei, Angus enquired about the progress of installing bus information display panel. He added that some parts of the report were outdated and suggested adding the progress of the traffic consultancy study and improvement measures for the pedestrian crossing outside Pui Tak Primary School on Aberdeen Main Road.

136. Mr Paul ZIMMERMAN suggested amending the content of the progress report, deleting outdated items and adding new items, such as the road improvement works in Pok Fu Lam South and the pedestrian crossing outside Pui Tak Primary School on Aberdeen Main Road. He suggested adding issues mentioned by members in the progress report and urged the relevant department or organisation to provide updated progress in the report.

137. The Chairman agreed with Mr Paul ZIMMERMAN's comment of deleting outdated items and requested the Secretariat to invite members to propose new items so as to update the progress report.

138. Mr Ivan CHEUNG responded that the traffic consultancy study for the pedestrian crossing outside Pui Tak Primary School on Aberdeen Main Road was commenced in November 2019. When there is preliminary study results and improvement scheme, TD would report to the Committee in due course. In this connection, the Committee could consider whether to include this item in the progress report. As for the road works at Victoria Road in Pok Fu Lam South, he said that trial pits exploration for underground utilities were being arranged, TD would also make a timely report to the Committee.

139. The Chairman suggested adding the items in the progress report so that members could note the progress of the items.

140. Mr Paul ZIMMERMAN supported the Chairman's suggestion.

**A(10) Tai Tam Road (Dam Section) Traffic Signal Arrangement and A(11) Installation of Journey Time Indication System in the Southern District**

141. Mr Paul ZIMMERMAN said that TD would consider relaxing the limit on the use of that road section by goods vehicles. But he said that the roads at Tai Tam Road and Island Road were not up to standard. TD should give holistic consideration to the entire road rather than just the traffic at the Dam Section. He said that unless the entire road could be used by large vehicles, he would object to relaxing the limit on the use of Tai Tam Road (Dam Section) by goods vehicles.

142. Mr HUNG Tsz-hin responded that the limit on the use of the road section was only implemented within a specific period of time currently. TD noted member's comment and would continue to study the traffic arrangements for Tai Tam Road (Dam Section).

143. Mr Paul ZIMMERMAN enquired whether TD would consult the Committee before relaxing the limit on the use of Tai Tam Road (Dam Section) by goods vehicles.

144. Mr HUNG Tsz-hin responded that before implementing the new arrangements, TD would discuss with members and conduct a public consultation.

145. Mr Jonathan LEUNG Chun said that the road section from Repulse Bay to Tai Tam and Stanley was very narrow. It was difficult for buses and large trucks to go past and so traffic congestion often occurred. He thus called on TD to consider Mr Paul ZIMMERMAN's suggestion seriously. He also enquired about the exact locations on Island Road and Repulse Bay Road where the Journey Time Indication System would be installed as well as the works progress.

146. Mr HUNG Tsz-hin responded that TD noted members' views on the traffic arrangements for Tai Tam Road. He pointed out that TD would install the Journey Time Indication System at the roundabout at Island Road and Repulse Bay Road. The installation works were expected to commence in mid-2020.

**(B) Bus Services in the District**

147. Mr POON Ping-hong said that Citybus (CTB) suddenly announced that the frequency of Route No. 72 would be adjusted from 10 February onwards. But no relevant information was provided at the bus stops and CTB's website. After making enquiries to TD, he learned that TD decided on the frequency reduction based on the traffic data in December. As he had not assumed the post of District Councillor officially at that time, he knew nothing about the arrangements. He hoped to know the reason for the decision made during the suspension period of SDC and whether TD would reserve the resources made available by frequency reduction to other bus routes serving the Southern District.

148. Mr Dennis LO responded that TD approved the frequency adjustment for CTB Route No. 72 in December 2019. When scrutinising the bus company's application, TD would process the application according to the guideline on frequency adjustment. According to TD's understanding, CTB would adjust the frequency of Route No. 72 officially from February onwards. TD had urged the bus company to pay attention to the time discrepancy when implementing the frequency adjustment and make corresponding improvement. Besides, TD had noted member's views and would give due consideration to these views when processing bus frequency adjustment plans. He continued that the frequency adjustment for CTB Route No. 72 mainly involved frequencies during non-peak hours, and so the number of buses deployed on that route would not decrease.

149. Mr LO Kin-hei said it was mentioned in the Transport Department Progress Report – Public Transport Services and Traffic Management Measures (T&TC Paper No. 7/2020) that the frequency adjustment for CTB Route No. 72 had been implemented since December 2019. He urged TD to clarify the exact implementation date. He further enquired about TD's standard for conducting public consultation or discussing with the Committee about bus service adjustments. He also wished to know the time table for discussing the 2020-2021 bus route planning programme for Southern District.

150. Mr Dennis LO responded that TD would introduce the details of the bus route planning programme for Southern District and collate members' views. Regarding bus frequency adjustment, TD would make reference to the current

guideline and scrutinise or reject applications submitted by bus companies as appropriate.

151. The Chairman suggested that TD publicise the paper on the bus route planning programme after consulting the Committee.

152. Ms LI Shee-lin suggested that TD discuss with the District Councillors of the constituencies concerned before making any adjustment to the bus services.

153. The Chairman asked TD to note members' views.

**(E) Hong Kong Police Force and Transport Department – Southern District Traffic Accident Report (November and December, 2019)**

154. Mr Paul ZIMMERMAN said that traffic accidents involving motorcycles constituted about 7.5% of the accidents listed in the report. Among the traffic accidents causing injuries to people, about 40% involved motorcycles. He enquired whether TD had any specific improvement measures to tackle this problem and requested for the number of traffic accidents involving motorcycles in the Southern District as compared with that in Hong Kong as a whole.

155. HKPF and TD said that they did not have the supplementary information for the time being.

156. Mr Paul ZIMMERMAN enquired whether TD could provide the number of traffic accidents involving motorcycles in the Southern District as compared with that in Hong Kong as a whole as well as the improvement measures at the next meeting.

157. The Chairman asked the relevant departments to provide the relevant information after the meeting.

158. Mr YONG Kwok-chung responded that the Police would provide the causes of traffic accidents involving motorcycles and discuss the improvement measures with TD.

(Post-meeting note: HKPF is collecting and consolidating information of the accidents and will discuss with TD in due course.)

**Reference Information 1 – List of Missing and Sub-standard Pedestrian Links with High Pedestrian Demand in the Southern District**

159. Mr LO Kin-hei said that if the suggestions for raising the standard of pedestrian links at the relevant locations were infeasible, he suggested that the Committee consider deleting the items after discussion.

160. The Chairman said that the Committee would make decision after discussing the information.

161. Mr Paul ZIMMERMAN suggested that fellow members scrutinise the information and then propose pedestrian links in their respective constituencies which required improvement so that the relevant departments would study the improvement options and take follow-up actions to protect pedestrian safety.

162. The Chairman agreed with Mr Paul ZIMMERMAN's suggestion.

163. Mr Jonathan LEUNG Chun said that pedestrian links were missing in many places in the Bays Area. He commented that the items should not be deleted simply because the relevant department had stated the difficulty.

164. The Chairman suggested that the Committee discuss the information later and continue to follow up on options for improving pedestrian links.

**Reference Information 2 – Illegal Parking Blackspots Figures of Southern District**

165. Mr YIM Chun-ho said that the information did not include Wah Lok Path, where illegal parking occurred frequently. He hoped that the relevant department could step up enforcement at that location.

166. Mr YONG Kwok-chung responded that the locations listed in the information were suggested by the last term of TTC. The Police also took enforcement actions in the other areas. If members hoped to know more about the illegal parking problem at individual streets, the Police could provide them with the relevant information. Members could also obtain publicity leaflets on the e-platform from the Secretary after the meeting.

167. Mr LAM Andrew Tak-wo enquired about the entries with zero verbal warning in the information.

168. Mr YONG Kwok-chung responded that after implementing the Selected Traffic Enforcement Priorities, the Police would not give prior verbal warning against illegal parking and would only prosecute the vehicles, order them to leave or tow them away. If the Committee agreed, the Police could delete the columns on “Verbal Warning”.

169. Mr LO Kin-hei said that as the report was related to the District-led Actions Scheme of the Southern District (DAS), he would like to know whether DAS would continue to be implemented.

170. Miss Sum CHENG responded that DAS would continue to be implemented. SDO would consult SDC after preparing the relevant work plan.

171. Mr Paul ZIMMERMAN suggested fellow members propose illegal parking blackspots in the district so that the Police would provide the relevant figures.

172. The Chairman asked the Police and members to update the illegal parking blackspots.

173. Ms LAM Yuk-chun, MH suggested that the Police provide prosecution figures according to the vehicle types (such as private cars and motorcycles).

174. Mr YONG Kwok-chung responded that the statistical work was

time-consuming. But the Police could further discuss the layout of the table with the Committee.

175. The Chairman said that the Committee could further discuss the information to be included in the table with the Police.

(Post-meeting note: The reply from HKPF on the illegal parking blackspots in Southern District was emailed to members on 20 February 2020, with details set out at *Annex 1*.)

(Mr PANG Cheuk-kei, Michael left the meeting at 5:40 p.m.)

#### **Agenda Item 7: Any Other Business**

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176. The Chairman said that the Secretariat had not received any proposal on this agenda.

#### **Date of Next Meeting**

177. The Chairman advised the meeting that the 2<sup>nd</sup> meeting of T&TC under SDC would be held at 2:30 p.m. on 26 March 2020 (Thursday) at the SDC Conference Room.

178. There being no other business, the meeting was adjourned at 6:23 p.m.

Secretariat, Southern District Council  
March 2020

香港警務處  
西區警區總部  
西區交通隊  
香港德輔道西 280 號



## HONG KONG POLICE FORCE

District Traffic Team  
Western District Headquarters,  
280 Des Voeux Road West,  
Hong Kong

E-mail

Chairman and members of  
Traffic and Transport Committee of  
Southern District Council

Dear Chairman and committee members,

### **Re: Review of progress report on illegal parking blackspots in Southern District**

In respect of the plan to review locations and number of enforcement actions listed in the progress report on illegal parking blackspots of Southern District as discussed in the meeting of the Traffic and Transport Committee on 6 February 2020, our reply is as follow:

Considering that we do not keep statistics on patrols and prosecutions against illegal parking by individual streets, we will continue to collect and provide relevant figures on request for reference in meetings to facilitate committee members to grasp the situation of traffic enforcement at designated areas in the District.

As mentioned in the meeting, we will take appropriate enforcement actions in accordance with actual traffic condition on individual streets, manpower and policing priorities. Traffic enforcement will be conducted not only at locations of interest among committee members but also according to actual traffic condition on individual streets. Our work priorities have been focused on enforcement targeting offences that cause traffic accidents, obstruct traffic flow and affect the community.

The Western Police District has been closely monitoring the traffic conditions, environmental characteristics, road designs and traffic flow in the District. Deployment will be strengthened to step up enforcement actions to combat related offences. Prioritized locations shall be regularly reviewed to ensure road safety and avoid traffic congestion caused by illegal parking.

I enclose herewith a reference table of “Illegal parking blackspots in Southern District listed by Traffic and Transport Committee” and “Prioritized locations of enforcement actions targeting illegal parking in Western District” for reference.

For further information, please contact us at 3660 6643.



YONG Kwok-chung  
Officer-in-charge of  
District Traffic Team  
Western District  
Hong Kong Police

13 February 2020

cc:

Southern District Council Secretariat  
Transport Department (Mr CHEUNG Kwok-fai, Ivan  
Senior Engineer of Transport Department/Southern)

**Reference Table of Illegal Parking Blackspots in Southern District**

	<b>Illegal parking blackspots in Southern District listed by Traffic and Transport Committee of Southern District Council</b>	<b>Prioritized locations of enforcement actions targeting illegal parking in Western District (areas in Southern District)</b>
<b>1.</b>	Victoria Road (between West Island School and Sha Wan Drive)	250-313 Victoria Road
<b>2.</b>	Victoria Road (between Cyberport Road and Wah Chui Street)	Cyberport Road Information Crescent Kong Sin Wan Road
<b>3.</b>	Consort Rise Bisney Road	/
<b>4.</b>	Information Crescent Cyberport Road	Cyberport Road Information Crescent Kong Sin Wan Road
<b>5.</b>	Chi Fu Road Chi Fu Close Pok Fu Lam Road	7-13 Chi Fu Road (between Fu Sing Yuen and Fu Yee Yuen, southbound downward lane)
<b>6.</b>	Wah Fu Road Wah King Street Wah Chui Street	/
<b>7.</b>	Tin Wan Praya Road up to Wah Kwai Bus Terminus (including roundabout, public light bus stand and Wah Kwai carpark entrance)	Tin Wan Praya Road (Wah Kwai Bus Terminus entrance near Ka Lung Court and roundabout)
<b>8.</b>	Tin Wan Hill Road Shek Pai Wan Road Tin Wan Street	Tin Wan Hill Road Tin Wan Street
<b>9.</b>	Yue Ko Street Yue Lei Street Yue Fung Street Yue Wok Street Shek Pai Wan Road	Yue Ko Street Yue Lei Street Yue Fung Street Yue Wok Street
<b>10.</b>	Nam Ning Street Aberdeen Main Road Chengtu Road Tung Shing Road Old Main Street Aberdeen (including the nearby side streets)	Nam Ning Street Aberdeen Main Road Chengtu Road Tung Shing Road Old Main Street Aberdeen

**Reference Table of Illegal Parking Blackspots in Southern District**

11.	Yue Kwong Road	Yue Kwong Road (between Shek Pai Wan Estate and Yue Fai Court)
12.	Ap Lei Chau Drive Ap Lei Chau Praya Road	Ap Lei Chau Drive
13.	Main Street Ap Lei Chau (between Yuet Hoi Street and Pan Lan Street, including the nearby side streets)	Main Street Ap Lei Chau (between Yuet Hoi Street and Pan Lan Street) Yuet Hoi Street
14.	Lee Nam Road Lee Wing Street Lee Hing Street Lee King Street Lee Lok Street	Lee Nam Road (between Southern District Government School and Dover Court, Block 25, Phase 4, South Horizons, southbound and northbound lanes) Lee Wing Street
15.	Ap Lei Chau Bridge Road near Ap Lei Chau Estate Bus Terminus	Ap Lei Chau Bridge Road (near Ap Lei Chau Estate Bus Terminus, between public light bus stand layby and motorcycle parking spaces outside Lei Fook House)
16.	Police School Road and Nam Long Shan Road (Singapore International School and Canadian International School)	Nam Long Shan Road (between Singapore International School and Canadian International School)
17.	Shum Wan Road (between Broadview Court and Ocean Park)	Shum Wan Road (between Broadview Court and Po Chong Wan)
18.	Ocean Park Road Heung Yip Road Yip Fat Street	Ocean Park Road Heung Yip Road Yip Fat Street
19.	Wong Chuk Hang Path Nam Fung Path	/
20.	Beach Road Repulse Bay	Beach Road
21.	South Bay Close South Bay Road	South Bay Close (between Jadewater and Tropicana Court, eastbound lane)
22.	Red Hill Peninsula outside Hong Kong International School	/
23.	Carmel Road (near Stanley Plaza)	Carmel Road (outside Stanley Plaza)
24.	Stanley New Street (roundabout)	Stanley New Street Stanley Market Road Stanley Main Street
25.	Tai Tam Road (the section of the dam)	/

**Reference Table of Illegal Parking Blackspots in Southern District**

26.		Lei Tung Estate Road (between Tung Sing House and St. Peter's Catholic Primary School, including hatched area and zebra crossing)
27.		Shum Wan Pier Drive
28.		South Bay Close (between Jadewater and Tropicana Court, eastbound lane)
29.		Stanley Beach Road
30.		Wong Ma Kok Road (Tang Shiu Kin Sports Field Bus Stop to Wong Ma Kok Path)
31.		Hoi Fung Path (including Stanley Link Road)
32.		Cape Road (roundabout near Ying Ma House)
33.		Stanley Village Road (Stanley Mound Road to Stanley Police Station)