

**Sha Tin District Council**  
**Minutes of the 6<sup>th</sup> Meeting of**  
**the Traffic and Transport Committee in 2018**

**Date** : 25 October 2018 (Thursday)  
**Time** : 2:32 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr LI Sai-wing (Chairman)	DC Member	2:32 pm	7:13 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:32 pm	8:11 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:32 pm	8:11 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:33 pm	6:56 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:36 pm	6:20 pm
Mr CHAN Kwok-keung, James	"	3:24 pm	5:50 pm
Ms CHAN Man-kuen	"	2:32 pm	8:11 pm
Mr CHAN Nok-hang	"	2:32 pm	6:09 pm
Mr CHENG Tsuk-man	"	3:37 pm	6:10 pm
Mr CHING Cheung-ying, MH	"	4:20 pm	6:43 pm
Mr CHIU Chu-pong, Sunny	"	2:32 pm	6:23 pm
Mr CHIU Man-leong	"	2:32 pm	7:28 pm
Mr HUI Yui-yu, Rick	"	2:32 pm	6:09 pm
Mr LAI Tsz-yan	"	2:32 pm	6:09 pm
Ms LAM Chung-yan	"	2:32 pm	5:50 pm
Mr LEE Chi-wing, Alvin, MH	"	5:53 pm	6:21 pm
Mr LEUNG Ka-fai, Victor	"	2:32 pm	5:50 pm
Mr LI Sai-hung	"	2:37 pm	8:11 pm
Mr LI Wing-shing, Wilson	"	2:32 pm	8:11 pm
Mr MAK Yun-pui	"	4:48 pm	6:10 pm
Mr MOK Kam-kwai, BBS	"	2:37 pm	3:34 pm
Mr NG Kam-hung	"	2:41 pm	7:59 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:32 pm	7:04 pm
Mr PUN Kwok-shan, MH, JP	"	2:32 pm	4:23 pm
Mr SIU Hin-hong	"	2:32 pm	3:55 pm
Mr TING Tsz-yuen	"	2:32 pm	7:37 pm
Mr TONG Hok-leung	"	2:32 pm	8:11 pm
Ms TSANG So-lai	"	3:16 pm	6:23 pm
Ms TUNG Kin-lei	"	2:32 pm	8:11 pm
Mr WAI Hing-cheung	"	2:32 pm	8:11 pm
Mr WONG Fu-sang, Tiger	"	2:32 pm	8:11 pm
Mr WONG Hok-lai	"	3:46 pm	8:08 pm
Mr WONG Ka-wing, MH	"	2:32 pm	5:58 pm
Ms WONG Ping-fan, Iris	"	2:32 pm	6:10 pm
Mr WONG Yue-hon	"	2:32 pm	8:11 pm
Mr YAU Man-chun	"	2:37 pm	3:44 pm
Mr YIP Wing	"	2:32 pm	8:01 pm
Mr YIU Ka-chun, MH	"	2:32 pm	6:58 pm

**Present**

Ms YUE Shin-man  
Mr LEUNG Ho-yin, Roy (Secretary)

**In Attendance**

Mr WONG Tin-pui, Simon  
Mr YUEN Chun-kit, Derek

Mr HO Ming-yin, Jim  
Mr YAU Kung-yuen, Corwin

Mr POON Wing-hong  
Mr CHIU Sung-ko  
Mr LIU Chi-kwong

Mr YUEN Sze-chun

Mr CHAN Kwok-shing

Mr LIN Sean

Mr LAM Chi-chung

Mr LO Tit-kau, Terry

Ms CHUNG Pui-yi

**In Attendance by Invitation**

Mr WONG Chak-kwan, Peter  
Mr CHAN Chun-wai

Mr CHAN Chi-kin, Simon

Mr AU Tat-wing, Esmond  
Ms CHAN Man-ling, Juana

Mr CHAN Kwan-ming, Kenneth  
Mr LAW Yiu-wah, Rayson

**Title**

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

**Time of joining  
the meeting**

2:32 pm

**Time of leaving  
the meeting**

8:11 pm

**Title**

Assistant District Officer (Sha Tin) (1)  
Senior Executive Officer (District Council) /  
Sha Tin District Office  
Senior Transport Officer / Sha Tin / Transport Department  
Senior Transport Officer / Ma On Shan / Transport  
Department  
Senior Engineer / Sha Tin 1 / Transport Department  
Engineer / Sha Tin 1 / Transport Department  
District Engineer, New Territories Region / Sha Tin (2) /  
Highways Department  
Administrative Assistant / Lands (District Lands Office,  
Sha Tin)  
Housing Manager / Tai Po, North & Shatin (4) /  
Housing Department  
District Operations Officer (Shatin District) /  
Hong Kong Police Force  
Officer-in-Charge, District Traffic Team, Sha Tin Police  
District / Hong Kong Police Force  
Assistant Manager (Operations) /  
The Kowloon Motor Bus Co. (1933) Ltd.  
Senior Public Affairs Officer / New World First Bus  
Services Limited and Citybus Limited

**Title**

Engineer 9 / Transport Planning / Transport Department  
Project Coordinator / Covered Walkway2-1 /  
Highways Department  
Chief Transport Officer / Bus & Railway 4 /  
Transport Department  
Senior Architect / 22 / Architectural Services Department  
Senior Project Manager 136 /  
Architectural Services Department  
Project Manager 173 / Architectural Services Department  
Planning and Support Officer I /  
Long Win Bus Company Limited

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

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

Mr CHING Cheung-ying      Official commitment

(Post-meeting note : Mr CHING Cheung-ying joined the meeting at 4:20 pm.)

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

**Confirmation of the Minutes of the Meeting Held on 30 August 2018**

(TTC Minutes 6/2018)

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

**Confirmation of the Minutes of the Meeting Held on 4 September 2018 (Resumption)**

(TTC Minutes 6A/2018)

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

**Matters Arising**

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

(Paper No. TT 74/2018)

5. Members noted the above paper.

**Discussion Items**

**Provision of Additional Cycle Parking Facilities in Sha Tin and Ma On Shan New Towns**

(Paper No. TT 75/2018)

6. The Chairman welcomed the representatives of the Transport Department (TD) and the Highways Department (HyD) to the meeting.

7. The representative of the TD briefly introduced the contents of the paper.

8. The Chairman said that the departments' introduction was different to the contents of the paper submitted to the TTC, and hoped that the departments would clarify the revised contents.

9. Mr Peter WONG, Engineer 9 / Transport Planning of the TD said the following locations had been deleted from the list of proposed provision of additional cycle parking facilities: SM-P017, SM-P026, SM-P029, SM-P053, SM-P070 and SM-P071.

10. The views of Mr CHIU Man-leong were summarised below:

- (a) with regard to the provision of additional cycle parking facilities in Sha Tin District, he asked how the TD conducted consultation; and
- (b) he hoped that the TD would add in locations at the bus stop at Ma On Shan's Ning Tai Road near Tak Sun Secondary School heading to the direction of Ma On Shan and near Kam Tai Court heading to the direction of Ma On Shan in the next phase planning.

11. The views of Ms Iris WONG were summarised below:

- (a) she asked what the difference was between the “conventional” and “One-Up-One-Down” type of cycle parking, and how many bicycles could be parked in a specified area respectively, and what criteria the TD used to determine which type to use;
- (b) she asked when the next phase of the plan would be launched;
- (c) she supported the provision of additional cycle parking facilities at On King Street near Ravana Garden. She hoped that the TD would consult the residents first before commencing the works and use the green belt and not to affect the existing pavement and palm tree planting belt;
- (d) the “One-Up-One-Down” parking racks were proposed to increase bicycle parking spaces in Shek Mun. She suggested that the TD replace the old parking racks with the “One-Up-One-Down” parking racks to improve environmental sanitation and asked how many bicycles could be parked; and
- (e) she opined that the departments should fully consult members’ views before submitting the paper to the TTC.

12. The views of Mr WONG Yue-hon were summarised below:

- (a) he pointed out that the current environment of location SM-P013 under the flyover of Sha Tin Rural Committee Road proposed for the provision of cycle parking facilities was bad, stacked with piles of bicycles and debris. It was difficult for the government personnel to clear the bicycles placed in middle of the bicycle parking site. He asked the TD to explain the design sketch of the additional bicycle parking spaces so that he could understand the situation first; and
- (b) he asked whether this paper would be put to vote “bundled” or vote for by each proposed location.

13. The views of Mr YIU Ka-chun were summarised below:

- (a) he reflected that some of the bicycle parking sites currently had a low usage rate or had a poor environment, and there were also some popular illegal parking locations. The departments should review the locations and quantities of the bicycle parking spaces in Sha Tin District as a whole, and increase, decrease or relocate in accordance with the situation. Only increasing the parking spaces would not solve the problem; and
- (b) he opined that the areas under the flyover along the MTR Ma On Shan Line (Ma On Shan Line) should be well utilised as bicycle parking sites.

14. Mr CHAN Nok-hang said the proposed addition of 50 bicycle parking spaces at SM-P009 Sha Tin Tau Road occupying most of the pavement was not desirable and asked the TD how to ensure that the new parking spaces would not be occupied by shared bicycles, abandoned bicycles or debris.

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

- (a) he said that bicycle parking sites piled up with a large number of abandoned bicycles would cause hygiene problems. The departments should step up the clean-up of abandoned bicycles and debris, otherwise, the problem would not be solved regardless of how many bicycle parking spaces were added;
- (b) he objected to the addition of bicycle parking spaces at SM-P026 and SM-P070, as the plan would alter the existing greening facilities, hence affecting the appearance and sanitation; and
- (c) he asked whether more decks could be added to the new “One-Up-One-Down” parking racks in order to park more bicycles and reduce the piling up of bicycles and theft.

16. The views of Mr SIU Hin-hong were summarised below:

- (a) he asked what the criteria of the TD were in selecting the locations for increasing cycle parking facilities. He opined that the departments should clean up the abandoned bicycles and debris of the existing bicycle parking sites instead of blindly increasing parking spaces. Moreover, facilities such as cycle tracks had not been put in place in parallel;
- (b) he objected to increasing bicycle parking spaces at the location of Lok King Street near Royal Ascot, which would further narrow the already narrow road; and
- (c) he opined that there was a lack of residential areas near the proposed location for the provision of additional cycle parking facilities near MTR University Station, and hence the usage rate was doubtful. Moreover, the nearby bicycle facilities also had security risks.

17. The views of Mr HO Hau-cheung were summarised below:

- (a) he opined that the departments’ plan to increase cycle parking facilities was not well considered;
- (b) he said that due to the dense population of Tai Wai, he had never advocated cycling into the town center, and pointed out that bicycle parking site at Exit A of MTR Tai Wai Station was full of bicycles and the environment was bad. He had once asked the department to remove the bicycle parking site. However, the request was shelved because of the opposition from cycling associations. He opined that the addition of parking spaces at SM-P069 at MTR Tai Wai Station would only make

the situation worse. SM-P007 at Tsuen Nam Road was not connected to the cycle track. If bicycle parking spaces were added there, the cyclists would push their bicycles through the MTR Tai Wai Station's Exit A, that situation would not be satisfactory. He opposed the addition of bicycle parking spaces to the densely populated Tai Wai town centre; and

- (c) he pointed out that the bicycle parking site managed by the developer of the property of MTR Corporation Limited at Che Kung Miu Road near MTR Tai Wai Station currently provided a few hundred bicycle parking spaces. The TD should consider this when planning the bicycle parking spaces of Tai Wai town centre.

18. The views of Mr PUN Kwok-shan were summarised below:

- (a) he opined that increasing bicycle parking spaces should have a comprehensive plan, including reviewing the existing facilities to determine the increased quantities, locations and types of parking racks;
- (b) he asked how the TD conducted district consultation with regard to increasing bicycle parking spaces; and
- (c) he pointed out that increasing parking spaces in SM-P050 at Tin Sam Street would affect the appearance and hygiene.

19. The views of Mr TONG Hok-leung were summarised below:

- (a) he supported increasing bicycle parking spaces, but opined that the departments' plan in increasing bicycle parking spaces was not well considered;
- (b) he pointed out that the location of MTR Tai Wai Station was close to the minibus stop, which was crowded with people, and there was no connecting cycle tracks. It was not satisfactory to increase bicycle parking spaces there; and
- (c) he pointed out that increasing bicycle parking spaces at the location of Mei Chi House of Mei Tin Estate would narrow the existing road and affect residents' activities.

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

- (a) he asked the TD after cancelling the bicycle parking spaces at SM-P017, whether it would be retrofitted in another location nearby, and how many bicycle parking spaces would eventually be increased after cancelling some locations;
- (b) he enquired about the exact location of SM-P046 for the proposed bicycle parking spaces; and

- (c) he opined that before increasing bicycle parking spaces, the departments should first solve the problem of the existing bicycle parking sites and the illegal parking there.

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

- (a) he opined that the department should plan and make good use of the spaces when increasing bicycle parking spaces under the flyover of Sha Tin Rural Committee Road;
- (b) he said that the Sha Tin District Council (STDC) had always advocated cancelling the bicycle parking site at Exit A of MTR Tai Wai Station, and did not understand why the TD still had to increase parking spaces there; and
- (c) he opined that the departments should carefully consider the locations for increasing bicycle parking spaces.

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

- (a) he pointed out that there were always bicycles illegally parked at SM-P006, increasing parking spaces there would only see more and more bicycles accumulated at that location;
- (b) he said SM-P007 was adjacent to MTR shops, and it would not be satisfactory to increase bicycle parking spaces there;
- (c) he opined that increasing bicycle parking spaces at SM-P069 would only make the environment of the original bicycle parking site worse;
- (d) he opined that some of the locations for the proposed provision of additional cycle parking facilities were not connected to cycle tracks, which in disguise would encourage cyclists to ride on the pavements, thus posing a danger to other road users;
- (e) with regard to the views of members on increasing bicycle parking spaces outside MTR Tai Wai Station, he asked whether the departments would revise and consult members again; and
- (f) he had contacted the relevant working group of the Sha Tin District Office (STDO) about cleaning up dilapidated bicycles which had been illegally parked in the district for a long time and had not received any reply. He hoped that the relevant department would follow up.

23. The Chairman left the chair temporarily and the Vice-Chairman presided over the meeting for the time being.

24. The views of Mr Sunny CHIU were summarised below:

- (a) he opined that the on-site environment at SM-P017 was not suitable for increasing bicycle parking spaces, he therefore agreed to the

departments' cancellation; and

- (b) he reflected that at present the bicycle parking spaces were stacked with other debris. The departments should first review the use of the existing bicycle parking spaces. Otherwise, increasing the parking spaces would not help solve the problem.

25. The views of Ms CHAN Man-kuen were summarised below:

- (a) she hoped that the departments would account for the consultation process;
- (b) she pointed out that the location near MTR Tai Wai Station proposed for the provision of additional cycle parking facilities was not connected to cycle tracks and the environment was very crowded. The situation at the existing bicycle parking site was very chaotic. It was not desirable to increase parking spaces there; and
- (c) she pointed out that some of the locations for the proposed provision of additional cycle parking facilities were located on the pavements, and asked based on what criteria the departments selected the locations.

26. The views of Mr Tiger WONG were summarised below:

- (a) he asked the departments how to deal with the problem of abuse of parking spaces when increasing cycle parking facilities;
- (b) he enquired about the floor area occupied by each type of cycle parking racks; and
- (c) he opined that the departments should plan cycle parking systematically and deal with the clean-up of illegally parked bicycles.

27. The views of Ms TUNG Kin-lei were summarised below:

- (a) she opined that the departments' consultation for increasing bicycle parking spaces was inadequate;
- (b) she reflected that many of the locations proposed for the provision of additional cycle parking facilities had already been occupied by shared bicycles. She asked the departments whether the plan was to serve shared bicycles or the residents;
- (c) she asked whether the TD had communicated or studied with other departments such as the STDO on increasing bicycle parking spaces;
- (d) she pointed out that SM-P007 was located in the middle of the pavement and in front of shops with busy crowd and there was also no connection to cycle tracks. She asked why the TD increased a large number of bicycle parking spaces there;



- (e) she opined that the situation at the existing bicycle parking site at SM-P069 was already unsatisfactory, and it was not suitable to increase parking spaces there;
- (f) she opined that the location at SM-P071 was narrow and it was not suitable to increase parking spaces; and
- (g) as far as she knew, the property developer at MTR Tai Wai Station would provide more than 200 bicycle parking spaces, and asked whether the TD had communicated with the concerned developer.

28. The Chairman returned to the conference room.

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

- (a) he opined that the most important thing was to clean up the abandoned bicycles that occupied the bicycle parking spaces, otherwise increasing parking spaces would not help solve the problem;
- (b) he opined that the departments' consultation on the increase of bicycle parking spaces was inadequate; and
- (c) he said that residents of Lake Silver still needed to fully discuss the proposed increase in bicycle parking spaces at SM-P032.

30. The views of Ms Scarlett PONG were summarised below:

- (a) she opined that before submitting the paper to the TTC, the departments should discuss with members;
- (b) she opined that the departments should make a comprehensive planning and fully consult the residents of the relevant areas on the provision of additional cycle parking facilities; and
- (c) she opined that apart from the addition and deletion of bicycle parking spaces, the departments should strengthen education and publicity to teach the public on using the cycle parking facilities correctly.

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

- (a) he asked which cycling associations opposed cancelling bicycle parking site at Exit A of MTR Tai Wai Station;
- (b) he asked which departments would be responsible for the increased bicycle parking sites, and opined that an inter-departmental meeting should be held to discuss how to deal with bicycle problems;
- (c) he pointed out that increasing bicycle parking spaces at SM-P002 would narrow the pavement;

- (d) he pointed out that increasing bicycle parking spaces at SM-P037 might create another bicycle grave; and
- (e) he opined that members had different views regarding the locations for the proposed provision of additional cycle parking facilities, “bundled” voting would be unfair to some stakeholders.

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

- (a) she opined that before increasing bicycle parking spaces, problems at the existing bicycle parking sites should be dealt with first, including the piling up of abandoned bicycles and debris; and
- (b) she pointed out that increasing bicycle parking spaces at SM-P031 would narrow the pavement.

33. Mr Rick HUI opined that due to the low cost of purchasing bicycles, members of the public would purchase bicycles and park on the street even if they used them very rarely, causing the illegal parking problems. He opined that the Government should take the lead in implementing automated bicycle rental service, set up renting and returning points in public housing estates for residents to share and borrow as a way to reduce the number of bicycles. He opined that after setting up this system, the related departments would have reasons to strengthen the cleaning up of bicycles at the bicycle parking sites.

34. Ms YUE Shin-man said that the bicycle problems had been around for a long time and she hoped that the TD and the Housing Department could exchange views on dealing with bicycle problems in public housing estates.

35. The views of Ms LAM Chung-yan were summarised below:

- (a) she asked how the TD conducted consultation on increasing cycle parking facilities, and what the criteria for selecting the locations were; and
- (b) regarding increasing bicycle parking spaces at SM-P037, she asked as that location was currently a land with vegetation cover, how the TD would implement the works.

36. The views of Mr WONG Hok-lai were summarised below:

- (a) he asked how the different types of cycle parking racks would be installed;
- (b) he reflected that many bicycle parking spaces were now occupied by shared bicycles or debris, and increasing bicycle parking spaces might not be able to meet the demand;
- (c) he pointed out that the private housing estate near Pik Tin Street provided bicycle parking spaces to its tenants, and the usage rate of the cycle track at Heung Fan Liu Street was very high in the evening. He

opined that these two locations might not be suitable for increasing bicycle parking spaces; and

- (d) he asked based on what criteria the TD selected the locations for increasing the bicycle parking spaces and opined that the departments should review its consultation methods.

37. Mr James CHAN proposed to implement a bicycle labelling system where the bicycle owners could be contacted according to the label on the bicycle and asked to remove the bicycles within a certain period of time. Otherwise, the bicycles would be cleared by relevant departments. He opined that before considering increasing bicycle parking spaces, it should first deal with the problem of parking spaces being occupied.

38. The views of Mr Michael YUNG were summarised below:

- (a) he said that the Government had gazetted that the bicycle parking site near Yan On Estate would be permanently closed and demolished, redeveloped or remodeled, contrary to the proposal by the TD to increase bicycle parking spaces near Yan On Estate;
- (b) he opined that the consultation work of the TD was not satisfactory;
- (c) he said that the project was a Category D project. After the departments had obtained the support from the STDC, it would apply to the Legislative Council for funding. However, members had different views on the locations for the proposed provision of additional cycle parking facilities. He opined that it was difficult to “bundle” the support for the department’s plan, and asked how the departments would resolve this; and
- (d) he suggested that the departments conduct consultation again to the DC Members of the relevant constituencies on increasing cycle parking facilities and hold a consultation meeting before submitting the revised proposal to the TTC.

39. Mr Peter WONG gave a consolidated response as follows:

- (a) the Government encouraged members of the public to use bicycles as a means of transport for short-distance travel. Therefore, the TD intended to increase bicycle parking spaces near some popular spots such as MTR stations, public transport interchanges and residential areas. During the planning, the department had conducted on-site inspections of the locations with illegal parking of bicycles in the district and the bicycle parking sites that failed to meet the demand;
- (b) with regard to some of the existing bicycle parking spaces being occupied by abandoned bicycles and debris, the department would cooperate with the relevant departments to deal with the illegal parking problem of bicycles in accordance with the usual procedures;

- (c) with regard to selecting the type of bicycle parking racks, he said the “One-Up-One-Down” parking racks were more suitable for narrower locations, providing more parking spaces than the “conventional” parking racks, while the “conventional” parking racks were more suitable for irregular- or square-shaped locations;
- (d) with regard to the other locations recommended by members, he noted the views and would consider it in the next phase planning;
- (e) with regard to members’ views that it was not suitable for additional cycle parking facilities near MTR Tai Wai Station, the department would make corresponding adjustments to the proposed plan;
- (f) with regard to publicity and education, the department was producing a short video to educate the public on the proper parking of bicycles and to make good use of different types of bicycle parking spaces; and
- (g) with regard to members’ views, the department would discuss with members after the meeting and would conduct on-site inspections and make adjustments if necessary.

40. Mr CHAN Chun-wai, Project Coordinator / Covered Walkway 2-1 of the HyD gave a consolidated response as follows:

- (a) he said that this plan covered six districts in the New Territories and was a medium-term improvement plan. After obtaining support from the DCs, the department would apply for funding and arrange tendering. The project was expected to start after one year and would be completed in three years in phases. Therefore, the next phase of the project was expected to start in 4 years; and
- (b) he said that the project was a Category D project and needed to apply for funding from the Legislative Council, but it did not need to apply for funds for individual items.

41. The Chairman asked members to note that Mr CHING Cheung-ying had returned to the conference room.

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

- (a) at present, the clean-up work of the illegal parked bicycles was handled by an inter-departmental working group under the STDO. After receiving complaints about illegal parking of bicycles, the working group would handle according to available resources and priority; and
- (b) with regard to the view of Mr LI Sai-hung, he said that it would be treated as a complaint and the STDO staff would follow up after the meeting.

43. The views of the Chairman were summarised below:

- (a) he said that members in principle supported increasing bicycle parking spaces, but he opined that the department did not perform well in the location selection and consultation process, nor did it deal with the bicycle parking spaces that were currently occupied by abandoned bicycles and debris, hence it was difficult to assess the effect of adding cycle parking facilities;
- (b) he said that due to the different views of members on the proposed locations, he suggested not to vote on the paper. However, he pointed out that some of the proposed locations were not controversial. In order to avoid impeding the implementation of the project, he suggested that the department consult the DC Members of the relevant constituencies on the proposed locations, and implement the works according to their views or consult the stakeholders of the concerned constituencies again and then submit a revised proposal to the TTC; and
- (c) he called on individual members to express their views on the plan to the department.

44. The Chairman enquired whether members agreed to handle the provisional motion moved by Ms Iris WONG.

45. Members agreed to discuss the provisional motion moved by Ms Iris WONG.

46. Ms Iris WONG moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests that the Transport Department, when planning to increase the number of parking spaces, comprehensively examine the demand and supply of bicycle parking spaces in the district and re-plan their distribution to replace existing unsuitable parking spaces; maintain inter-departmental communication to jointly formulate work strategies for managing bicycle parking spaces; and fully consult different stakeholders in the community.”

Mr TONG Hok-leung seconded the motion.

47. The Chairman enquired whether members endorsed the provisional motion in paragraph 46.

48. Members unanimously endorsed the provisional motion mentioned in paragraph 46.

Improvement Works for Ma On Shan Town Centre Public Transport Terminus  
(Paper No. TT 76/2018)

49. The Chairman welcomed the representatives of the TD and Architectural Services Department (ArchSD) to the meeting.

50. The representative of the TD briefly introduced the contents of the paper.

51. The views of Mr Michael YUNG were summarised below:

- (a) he pointed out that the passenger volume and the number of vehicles of Route No. 681 were among the highest in the various bus routes at the public transport terminus (PTT) in Ma On Shan town centre, and worried that reducing the bus bays would lead to congestion at the PTT. On the other hand, the 9-series Western Harbour Crossing (WHC) cross-habour bus routes were more popular and covered wider areas than the Eastern Harbour Crossing cross-habour bus routes. Whether the TD had considered strengthening the services of Route Nos. 980 and 981 in order to diverge the large passenger volume of Route No. 681;
- (b) the TD intended to increase bicycle parking spaces at the PTT, he asked whether the TD had internally made coordination in this respect;
- (c) he said that there were bicycle parking spaces at the cycle track outside the PTT at present, how the TD would handle the queues of waiting passengers for Route Nos. 87D and 87K;
- (d) he hoped that the TD would study the safety improvement of the pedestrian crossing at the entrance and exit of the PTT;
- (e) he hoped that the TD would study moving Route No. 89D to the central parking zone of the PTT in order to relieve the load on Sai Sha Road; and
- (f) he hoped that the TD would actively search for a suitable location in Wan Chai or Causeway Bay as the terminus for the return journeys for the 9-series bus routes.

52. Mr CHING Cheung-ying opined the passenger waiting lounge must have sufficient space and orderly arrangement, otherwise there would be chaos.

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

- (a) he agreed that “separation of pedestrians from vehicular traffic” arrangements could enhance the safety of the waiting passengers, but opined that the improvement works, including the setting up of a waiting lounge, would change the passengers’ waiting habits and require clear instructions;
- (b) he asked whether setting up an air-conditioned waiting lounge would increase carbon emissions in the PTT;
- (c) he hoped that the departments would clarify whether there was sufficient space for other buses to turn around when the bus bays were full under the new layout;
- (d) he enquired about the area of the bus regulator kiosk and the waiting lounge, and whether it would occupy the pavement;

- (e) he was worried that reducing the bus bays would lead to congestion in the PTT, and suggested that the TD strengthen the 9-series WHC cross-harbour bus services to diverge the large passenger volume of Route No. 681; and
- (f) he was concerned about the safety of residents crossing the entrance and exit of the PTT.

54. The Chairman left the chair temporarily and the Vice-Chairman presided over the meeting for the time being.

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

- (a) he reflected that at present many residents would cross the entrance and exit of the PTT to get to and from Sai Sha Road and Sunshine City, which was dangerous, and opined that the works had not improved the problem of pedestrian safety;
- (b) he opined that given the large passenger volume of Route No. 681, the proposed location might not have enough space; and
- (c) he reflected that at present the PTT would be very stuffy in hot weather. He hoped that the departments would install a ventilation system shortly and hoped that the problem would be solved under the new proposal.

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

- (a) he supported the “separate pedestrians from vehicles” traffic arrangement and the setting up of a regulator kiosk;
- (b) he enquired about the area, capacity and queue up arrangement of the waiting lounge, whether it was only for Route Nos. 85X, 286M, N281 and N680. He was worried that a large number of passengers would gather in the waiting lounge when the weather was hot, thereby causing chaos. He also asked the TD whether it would set up a waiting lounge in other bus bays, and how long it would take;
- (c) he said that the project would be implemented in phases, and opined that the departments should make preparation to maintain the normal operation of the PTT and avoid chaos;
- (d) he asked whether the departments had a contingency plan to deal with emergencies during the works period;
- (e) he pointed out that residents outside Ma On Shan would travel to the PTT to change to Route No. 681. He suggested extending the bus route to Wu Kai Sha and implementing the full-time service of Route Nos. 980X and 981P and also extending the terminus for the return journeys to Wan Chai or Causeway Bay so as to diverge the large passenger volume of Route No. 681; and

- (f) he hoped that the departments would have proper arrangement in crowd flow, traffic flow and bicycle parking spaces.

57. The Chairman returned to the conference room.

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

- (a) she pointed out that residents outside Ma On Shan would travel to the PTT to change to Route No. 681, and opined that the service of Route No. 980X should be strengthened to diverge the large passenger volume of Route No. 681; and
- (b) she hoped that the departments would provide more information about the waiting lounge, including design and facilities.

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

- (a) he enquired how many people the waiting lounge could accommodate, whether it would be large enough to accommodate the waiting passengers for several bus routes; and
- (b) he said that during the work implementation period, the TD would arrange for some bus routes to call at On Chun Street, whether the departments had coordinated with the police to deal with the illegal parking problem at that road section.

60. The views of Mr MAK Yun-pui were summarised below:

- (a) he enquired how many people the air-conditioned waiting lounge could accommodate, and whether the ventilation system would affect the environment inside the PTT;
- (b) he pointed out that residents outside Ma On Shan would travel to the PTT to change to Route No. 681, and suggested extending the bus route to Wu Kai Sha in order to reduce the number of waiting passengers at the PTT; and
- (c) he was concerned about whether the bus routes scheduled for temporary calls outside the PTT during the works period would affect the existing bus and minibus services there.

61. The views of Mr Alvin LEE were summarised below:

- (a) he supported the “separate pedestrians from vehicles” traffic arrangements to enhance the safety of crossing passengers;
- (b) with regard to temporarily relocating individual bus routes to Sai Sha Road, he opined that the proposed location was close to the intersection and therefore not desirable and suggested changing to Fu Fai Garden;



- (c) he opined that the relocation of bicycle parking spaces should be carefully dealt with; and
- (d) he hoped that the departments would ensure that the air quality of the PTT met the standards of the Environmental Protection Department (EPD).

62. Mr Simon CHAN, Chief Transport Officer / Bus & Railway 4 of the TD gave a consolidated response as follows:

- (a) he said Route No. 681 had a large number of passengers and vehicles, and passengers also included from those areas outside the town center of Ma On Shan. He agreed that strengthening the 9-series WHC cross-harbour bus service would help diverge the large passenger volume of Route No 681. Therefore, the TD would increase the service frequency of the 9-series bus routes in November this year, while the service frequency of Route No. 681 would be slightly adjusted from 2-8 minutes to 3-8 minutes a trip, and the situation of two buses departing at the same time was also expected to reduce. The department would monitor the operation of the 9-series bus routes and would request the bus company to increase the service frequency if necessary;
- (b) he said that the proposed location for Route No. 681 was sufficient to allow two 12.8-meter-long buses to board passengers at the same time. The buses of this route would call at the central parking zone during peak hours, and timely take over the departing buses to continue to board the passengers. As the service of the 9-series bus routes was about to be strengthened, the department expected that the situation of two buses of Route No. 681 picking up passengers at the same time would be reduced;
- (c) with regard to extending Route No. 681 to Wu Kai Sha, he noted members' views and would convey it to the relevant personnel of the department;
- (d) with regard to extending the 9-series bus routes to Wan Chai or Causeway Bay, the department was actively considering the relevant proposals, for which the key was whether a suitable terminus location could be found;
- (e) he said that under the improvement plan, the bicycle parking spaces would be relocated to both sides of the PTT, and the department would retain sufficient bicycle parking spaces for the residents to use bicycles for connection;
- (f) he said that it was a new attempt for the Government to provide air-conditioned waiting lounge, which aimed at providing a comfortable place for passengers. Since the service frequency and passenger volume of Route Nos. 85X and 286M were few, the department would first set up a waiting lounge for these two routes as a trial, and then would make better arrangement according to passengers' reaction.

According to the preliminary design, the proposed waiting lounge was 10.5 meters long, 5.5 meters wide and 4 meters high. The interior could be divided into two separate waiting lounges for use by passengers of Route Nos. 85X and 286M. Passengers entered from the rear of the waiting lounge, line up and board the bus at the front. With seats, wheelchair area and queue up area, the waiting lounge was expected to accommodate about 60 people, enough to handle the passenger volume of Route Nos. 85X and 286M;

- (g) he said that the TD would improve the design and arrangement of the waiting lounge in response to opinions of passengers using the air-conditioned waiting lounge for Route Nos. 85X and 286M, and would extend the waiting lounge to other routes. The TD would also adjust the size of other waiting lounges according to the passenger volume of individual routes. As the expansion of the waiting lounge could only commence after the completion of the proposed improvement of the PTT project, which also involved the application for resources and other factors, he was not able to estimate the time required for building the waiting lounge at this stage. However, since no civil engineering works would be needed, the construction period should be shorter;
- (h) he said that the regulator kiosk and the waiting lounge would be built on the present bus pit of Route No. 681, and would not occupy the original pedestrian access;
- (i) he said that during the construction period, the area in the PTT used for picking up and dropping off passengers and for parking buses would be reduced. Therefore, the department suggested temporarily relocating Route No. 85X to call at On Chun Street, but would still return to the PTT to pick up passengers;
- (j) Route Nos. 87D and 87K passing through the PTT would be temporarily relocated to an en-route stop set up at the left side of the exit of the PTT for picking up and dropping off passengers. It would not affect the current operation of the bus and minibus stops at Sai Sha Road opposite the PTT. In addition, since there was a sufficient distance between the temporary stop and the intersection ahead and there had been similar arrangements during the construction of Ma On Shan Line, the arrangements for the temporary stop were appropriate and the departments would discuss the implementation of the arrangements with the police. As for members suggesting setting up a temporary stop at the location of the right side of the PTT near Fu Fai Garden, he said that the suggested location was the calling points of the special trips of Route Nos. 89D and 89P in the morning busy hours, hence it was not suitable;
- (k) he said arrangement for bus calling points and temporary stop during the proposed construction period was a preliminary proposal. After determining the detailed design of the PTT, the TD would discuss with the police, other relevant departments, contractors and bus companies on the temporary traffic arrangements during the construction period to reduce the impact to passengers;

- (l) he said after alighting at Sai Sha Road bus stop, passengers could go to Sunshine City via the pedestrian crossing of the PTT entrance and exit. The TD would set up appropriate traffic facilities at the required locations to enhance pedestrian safety. When the PTT improvement works were completed, all buses would call at both sides and inside the terminus to pick up passengers. Passengers would not need to pass through the current parallel bus pits to take the bus. Therefore, the department did not encourage passengers to cross the PTT's central parking zone (i.e. the current parallel bus pit location) to avoid danger;
- (m) with regard to the suggestion by members to move the individual bus routes at Sai Sha Road into the central parking zone of the PTT, he said some space needed to be reserved in that zone for buses to call at or to circle around. However, the department would study the relevant arrangements in response to the adjustment of future bus routes; and
- (n) the TD would conduct air quality surveys at the public transport interchange in accordance with the relevant EPD codes. The latest findings indicated that the air quality of the PTT had not exceeded the standards.

63. Mr Esmond AU, Senior Architect / 22 of the ArchSD gave a consolidated response as follows:

- (a) he said the waiting lounge would be equipped with a low-carbon emitting air-conditioning system, and its cooling system would be installed at the edge of the PTT, so the heat would not be discharged inside the PTT. Fresh air would also be drawn into the waiting lounge from outside the PTT to reduce the impact of hot weather to the waiting lounge. A ventilation system would also be installed, and the extracted gases would be discharged outside the PTT through pipes; and
- (b) he said that the works implementing in four phases was a preliminary proposal, and the construction period might be adjusted according to the construction method of the contractors.

64. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD gave a consolidated response as follows:

- (a) Ma On Shan PTT was an operating bus stop. To maintain the existing public transport services, the project would be carried out in phases. Due to the need to make room for the construction, some routes needed to be temporarily removed from the PTT. In order to reduce the number of route relocation and to shorten the construction time so as to avoid inconvenience to passengers as much as possible, taking into account factors such as traffic safety at Sai Sha Road, traffic flow and avoiding blocking of the PTT entrance and exit, the TD proposed temporarily relocating Route Nos. 87D and 87K which had lower passenger volume and fewer service frequency to the front of the terminus' exit at Sai Sha Road until the completion of the project; and

- (b) arrangement would be made for the bus stop at On Chun Street outside Ma On Shan Park to be temporarily used by Route No. 85X as the terminus. The bus stop's bus bay at On Chun Street could accommodate six buses at the same time. In the past, Route No. 89D, which had frequent trips, had temporarily moved to that location due to construction work. Therefore, it was believed that the space was enough to accommodate Route No. 85X as a temporary terminus.

65. The Chairman enquired whether members agreed to handle the provisional motion moved by Mr TING Tsz-yuen.

66. Members agreed to discuss the provisional motion moved by Mr TING Tsz-yuen.

67. Mr TING Tsz-yuen moved a provisional motion as follows:

“Background

The Policy Agenda of the Chief Executive's 2017 Policy Address mentioned the formulation of a pilot scheme for improvement works at covered public transport interchanges, with the Ma On Shan Town Centre Public Transport Interchange as the pilot area. The proposed improvement works included:

- (a) a layout conversion from traditional parallel bus bays to saw-tooth bus bays;
- (b) provision of air-conditioned waiting rooms for passengers, improvements on bus stop signage designs and provision of passenger facilities in the waiting rooms, including seats and passenger information display systems;
- (c) provision of a bus regulator kiosk;
- (d) renovation to the columns near the proposed passenger waiting rooms and the bus regulator kiosk; and
- (e) relocation of the affected bicycle parking spaces at the interchange.

Motion

As a major transport hub in the district, the Ma On Shan Town Centre Public Transport Interchange is always packed with buses, passengers and passers-by. It currently has the following problems: unsatisfactory waiting environment for passengers, congestion with buses when they enter or leave the interchange, illegal parking of bicycles, etc. The Traffic and Transport Committee of the Sha Tin District Council (STDC) agrees in principle that the Transport Department (TD) should improve the situation by way of a pilot scheme. However, it is necessary for the TD to formulate suitable solutions to the problems listed below and submit them to the STDC for discussion before applying to the Legislative Council for funding:

- (a) Consult relevant stakeholders before detailed temporary traffic arrangements are made.
- (b) Given the insufficient supply of bicycle parking spaces in the district, more of the same type of space must be provided to cater for the demand when the affected parking spaces are relocated.
- (c) Before the setting up of passenger waiting rooms and a bus regulator kiosk, it is necessary for the Government to consider the impact of the facilities on pedestrian walkways and to regularly monitor the indoor air quality therein to ensure that the levels of respirable suspended particulates (PM2.5), formaldehyde, volatile organic compounds, nitrogen oxides, oxygen, etc. are in compliance with the Environmental Protection Department's latest standards.
- (d) The Committee has repeatedly relayed to the TD the demands of the residents for extending the cross-harbour routes running from the Sha Tin District via the Western Harbour Crossing (WHC), including Route Nos. 980X, 981P, 982X and 985, to return from and terminate at Wan Chai / Causeway Bay instead of the existing terminus at Admiralty Station; for boosting the bus services during the morning peak hours to divert the huge passenger and vehicle flows of Route No. 681; for extending the services to full-day to meet passengers' needs so as to alleviate the congestion resulting from the reduction of parking spaces due to the layout conversion from traditional parallel bus bays to saw-tooth bus bays; and for addressing residents' demands to further improve the services of cross-harbour bus routes running from Sha Tin and Ma On Shan via the WHC."

Mr Michael YUNG seconded the motion.

68. The Chairman enquired whether members endorsed the provisional motion in paragraph 67.

69. Members unanimously endorsed the provisional motion mentioned in paragraph 67.

### **Questions**

#### **Question to be Raised by Mr TING Tsz-yuen on Operation of New Territories Taxis in Sha Tin District**

(Paper No. TT 77/2018)

70. Mr TING Tsz-yuen said it was difficult for residents in Sha Tin District to take urban taxis to Shatin Hospital and opined that the taxi policy of the TD should be more humanized to allow New Territories taxis to travel to Shatin Hospital to facilitate the citizens in need.

71. The views of Mr Thomas PANG were summarised below:

- (a) he opined that New Territories taxi was an important means of transport for the public to travel to the New Territories East Cluster hospitals and its scope of operation should include Shatin Hospital and the nearby residential care homes. New Territories West had the same situation. He opined that the TD should comprehensively review the taxi policy; and
- (b) he said that New Territories taxis could not go to the Government VIP Lounge of the airport, reflecting that the taxi policy was inconvenient for residents of the New Territories.

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

- (a) in response to the development of New Territories, he opined that the department should review the New Territories taxis policy; and
- (b) he said that the current bus and minibus service to and from Shatin Hospital failed to meet the needs of residents and opined that it should not be much controversial to allow New Territories taxis to travel to Shatin Hospital and nearby residential care homes.

73. Mr Corwin YAU said that the introduction of New Territories taxis had its historical reasons to supplement the shortage of urban taxis. With regard to members' views, he would convey it to the relevant divisions of the department.

74. The Chairman enquired whether members agreed to handle the provisional motion moved by Mr TING Tsz-yuen.

75. Members agreed to discuss the provisional motion moved by Mr TING Tsz-yuen.

76. Mr TING Tsz-yuen moved a provisional motion as follows:

“Background

Hospitals are major public medical care facilities in Hong Kong. However, the Government is currently causing immense inconvenience to residents by permitting New Territories taxis to reach Prince of Wales Hospital (PWH), but not other facilities in the same cluster, including Shatin Hospital, the decanting building of PWH, Cheshire Home, Shatin and Bradbury Hospice.

Motion

The Traffic and Transport Committee of the Sha Tin District Council urges the Transport Department to expeditiously study and implement the plan to allow New Territories taxis to access Shatin Hospital and other medical facilities in Sha Tin via A Kung Kok Street and A Kung Kok Shan Road for the convenience of residents of Sha Tin.”

Mr Michael YUNG seconded the motion.

77. Mr WONG Yue-hon opined that not only residents of Sha Tin would take New Territories taxis to the medical facilities mentioned by the motion and proposed to change "...for the convenience of residents of Sha Tin." to "...for the convenience of members of the public in need."

78. Mr TING Tsz-yuen accepted the member's view and amended the provisional motion as follows :

"Background

Hospitals are major public medical care facilities in Hong Kong. However, the Government is currently causing immense inconvenience to residents by permitting New Territories taxis to reach Prince of Wales Hospital (PWH), but not other facilities in the same cluster, including Shatin Hospital, the decanting building of PWH, Cheshire Home, Shatin and Bradbury Hospice.

Motion

The Traffic and Transport Committee of the Sha Tin District Council urges the Transport Department to expeditiously study and implement the plan to allow New Territories taxis to access Shatin Hospital and other medical facilities in Sha Tin via A Kung Kok Street and A Kung Kok Shan Road for the convenience of members of the public in need."

Mr Michael YUNG seconded the motion.

79. The Chairman enquired whether members endorsed the provisional motion in paragraph 78.

80. Members unanimously endorsed the provisional motion mentioned in paragraph 78.

Question to be Raised by Mr YIU Ka-chun on Overnight Service of Airport Buses  
(Paper No. TT 78/2018)

81. The views of Mr YIU Ka-chun were summarised below:

- (a) he opined that the late night flights had continued to grow in recent years, and the Hong Kong–Zhuhai–Macau Bridge (HZMB) was officially opened to traffic, providing 24-hour cross-boundary service, there was a need to extend the overnight airport bus service to the HZMB Hong Kong Boundary Crossing Facilities;
- (b) he pointed out that the service frequency information for Route No. NA40 provided by Long Win Bus Company Limited (Long Win) and the TD were different, and hoped that the TD would clarify;
- (c) he said that with the current service hours of Route Nos. A41, NA41, A41P and NA40, there was a service vacuum of a few hours during the

late night hours, with no airport buses travelling to and from Sha Tin and Ma On Shan; and

- (d) he pointed out that although the department had adjusted the overnight airport bus service after the HZMB Hong Kong Boundary Crossing Facilities was put into service, there was still a vacuum of about two and four hours in the overnight services of Route Nos. NA40 and NA41 respectively. He hoped that the department could fill up these service vacuum periods.

82. The views of Mr Michael YUNG were summarised below:

- (a) he hoped that Long Win would send a permanent representative to attend the meetings of the TTC;
- (b) he asked how Long Win informed passengers on rescheduling of bus service;
- (c) he said that the service frequency of Route No. NA40 was occasionally unstable;
- (d) he reflected that there was a service vacuum period between the service of Route Nos. A41 and NA41;
- (e) he opined that Route No. A41P should pass through the HZMB Hong Kong Boundary Crossing Facilities;
- (f) he reflected that many areas in Sha Tin still lacked the A-series airport bus service;
- (g) he pointed out that the overall planning of A-series and E-series airport buses was not satisfactory, failing to diverge passengers and people working at the airport; and
- (h) in response to the opening of the HZMB Hong Kong Boundary Crossing Facilities, he opined that the TD should deal with the service frequency problem of Route Nos. N42 and NA40 to achieve a better diverging effect.

83. The views of Mr CHIU Man-leong were summarised below:

- (a) he said that the HZMB Hong Kong Boundary Crossing Facilities had been opened and provided 24-hour cross-boundary service, which highlighted the insufficiency of the overnight airport bus service;
- (b) he reflected that the overnight airport bus service of the Sha Tin District was seriously inadequate, and he hoped that the TD and Long Win would increase the service frequency; and
- (c) in response to the opening of Tuen Mun – Chek Lap Kok Link, he suggested that the A-series airport buses, especially Route No. A41P, use



that road to travel to the airport via the HZMB Hong Kong Boundary Crossing Facilities to avoid passing through Tung Chung and Airport Island so as to shorten the journey.

84. Mr Rayson LAW, Planning and Support Officer I of Long Win gave a consolidated response as follows:

- (a) he noted members' concern about the vacuum period between the normal and overnight airport bus services;
- (b) from 25 October, the terminus of Route Nos. NA40 and NA41 would be extended to the HZMB Hong Kong Boundary Crossing Facilities, and the service frequency of Route No. NA40 would also be adjusted;
- (c) since Long Win's written reply was submitted in September, it was slightly different from the latest service frequency information. In order to strengthen the overnight airport bus service, the first trip of Route No. NA40 had departed earlier to facilitate those passengers travelling to the airport and the HZMB Hong Kong Boundary Crossing Facilities;
- (d) Route No. NA40 passed through Ma On Shan and Sha Tin town centre and had a higher passenger volume, hence Long Win would generally choose to increase the service frequency of Route No. NA40 first. After the opening of the HZMB Hong Kong Boundary Crossing Facilities, Long Win would closely monitor the operation of the two overnight bus routes and would adjust the service frequency if necessary;
- (e) Long Win established bus services to and from the HZMB Hong Kong Boundary Crossing Facilities in accordance with the requirements of the TD. Long Win would monitor the situation with the TD and make adjustments accordingly;
- (f) after the TD had approved the service frequency adjustments, Long Win had posted notices to inform passengers as soon as possible. Long Win would review the concerned arrangements so as to keep passengers updated on the latest service situation;
- (g) with regard to the network and service level of the airport buses, Long Win would review the situation with the TD and make adjustments accordingly;
- (h) with regard to members' suggestion of A-series airport bus routes travelling Tuen Mun – Chek Lap Kok Link via the HZMB Hong Kong Boundary Crossing Facilities, he noted the view. After the bus captains became familiar with the new routes, Long Win would discuss the arrangements with the TD; and
- (I) with regard to the division of Route Nos. N42 and NA41, Long Win would comprehensively review Sha Tin District's overnight airport bus

service in response to the opening of the HZMB Hong Kong Boundary Crossing Facilities.

85. Mr Corwin YAU gave a consolidated response as follows:

- (a) the TD made the reply based on Long Win's regular operation of bus services between Sha Tin and the airport, while the information provided by Long Win included the service frequency temporarily added;
- (b) regarding the service adjustments of the NA-series airport bus routes made to extend to the HZMB Hong Kong Boundary Crossing Facilities, the department had notified the TTC members of the latest arrangements by email;
- (c) with regard to the service frequency adjustment and operation of some of the airport bus routes, he would ask the relevant members for more information and would submit to Long Win for follow-up; and
- (d) the TD had actively improved the overnight airport bus service of Sha Tin District. Since the NA-series airport buses were put into service in Sha Tin District in 2016, the overall service frequency had been increased from four round trips to nine round trips. Long Win would review the services from time to time and try to arrange extra trips at different time periods. If necessary, the special trips would be included in the regular arrangement.

86. The Chairman enquired whether members agreed to handle the provisional motion moved by Mr YIU Ka-chun.

87. Members agreed to discuss the provisional motion moved by Mr YIU Ka-chun.

88. Mr YIU Ka-chun moved a provisional motion as follows:

“Due to the increasing number of overnight flights at the Hong Kong International Airport as well as the gradual commencement and completion of various infrastructure projects in the area of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities, the Traffic and Transport Committee of the Sha Tin District Council strongly requests that the Transport Department and the bus company proactively study enhancing the frequency of Overnight Airport Route Nos. NA40 and NA41 running to and from Sha Tin and Ma On Shan to meet passengers' needs.”

Mr CHIU Man-leong seconded the motion.

89. The Chairman enquired whether members endorsed the provisional motion in paragraph 88.

90. Members unanimously endorsed the provisional motion mentioned in paragraph 88.

91. The Chairman enquired whether members agreed to handle the provisional motion moved by Mr CHIU Man-leong.

92. Members agreed to discuss the provisional motion moved by Mr CHIU Man-leong.

93. Mr CHIU Man-leong moved a provisional motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the Transport Department and Long Win Bus Company Limited arrange for Route No. A41P to run via the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities for residents’ convenience.”

Ms CHAN Man-kuen seconded the motion.

94. The Chairman enquired whether members endorsed the provisional motion in paragraph 93.

95. Members unanimously endorsed the provisional motion mentioned in paragraph 93.

Question to be Raised by Mr SIU Hin-hong on Requesting Immediate Commencement of Endorsed Project of “Construction of Cover for the Pavement of Lok King Street”  
(Paper No. TT 79/2018)

96. Since Mr SIU Hin-hong had left the conference room, the Chairman decided to postpone his question to the next meeting.

Question to be Raised by Mr WAI Hing-cheung on Parking Spaces in Tai Wai  
(Paper No. TT 80/2018)

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

- (a) he asked when the TD would commence the study on increasing the number of parking spaces in Tai Wai, and opined that it was totally inadequate to just add four parking meters at Chik Fuk Street;
- (b) he said that the reply of the Planning Department (PlanD) said the land with vegetation cover next to and behind the petrol filling station at Chik Chuen Street of Tai Wai and the land with vegetation cover next to the carpark under the vehicular flyover to Trunk Road T3, if converted to a carpark, there was no need to apply for planning permission to the Town Planning Board. If the TD considered the proposal feasible, whether it could be implemented as soon as possible, and how long the work was expected to take;
- (c) the department’s reply indicated that Tai Wai Market at Grandeur Garden could not be converted into a carpark due to the restrictions of the land lease conditions (lease conditions). He asked whether the lease conditions and the related procedures could be changed. He opined

that if the lease conditions could not be changed and Tai Wai Market could not continue to operate in the future in case of intense competition, it would be a waste of land resources;

- (d) he pointed out that, according to Paper No. TT 86/2018, the number of illegal parking prosecutions for “other places in Tai Wai town centre” alone from August to September exceeded 4 600 cases, reflecting that the illegal parking problem in Tai Wai was serious and the parking spaces were insufficient. In the long run, he hoped that Tai Wai Market could be converted into a carpark and that the proposed complex could provide more parking spaces;
- (e) since the PlanD had not sent a representative to the meeting, he hoped that the PlanD would express its position after the meeting on converting the land with vegetation cover next to and behind the petrol filling station at Chik Chuen Street of Tai Wai and the land with vegetation cover next to the carpark under the vehicular flyover to Trunk Road T3 to a carpark;
- (f) he asked if amending the lease conditions of Tai Wai Market involved consulting legal opinions, why the District Lands Office, Sha Tin (DLO/ST) had not done so before the meeting; and
- (g) he asked whether there was currently vacant land in Tai Wai which could be used as a temporary car park in the form of a short-term lease.

PlanD

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

- (a) he said that illegal parking problem in the old area of Tai Wai was serious and it was very urgent to increase the parking spaces. He hoped that the TD would increase the parking spaces in the short term to alleviate the illegal parking problem in the old area of Tai Wai;
- (b) in reflecting residents’ views, he opined that Tai Wai Market could be relocated to the proposed complex so that a car park could be developed at Grandeur Garden to alleviate the illegal parking problem in the old area of Tai Wai. He hoped that the DLO/ST would provide relevant information on changing the lease conditions;
- (c) he said according to the projection of the TD, the number of parking meters in Tai Wai at present only met one-third of the demand. He asked whether the department had confidence to provide adequate parking spaces;
- (d) he said that if amending the lease conditions of Tai Wai Market involved consulting legal opinions, he hoped that the DLO/ST would reply on the results after the meeting;
- (e) he said that the views on relocating the petrol filling station at Chik Chuen Street for conversion into car park had been raised for a long time, and asked when the TD could implement the proposal; and

DLO/ST

- (f) with regard to increasing four parking meters at Chik Fuk Street, he asked where the exact locations were and whether the TD had consulted the local community.

99. The views of Ms TUNG Kin-lei were summarised below:

- (a) she said the TD's reply to Question (a) and (e) indicated that a large number of public parking spaces would be added in the proposed Tai Wai Complex, she asked whether "a large number" referred to the about 240 parking spaces proposed by the Commissioner for Transport during his visit to the STDC on 27 September this year;
- (b) she did not understand why the TD would include Shing Wan Road into Tai Wai town centre when it calculated the existing parking meters;
- (c) she had previously suggested adding more than ten parking meters at different locations and did not understand why the department could only study the addition of four parking meters at Chik Fuk Street;
- (d) she enquired about the scope and area "next to the petrol filling station at Chik Chuen Street of Tai Wai". She said that she had written to various government departments to propose relocating the petrol filling station to make room for the construction of parking spaces. She opined that the TD should speed up the feasibility study;
- (e) with regard to relocating Tai Wai Market, she hoped that the related departments would fully consult the residents of Tai Wai town centre and assess the impact on the environment and pedestrians;
- (f) she hoped that the police would continue to crack down on illegal parking in Tai Wai; and
- (g) she opined that Tai Wai lacked vacant lands for use as temporary carpark. The TD should review the existing roads and parking spaces to increase or rebuild more parking spaces.

100. The Chairman left the chair temporarily and the Vice-Chairman presided over the meeting for the time being.

101. The views of the Vice-Chairman were summarised below:

- (a) he asked the DLO/ST whether the legal team of the Financial Secretary could apply for a waiver for Tai Wai Market and allow it to be converted into a carpark. In addition, whether the DLO/ST could amend the lease conditions when renewing the lease of the relevant lot to solve the problem; and
- (b) he opined that residents driving to Tai Wai Market and parking their vehicles nearby was one of the causes of traffic problems in that area. He pointed out that Tai Wai lacked vacant lands and asked how the government departments would use the proposed complex to solve the

traffic problems in that area.

102. Mr CHIU Sung-ko, Engineer / Sha Tin 1 of the TD gave a consolidated response as follows:

- (a) the department understood that parking spaces at Tai Wai town centre were inadequate and had taken various measures to increase the parking spaces. In the short term, the department would add roadside parking meters at appropriate locations in Tai Wai, and proposed adding four parking meters at Chik Fuk Street near the junction of Chik Fuk Street and Chik Fu Street and would continue to look for other suitable locations. As regards converting the green area next to the petrol filling station at Chik Chuen Street of Tai Wai as a car park, the department was studying its feasibility, including the location of the carpark's entrance and exit and the pedestrian crossing. In the long run, the TD would request new development projects of the Government, such as the proposed Tai Wai Complex, to provide more public parking spaces. The department had estimated that there were about 240 illegally parked vehicles within 500 meters of the proposed Tai Wai Complex in the evening and would use this as the benchmark for the number of parking spaces. The department had requested the relevant departments to provide an additional 240 public parking spaces when designing the complex;
- (b) the department stated in its reply that there were 86 metered parking spaces which included Shing Wan Road;
- (c) the department had been searching with other government departments such as the DLO/ST for suitable sites in Tai Wai for use as temporary carpark;
- (d) with regard to relocating the petrol filling station at Chik Chuen Street for conversion into a car park, he said that this was not led by the TD, but the TD supported the proposal and had forwarded the views to the DLO/ST and the PlanD. As for the green area next to the petrol filling station, the department had proposed to convert it into parking spaces. However, it had not been implemented because of opposition from the local community;
- (e) he said that in addition to the locations mentioned in the paper, if there was vacant lands in Tai Wai, the department would request the DLO/ST to consider it for using it as a temporary car park; and
- (f) with regard to changing the land with vegetation cover next to the car park under the vehicular flyover of Trunk Road T3 to a car park, generally speaking, the department would conduct district consultation through the STDO after the study and then would issue a Works Request Form to the HyD. The study and district consultation typically took several months.

103. Mr YUEN Sze-chun, Administrative Assistant / Lands of the DLO/ST gave a consolidated response as follows:

- (a) he said the DLO/ST had replied based on the current lease conditions of Tai Wai Market. The land lease was a private contract and the DLO/ST needed to consult legal opinions on changing the permitted use of the land lease;
- (b) he pointed out that the waiver proposed by DC Members was generally a short-term relaxation of contractual restrictions. Due to the dispersed ownership of Grandeur Garden, legal opinions would be consulted after the meeting on matters such as amending the lease conditions; and
- (c) he said that there was currently no temporary fee-paying public car park in Tai Wai town centre.

104. Mr LIU Chi-kwong, District Engineer, New Territories Region / Sha Tin (2) of the HyD said, in general, the construction period depended on the size of the project. Regarding the construction period of redeveloping a car park, the HyD needed to receive the Works Request Form from the TD before conducting the study.

### **Information Items**

#### **Progress Report of the Transport Department** (Paper No. TT 81/2018)

105. The views of Mr YIU Ka-chun were summarised below:

- (a) he hoped that the terminus of Route Nos. 982X and 985 would be extended to other places of Hong Kong Island and provide a full-day return journey service to facilitate more residents;
- (b) he reflected that Route No. 982X had lost trip problem in the morning, and hoped that the authorities would address it;
- (c) he asked the bus company not to suddenly adjust the service frequency of Route No. 80K departing from Yu Chui Court terminus in the morning to avoid affecting students attending classes; and
- (d) he reflected that there was the situation that minibus Route No. 804 did not stop at the Hong Kong School of Motoring stop in the morning when there were still empty seats, and hoped that the TD and the operator would address it.

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

- (a) he hoped the full-day return journey service of Route Nos. 980X and 981P would be implemented as soon as possible;

- (b) he hoped that the minibus service between Heng On Estate and Prince of Wales Hospital (PWH) would be implemented in Sha Tin and the service of Route No. 808 would be strengthened; and
- (c) he reflected that during the afternoon rush hours, many students took Route No. 89S, and hoped that the bus company would strengthen the service frequency to 20 minutes a trip.

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

- (a) he hoped that the terminus of Route No. 985 would be extended to Wan Chai or Causeway Bay;
- (b) he requested airport bus service be provided at Hin Keng; and
- (c) he hoped that the service of minibus Route No. 804 would be strengthened to facilitate residents travelling to the PWH.

108. The views of Ms CHAN Man-kuen were summarised below:

- (a) she reflected that the service of minibus Route No. 808 was not satisfactory and hoped that Route No. 89S would be extended to the PWH and section fare would be provided to attract passengers so as to help channel the flow of people; and
- (b) she reflected that the departing trips of Route No. 89S in the morning were not on time, affecting students attending classes, and hoped the TD and the bus company would address the problem.

109. The views of Mr WONG Hok-lai were summarised below:

- (a) he requested that Route No. 985's afternoon return journey service be extended to Wan Chai or Causeway Bay and the service hours be extended;
- (b) he enquired about the implementation status of Route Nos. 985A and 985B; and
- (c) he reflected that the service frequency of the 63-series minibus routes was unstable and hoped that the TD would monitor.

110. Mr WAI Hing-cheung reflected that there was a large number of passengers at MTR Sha Tin Station waiting for minibus Route No. 27 to travel to Hong Kong Science Park every day, and hoped that the TD would strengthen its service.

111. The views of the Vice-Chairman were summarised below:

- (a) he hoped that the TD and the bus company would adjust the timetable of Route No. 85K to match the travel time of passengers;



- (b) he asked whether minibus Route No. 27 travelling between MTR Sha Tin Station and Hong Kong Science Park could adopt new 19-seat minibuses to ease the passenger flow; and
- (c) he hoped that the TD would follow up the proposal of members as soon as possible on extending the terminus for the return journey of the 9-series WHC cross-habour bus routes to Wan Chai or Causeway Bay.

112. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD gave a consolidated response as follows:

- (a) with regard to the service frequency of Route No. 982X in the morning, from his initial understanding from the bus company, he found that the trip mentioned by members had departed early. He would try to understand the reason and would explain to the relevant members later;
- (b) with regard to the service of minibus Route No. 804, he would follow it up and reply to the relevant members later;
- (c) with regard to extending the return journey of Route No. 985 to Wan Chai or Causeway Bay and the provision of bus service from Hin Keng to the airport, he noted the appeals of members;
- (d) with regard to the suggestions on Route Nos. 985A and 985B, he would follow up with the bus company and notify members timely; and
- (e) with regard to the service of 63-series minibus, he would arrange for the operators to meet and discuss with the relevant members.

113. Mr Corwin YAU gave a consolidated response as follows:

- (a) with regard to the minibus service travelling to Hong Kong Science Park, he said that the operator had replaced some of its minibuses with the new 19-seat ones and increased the number of vehicles in the past six months to strengthen the service. In response to the continued growth in the number of people working in Hong Kong Science Park, the department would follow up on the relevant public transport services;
- (b) with regard to the service of minibus Route No. 808, he would discuss the improvement proposal with the operator; and
- (c) with regard to the section fare for Route No. 89S, he believed that the bus company had already noted members' appeals. He would take into account the long-term development of that route when considering providing section fare concession.

114. Mr Terry LO, Assistant Manager (Operations) of the Kowloon Motor Bus Co. (1933) Ltd (KMB) gave a consolidated response as follows:

- (a) with regard to the terminus for the return journey of the 9-series WHC cross-habour bus routes, KMB had been discussing with the TD and

looking for suitable locations so as to make these routes cover wider areas. KMB would also monitor the operation and extend the service time of the afternoon return journey if necessary;

- (b) he noted members' views on section fare for Route No. 89S and would convey it to KMB's relevant departments. With regard to its service frequency, KMB would increase the special trips in response to passenger volume when necessary for the convenience of students leaving schools;
- (c) with regard to trips of Route No. 89S and 80K in the morning not running on schedule, he said that the relevant field personnel had been instructed to follow the established schedule and the company would continue to monitor it;
- (d) with regard to the service frequency adjustments of individual routes, KMB would step up publicity and notify passengers as soon as possible; and
- (e) with regard to the service of Route No. 85K, KMB would closely monitor its passenger volume and adjust its service frequency if necessary.

115. Ms CHUNG Pui-yi, Senior Public Affairs Officer of New World First Bus Services Limited and Citybus Limited (NWFB and Citybus) gave a consolidated response as follows:

- (a) with regard to matters reflected by members that the trips of Route No. 982X did not run on schedule, she would understand the situation from the relevant departments of the company and would make follow-up and reply to the relevant members later; and
- (b) with regard to the enquiries on extending the terminus for the return journey of the 9-series WHC cross-habour bus routes to Wan Chai, since the spaces in the bus termini in Wan Chai District during peak hours were already fully occupied, NWFB and Citybus would continue to discuss with the TD and report to members as soon as possible.

Reports of Working Groups  
(Paper No. TT 82/2018)

116. Members noted the above paper.

**Information Papers**

Financial Position and Activity Progress of Expenditure Head 7 (Traffic and Transport)  
(Paper No. TT 83/2018)

117. Members noted the above paper.

Report on the Progress of Works of the Highways Department  
(Paper No. TT 84/2018)

118. Mr HO Hau-cheung said that according to the paper, the HyD currently had accumulated more than 100 projects waiting to be planned or implemented. He opined that the works of the HyD were related to the daily life of members of the public in the aspect of traffic and transportation, and asked whether the department had sufficient manpower to deal with it.

119. The views of the Vice-Chairman were summarised below:

- (a) he hoped that when the TD changed the road markings at the roundabouts, the TD would erect the relevant road signs at the roundabout entrance to remind drivers of the relevant arrangements; and
- (b) he said that the TD had increased the manpower in Sha Tin District, and hoped that the TD and the HyD could work closely together to deal with the accumulated projects.

120. Mr LIU Chi-kwong said that the department would increase its staff in the short term, and the HyD staff in Sha Tin District would increase to three, hoping to deal with the accumulated projects as soon as possible.

121. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 85/2018)

122. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan  
(Paper No. TT 86/2018)

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

- (a) he reflected that the illegal parking problem at Wu Kai Sha Public Transport Interchange was more serious than before, and worried about the safety of students crossing the roads. He hoped that the police could follow up; and
- (b) with regard to the issue of speeding or suspected illegal motor racing in Ma On Shan, he reflected that the noise caused great nuisance to nearby residents and hoped that the police would continue to step up the enforcement actions. He suggested installing speed cameras and soundproof screens at the appropriate locations at Ma On Shan Bypass or Sai Sha Road.

124. Mr LIN Sean, District Operations Officer (Shatin District) of the Hong Kong Police Force gave a consolidated response as follows:

- (a) he opined that one of the reasons for the low prosecution figures at Wu Kai Sha Public Transport Interchange was that there were police on duty in the morning rush hours, resulting in a reduction in the number of offences, but the police would continue to take enforcement actions; and
- (b) with regard to the problem of vehicle speeding or suspected illegal motor racing in Ma On Shan, the police had been communicating with the relevant members to strengthen the crackdown efforts, including setting up roadblocks to stop and check illegally modified vehicles. He said that the work had gradually yielded results. From the beginning of towing away illegally modified vehicles to mainly issuing inspection orders in the recent months indicated that the situation had improved.

125. Members noted the above paper.

**Date of Next Meeting**

126. The next meeting was scheduled to be held at 2:30 pm on 13 December 2018 (Thursday).

127. The meeting was adjourned at 8:11 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

December 2018