

Sha Tin District Council
Minutes of the 7th Meeting (Resumption) of
the Traffic and Transport Committee in 2018

Date : 18 December 2018 (Tuesday)
Time : 2:38 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:38 pm	5:21 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:38 pm	5:21 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:38 pm	4:49 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:38 pm	4:05 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:57 pm	3:04 pm
Mr CHAN Kwok-keung, James	"	2:44 pm	3:47 pm
Ms CHAN Man-kuen	"	4:08 pm	5:21 pm
Mr CHING Cheung-ying, MH	"	2:38 pm	5:21 pm
Mr CHIU Chu-pong, Sunny	"	2:38 pm	3:11 pm
Mr CHIU Man-leong	"	2:38 pm	4:04 pm
Mr LAI Tsz-yan	"	3:58 pm	5:21 pm
Ms LAM Chung-yan	"	2:38 pm	5:21 pm
Mr LEUNG Ka-fai, Victor	"	2:38 pm	4:35 pm
Mr LI Sai-hung	"	2:38 pm	5:20 pm
Mr LI Wing-shing, Wilson	"	2:38 pm	5:21 pm
Mr PUN Kwok-shan, MH, JP	"	2:38 pm	4:30 pm
Mr SIU Hin-hong	"	2:38 pm	4:17 pm
Mr TONG Hok-leung	"	2:38 pm	4:35 pm
Ms TSANG So-lai	"	2:43 pm	3:25 pm
Ms TUNG Kin-lei	"	2:38 pm	3:28 pm
Mr WAI Hing-cheung	"	2:38 pm	5:21 pm
Mr WONG Fu-sang, Tiger	"	2:38 pm	5:19 pm
Mr WONG Hok-lai	"	2:52 pm	5:21 pm
Mr WONG Ka-wing, MH	"	2:38 pm	5:05 pm
Ms WONG Ping-fan, Iris	"	2:45 pm	5:21 pm
Mr WONG Yue-hon	"	2:38 pm	5:21 pm
Mr YAU Man-chun	"	2:38 pm	3:40 pm
Mr YIU Ka-chun, MH	"	2:38 pm	5:21 pm
Ms YUE Shin-man	"	2:48 pm	5:21 pm
Mr LEUNG Ho-yin, Roy (Secretary)	Executive Officer (District Council) 4 / Sha Tin District Office		
<u>In Attendance</u>	<u>Title</u>		
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin)1		
Miss LAM Hang-ching, Dorothy	Senior Executive Officer (District Council) (Acting) / Sha Tin District Office		
Mr YAU Kung-yuen, Corwin	Senior Transport Officer, Ma On Shan / Transport Department		
Mr POON Wing-hong	Senior Engineer, Shatin1 / Transport Department		

In Attendance

Mr CHIU Sung-ko
 Mr LIU Chi-kwong
 Mr CHEUNG Chun-yin, Joey
 Mr YUEN Sze-chun

Mr CHAN Kwok-shing

Mr LIN Sean

Mr LAM Chi-chung

Mr Franki LI

Ms CHUNG Pui-yi, Penny

Title

Engineer, Shatin 1 / Transport Department
 District Engineer, Sha Tin(2) / Highways Department
 Assistant District Engineer, Sha Tin(1) / Highways Department
 Administrative Assistant /
 Lands (District Lands Office, Sha Tin)
 Housing Manager (Tai Po, North and 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
 Senior Officer (Planning and Development) /
 The Kowloon Motor Bus Company (1933) Limited
 Senior Public Affairs Officer /
 New World First Bus Services Limited and Citybus Limited

In Attendance by Invitation

Mr Sunny LAU

Title

Operations Officer / Long Win Bus Company Limited

Absent

Mr CHAN Nok-hang
 Mr MOK Kam-kwai, BBS
 Mr NG Kam-hung
 Mr TING Tsz-yuen
 Mr CHENG Tsuk-man
 Mr HUI Yui-yu, Rick
 Mr LEE Chi-wing, Alvin, MH
 Mr MAK Yun-pui
 Ms PONG Scarlett Oi-lan, BBS, JP
 Mr YIP Wing

Title

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

Action**Applications for Leave of Absence**

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

Mr CHAN Nok-hang	Sickness
Mr MOK Kam-kwai	Attendance at an activity of a community organisation (out of town)
Mr NG Kam-hung	Official commitment
Mr TING Tsz-yuen	”

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

Motion

Motion by Ms LAM Chung-yan: Requesting Early Opening of the Section of Shatin to Central Link (Tuen Ma Line) between Sha Tin and Kowloon

(Paper No. TT 92/2018)

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

- (a) the previous signal failure of the East Rail Line (ERL) showed the inadequacy of the rail system with only the ERL as an access to Kowloon and the consequences to the travel arrangements of Sha Tin residents. Many residents hoped that the Shatin to Central Link (SCL) could be commissioned as soon as possible. She relayed to the Government the demand for a clear explanation about the commissioning schedule, even though there had been delays to the SCL project; and

- (b) she moved the following motion:

“The Traffic and Transport Committee of the Sha Tin District Council opines that the Government and the MTR Corporation Limited, in order to alleviate the congested urban-bound traffic from New Territories East and the Sha Tin District, should consider the early opening of the section of the TML between Hin Keng in Sha Tin and Kowloon under technically feasible and safe circumstances. A concrete timetable of the commissioning of the entire Tuen Ma Line should also be drawn up.”

Mr LI Sai-wing seconded the motion.

4. The Chairman asked members whether they endorsed the motion in paragraph 3(b).

5. Members unanimously endorsed the motion in paragraph 3(b).

Motion by Mr LI Sai-wing: Requesting Provision of Temporary Car Parks and Implementation of Other Measures to Relieve the Problem of Insufficient Parking Spaces at Shui Chuen O Estate

(Paper No. TT 93/2018)

6. The views of the Chairman were summarised below:

- (a) there was a severe shortage of parking spaces in Shui Chuen O Estate, especially those for commercial vehicles;
- (b) the Highways Department (HyD) would return a triangular plot of land at Pok Chuen Street near Shui Chuen O Fresh Water Service Reservoir (the water service reservoir) to the District Lands Office / Sha Tin (DLO/ST) by the end of this year. He demanded that departments study the option of providing a temporary car park there to relieve the shortage of parking spaces in the district; and

- (c) he moved the following motion:

“The Traffic and Transport Committee of the Sha Tin District Council requests that the Government adopt a multi-pronged approach to provide more parking spaces at the above location, and, in particular, to better utilise idle plots of land, such as converting the plot of land adjacent to the fresh water service reservoir at Pok Chuen Street into a temporary car park, so as to alleviate the shortage of parking spaces in Shui Chuen O Estate and its neighbourhood.”

Mr YIU Ka-chun seconded the motion.

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

- (a) he and vehicle owners living in Shui Chuen O Estate organised a demonstration on 29 October last year to demand the conversion of the water service reservoir at Pok Chuen Street to a temporary car park. A government department had replied in writing that the relevant suggestion was accepted in November. Consultation on the matter would soon commence. He had already informed residents of the area of the above, and therefore found the motion lacking in significance; and
- (b) he opined that, apart from the residents in Shui Chuen O Estate, the residents in Sha Tin also faced the shortage of parking spaces. He therefore suggested that the mover of the motion withdraw the motion or amend it to cover the whole of the Sha Tin District, which would be more beneficial to Sha Tin residents.

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

- (a) the shortage of parking spaces was a problem in the Sha Tin District, as well as the whole territory; and
- (b) he opined that the number of parking spaces and road construction could not catch up with the increase in vehicles. He therefore suggested that the Government address the root cause and limit the number of vehicles, apart from adding more parking spaces.

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

- (a) he pointed out that the higher vehicular speed and the more severe problem of illegal parking To Shek Street reflected a shortage of parking spaces in Shui Chuen O Estate;
- (b) he understood that some members had been notified by government departments of the intended consultation on setting up a temporary car park at the site of the water service reservoir at Pok Chuen Street. However, he opined that the motion had been submitted for a considerable period of time and was not discussed until this meeting. Despite the time differences, the consultation was still a common goal

of members and therefore the motion was appropriate;

- (c) the shortage of parking spaces was a problem for the whole of the Sha Tin District, but the background of the motion was mainly focused on Shui Chuen O Estate. The water service reservoir at Pok Chuen Street therefore had to be mentioned to demand that government departments expeditiously implement the proposal;
- (d) he cited Mei Tin Estate as an example, which also faced a shortage of parking spaces after its completion. The Housing Department (HD) coordinated with other government departments and expanded the original car park for more parking spaces. He therefore opined that change was possible; and
- (e) large-scale temporary car parks in the Sha Tin District were gradually resumed for government projects. He therefore suggested adding “Also, government departments should study the option of setting up a multi-storey car park in the Sha Tin District as soon as possible” to the motion to cover the whole of the Sha Tin District.

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

- (a) he opined that the background information provided by the mover of the motion gave the motion more potential. If members wished to move a motion or raise a question in a meeting, they should provide relevant information for the Secretariat beforehand. He believed there was no contradiction in the timeline, as this was a resumed meeting; and
- (b) since the proposal for converting the water service reservoir at Pok Chuen Street to a temporary car park had yet to be confirmed, he suggested adding “expeditiously” before “converting the plot of land...into a temporary car park” in the motion to express the urgent request of the Sha Tin District Council (STDC) for solving the problem.

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

- (a) apart from Shui Chuen O Estate, he pointed out that newly completed public housing estates in the Sha Tin District were subject to the amended Hong Kong Planning Standards and Guidelines, which stipulated that the number of car parking spaces of residential developments within a 500 metre radius of rail stations could only reach 85% of the usual number of parking spaces. This reflected a shortage of parking spaces in the district; and
- (b) he opined that it was a relatively narrow approach for the motion to focus only on Shui Chuen O Estate and the water service reservoir at Pok Chuen Street. However, including in the motion the suggestions for providing car-park buildings in the Sha Tin District and more parking spaces in other newly completed public housing estates would indefinitely expand the motion. He hence opined that motions of the STDC should have a more macro perspective and suggested that the

mover of the motion make amendments.

12. The Chairman gave a consolidated response as follows:

- (a) he said that members could raise questions or move motions via the platform of the STDC if they had any opinion regarding the community;
- (b) the background of the motion already explained in detail that the focus was on the situation of Shui Chuen O Estate. He welcomed motions from other members to fight for more parking spaces in other areas in the Sha Tin District; and
- (c) he accepted members' suggestions and amended his motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council requests that the Government adopt a multi-pronged approach to provide more parking spaces at the above location, and, in particular, to better utilise idle plots of land, such as expeditiously converting the plot of land adjacent to the fresh water service reservoir at Pok Chuen Street into a temporary car park, so as to alleviate the shortage of parking spaces in Shui Chuen O Estate and its neighbourhood. Also, government departments should study the option of setting up a multi-storey car park in the Sha Tin District as soon as possible.”

Mr YIU Ka-chun seconded the motion.

13. The Chairman asked members whether they endorsed the amended motion in paragraph 12(c).

14. Members unanimously endorsed the amended motion in paragraph 12(c).

Questions

Question to be Raised by Mr TONG Hok-leung on the Frequent Occurrence of Traffic Accidents at Heung Fan Liu Street in Tai Wai
(Paper No. TT 95/2018)

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

- (a) a large car park and a bus terminal were situated near the section of Heung Fan Liu Street adjacent to Mei Tin Estate. The traffic flow in the area would further increase when residential developments were completed, posing danger to residents, especially the elderly, when they crossed the roads. According to the data provided by the Government, 1 traffic accident took place at Heung Fan Liu Street every month on average;
- (b) he opined that Heung Fan Liu Street was a narrow street with a high traffic flow, which would pose danger to pedestrians crossing the roads. The Government should consider installing facilities such as traffic

lights, zebra crossings or pedestrian crossings there. In the long term, the Government should expand Heung Fan Liu Street for adding a refuge island in the middle of the road to synchronise with the completion of residential developments nearby; and

- (c) the Transport Department (TD) should simultaneously improve the crossing at Heung Fan Liu Street off Mei Chuen House and Mei Tin Shopping Centre.

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

- (a) according to the data provided by the police, traffic accidents took place every year at Heung Fan Liu Street from 2013 to 2018. There was even a fatal traffic accident in 2018. She opined that traffic accidents at Heung Fan Liu Street showed no signs of declining;
- (b) she demanded 4 years ago that the TD improve road safety at Heung Fan Liu Street and opined that merely adding road markings and signs to remind drivers was inadequate;
- (c) she pointed out that many of the traffic accidents at Heung Fan Liu Street were cases of speeding minibuses knocking down pedestrians. She hoped the police or the TD could provide the types of vehicles involved for reference;
- (d) as elderly and children centres were located near Heung Fan Liu Street, most of the pedestrians were people in need. She demanded that the TD install traffic lights at the street to reduce the number of traffic accidents and ensure the safety of pedestrians and drivers;
- (e) regarding the frequent traffic accidents and speeding vehicles at Heung Fan Liu Street, she demanded that the police step up enforcement efforts and public education efforts; and
- (f) the TD should conduct a comprehensive study on improving the road layout of Heung Fan Liu Street. The TTC once proposed setting up a community liaison group for the residential developments at Heung Fan Liu Street. Through the community liaison group, the TD could explore the option of expanding the street to improve pedestrian safety.

HKPF
TD

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

- (a) he and TD staff went on multiple site visits and noticed that the high vehicular speed at Heung Fan Liu Street imperilled the lives of pedestrians crossing the roads. The TD had been refusing to add zebra crossings at Heung Fan Liu Street on the grounds that the street had not reached the greatest vehicular flow. He pointed out that even busy streets such as Yat Tai Street had not reached the greatest vehicular flow and opined that the TD should also consider the age and needs of residents in the area besides the vehicular flow. He asked about the TD's consideration criteria, apart from data standards, for adding

facilities at a pedestrian crossing;

- (b) he said that, given the high vehicular speed and the inconspicuous road crossing at Heung Fan Liu Street, it was difficult for drivers to spot the crossing at night. He asked the TD about improvement measures; and
- (c) he hoped that the police could step up publicity on pedestrian road safety.

18. Mr CHIU Sung-ko, Engineer, Shatin 1 of the TD gave a consolidated response as follows:

- (a) the TD measured the traffic and people flows at the pedestrian crossing at Heung Fan Liu Street near Mei Chuen House in Mei Tin Estate. It found that the highest traffic and people flows during peak hours exceeded 600 vehicle movements and 300 person trips per hour, which met the criteria for adding traffic lights. The TD expected the people and traffic flows to increase after the completion of residential developments nearby and therefore was studying the provision of traffic lights. The design was estimated to be completed in 1 to 2 months, after which a 1-month district consultation would commence. If the consultation was successful, a Works Request Form would be issued to the HyD;
- (b) he said that most traffic accidents did not involve vehicles knocking down pedestrians, but mainly collision of vehicles emerging at junctions as drivers failed to check traffic conditions beforehand. Another common situation was that standing passengers were injured when public transport vehicles abruptly stopped. Regarding the accidents that involved vehicles knocking down pedestrians, it was mainly because pedestrians failed to check traffic conditions when crossing the roads and vehicles therefore could not stop in time;
- (c) he pointed out that Heung Fan Liu Street was a straight road. Upon inspecting the actual environment, the TD deemed its condition satisfactory and found that pedestrians had a clear line of sight. The TD already added warning road signs and road markings at the street to remind drivers to drive slowly and to pay attention to pedestrians crossing the road;
- (d) the TD would take into account factors including people flow, traffic flow and whether pedestrians encountered difficulties crossing the roads when considering the provision of traffic lights. Pedestrians had to wait relatively longer during peak hours to cross the road at Heung Fan Liu Street due to high traffic flow, which was one of the factors in the TD's consideration; and
- (e) he said the setting up of a community liaison group for the residential developments at Heung Fan Liu Street was led by the DLO/ST.

19. The Chairman demanded that the TD take appropriate measures to reduce the number of traffic accidents at Heung Fan Liu Street and opined that the police should step up publicity and education on pedestrian road safety.

20. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr TONG Hok-leung.

21. Members agreed to discuss the provisional motion proposed by Mr TONG Hok-leung.

22. Mr TONG Hok-leung proposed the provisional motion below:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the relevant departments increase road safety measures to ensure pedestrian safety by improving the pedestrian crossing facilities at Heung Fan Liu Street in Tai Wai, Sha Tin, including the provision of pedestrian traffic lights, zebra crossings and traffic islands, and by expeditiously studying the feasibility of widening the entire carriageway of Heung Fan Liu Street.”
(Unanimously passed)”

Ms TUNG Kin-lei seconded the motion.

23. The Chairman asked members whether they endorsed the provisional motion in paragraph 22.

24. Members unanimously endorsed the provisional motion in paragraph 22.

Question to be Raised by Mr YIU Ka-chun on Requesting Enhancement of Bus Service between Sha Tin and the Airport
(Paper No. TT 96/2018)

25. The Chairman welcomed the representatives of the Long Win Bus Company Limited (LWB) to the meeting.

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

- (a) regarding the TD’s reply on the information on the routes of airport bus services for the Sha Tin District, he hoped to clarify if the service of Route No. A41P during non-peak hours was at a frequency of 30 or 35 minutes;
- (b) he pointed out that the peak hours set by the LWB were relatively short and, with the available information, it was difficult to estimate if its services could meet the demand;
- (c) the LWB refused to provide its patronage data for it was sensitive commercial information. He asked the LWB why it provided such figures in its reply to Paper No. TT 78/2018 in the previous meeting, but not now;

- (d) members had always been fighting to split existing routes and add new ones for the airport bus services for the Sha Tin District; however, the TD and the LWB did not respond positively;
- (e) he pointed out in the last meeting that there was a vacuum in the overnight airport bus services for the Sha Tin District. In view of the increase in overnight flights at the airport and the opening of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (HZMB HKP), the TD and bus companies should enhance the airport bus services for the Sha Tin District;
- (f) bus companies should inform District Council Members of the district if the frequency of individual routes was to be increased; and
- (g) he hoped that the TD would respond proactively to member's demands for increasing and rationalising airport bus route services in the Bus Route Planning Programme (BRPP).

27. As the number of members intending to speak exceeded the stipulated number, the Chairman suggested that the issue be open for discussion due to members' concern for the issue and the small amount of agenda items left.

28. Members agreed with the Chairman's suggestion.

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

- (a) the Sha Tin District had a population of 700 000 and the airport bus services for the district were inadequate. Members repeatedly demanded via different channels that the TD and bus companies solve the problem, but the TD and bus companies did not proactively respond to residents' demands;
- (b) he pointed out that there was a serious shortage of airport bus services in Tai Wai; and
- (c) he demanded that the TD and the LWB enhance the airport bus services for the Sha Tin District immediately.

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

- (a) he said that residents could not board the services of Route No. A41P during both morning and afternoon peak hours, as they were very crowded. He therefore demanded that the TD and bus companies review the services and expeditiously enhance the frequency;
- (b) he opined that the airport bus services in the Sha Tin District were not as well-developed as those in districts with similar population sizes, such as Yuen Long, Tuen Mun and Tsim Sha Tsui;
- (c) he disagreed with the LWB's refusal to provide information on patronage by reason of it being a trade secret;

- (d) the HZMB HKP was opened to the public and providing around-the-clock operation services. He opined that the vacuum in the overnight service of Route No. A41 via the HZMB HKP was not ideal; and
- (e) he opined that the airport bus journey would be 5 minutes shorter if the Eagle's Nest Tunnel instead of the Shing Mun Tunnels was taken, and he demanded that the TD and bus companies expeditiously enhance the service frequency of Route No. A41P and improve overnight bus services.

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

- (a) he asked the TD if it would receive information on patronage from the LWB;
- (b) he asked the LWB about the additional resources invested in the operation of Route No. A41;
- (c) he asked about the impact on the journey of certain routes redirected to stop at the HZMB HKP;
- (d) some residents said that the bus luggage racks of the service of Route No. A41 were overloaded, and luggage often placed in passengers' standing spaces made boarding difficult. There had also been complaints about lost trips of Route No. A41 during morning peak hours;
- (e) he opined that the airport bus services in the Sha Tin District were not as well-developed as those in districts with similar population sizes, such as Yuen Long and Tuen Mun. He therefore asked when the TD would conduct a comprehensive review and rationalisation of the airport bus routes in the Sha Tin District; and
- (f) he mentioned that the number of airport bus luggage thefts had increased since the opening of the HZMB HKP. He hoped that the police, the TD and the LWB would pay attention to the matter.

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

- (a) the TD mentioned in the BRPP in the beginning of this year that some trips of Route No. E42 would depart from Chun Shek. He asked about the latest progress;
- (b) he pointed out that, due to the huge passenger volume of Route No. E42, some passengers would even sit on the stairs, causing potential danger. He hoped that more trips could be provided;
- (c) he demanded that more trips be provided for the Tai Wai-airport bound A routes and suggested that they depart from Chun Shek or Sun Tin Wai and stop at Sun Chui, Tin Sam, Lung Hang, Festival City and the

“Four-Mei Area” (i.e. Mei Chung Court, May Shing Court, Mei Tin Estate and Mei Lam Estate) before taking Tsing Sha Highway; and

- (d) he once counted the number of bus trips on-site and discovered that 2 buses of Route No. E42 arrived at the bus stop at the same time, which led to uneven passenger volumes of the services and wasted resources. He demanded that the LWB improve the situation.

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

- (a) as airport buses were installed with luggage racks, there was less space for sitting and standing for passengers. She therefore demanded that airport bus service frequency be increased;
- (b) she said that it was impossible for passengers to board the service of Route No. A41P by the time they reached the Heung Yee Kuk Building. The demand for airport bus services was high as there were hotels near the Heung Yee Kuk Building. She therefore demanded that the service frequency of Route No. A41P be increased;
- (c) the intake of Shek Mun Estate Phase 2 would soon commence. Residents currently had to take airport buses at the Heung Yee Kuk Building or Yu Chui Court. She therefore demanded that the airport bus services stop at On Ming Street for the convenience of the Shek Mun Estate residents; and
- (d) in view of population growth and the opening of the HZMB HKP, she demanded that the TD conduct a comprehensive review on the airport bus services in the Sha Tin District.

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

- (a) he pointed out that the TD had submitted papers to the Islands District Council regarding airport bus services rerouted to travel via the HZMB HKP, but the STDC was not consulted. He asked the TD why it did not mention the relevant matter to the STDC;
- (b) according to the papers of the Islands District Council, the TD did not provide justifications for rerouting and the LWB did not invest resources to cater for the increased passenger volume after the opening of the HZMB HKP;
- (c) he said that the demand for the service of Route No. A41P was great and residents could not board the services during morning peak hours. He asked that the LWB move forward the first trip departing from the airport and extend the operating hours of services departing from Ma On Shan;
- (d) he opined that airport buses were installed with luggage racks and therefore had less capacity compared with that of regular buses. Bus companies should not judge the need for extra airport bus services based

on the standards of regular routes. Passengers paid high airport bus fees without receiving proper services;

- (e) if the LWB failed to improve its services, he suggested that an open tender exercise for airport bus services be carried out to improve service quality;
- (f) if the LWB was to adjust its services, it should announce the adjustments expeditiously; and
- (g) regarding the improvement on airport bus services in the Sha Tin District, he hoped that the TD would give its proactive response through the BRPP.

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

- (a) in response to the opening of the HZMB HKP, the LWB should conduct a comprehensive review on airport bus routes; and
- (b) the LWB should rationalise the airport bus routes in the Sha Tin District according to the population distribution in the district to avoid overly circuitous alignments.

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

- (a) the airport bus services in the Sha Tin District were inadequate. The TTC repeatedly demanded enhancement but the bus companies failed to positively respond to the problem;
- (b) he opined that the lack of airport bus services in Hin Keng caused inconvenience to residents;
- (c) the demand for the service of Route No. A41P among Ma On Shan residents was great but the LWB failed to respond to the demand for enhanced services;
- (d) he demanded that the LWB rearrange airport bus services to cover Villa Athena and Yan On Estate;
- (e) he demanded that the LWB rationalise and increase airport bus routes in the Sha Tin District to avoid overly circuitous alignments; and
- (f) he opined that, if the LWB did not invest more resources to improve services, an open tender exercise for airport bus services might improve service quality.

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

- (a) he had been fighting for new A routes to serve the southern part of Sha Tin, such as Chun Shek, Sun Chui, Lung Hang, Hin Keng and Festival

City, and demanded that the TD or the LWB provide a clear timetable for implementation;

- (b) residents that lived in the southern part of Sha Tin found it difficult to board the bus services of A and E routes. Some Chun Shek residents had to wait for 2 to 3 Route No. E42 buses in the morning before they could board, and the return service of Route No. A41 from the airport was often crowded;
- (c) upon counting, he found that there were 55 A route buses departing from Sha Tin and 56 return buses every day. Assuming each bus carried 80 to 90 passengers, the passenger volume was around a few thousand daily. He opined that it could not fully reflect the actual demand, as many residents switched to other modes of transport due to inadequate bus services; and
- (d) he opined that, if the LWB failed to improve its services, an open tender exercise for airport bus services could be held.

38. The Chairman left the conference room to attend to some business, and the Vice-Chairman presided over the meeting for the time being.

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

- (a) the population of Tai Wai was rapidly increasing as different residential developments were completed one by one; and
- (b) he said that areas such as Hin Keng, Tin Sam and Lung Hang had always lacked airport bus services. He demanded the provision of a new airport bus route that departed from Tai Wai and stopped at Hin Keng Street, Tin Sam Street and Tsing Sha Highway. The route would also be able to pick up more passengers at the Tsing Sha Highway Bus Interchange. He demanded that the TD and the LWB provide a clear timetable for implementation.

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

- (a) the “Six-Mei Area” (Mei Chung Court, May Shing Court, Mei Tin Estate, Mei Lam Estate, Mei Ying Court and Mei Pak Court) in Tai Wai lacked airport bus services. Route No. E42 did not travel via the area of Mei Chung Court, May Shing Court and Granville Garden. He pointed out that the “Six-Mei Area” had always lacked A route airport bus services despite its dire need of them;
- (b) regarding the opening of the HZMB HKP, the LWB only rerouted existing bus instead of re-planned them, which was unfair to Sha Tin residents; and
- (c) regarding new airport bus routes, he asked the LWB if it had a timetable for implementation.

4 1 . The views of Ms LAM Chung-yan were summarised below:

- (a) Tai Wai residents often could not board the service of Route No. E42 during peak hours. Even if they could, they would still have to stand for almost an hour to reach the airport for work. Regarding rerouting services to stop at the HZMB HKP, she opined that the LWB should consider splitting the routes, so as not to affect residents travelling to the airport; and
- (b) in response to the rapid population growth in the Sha Tin District, she asked if the TD had studied the rationalisation of airport bus routes.

4 2 . Mr Victor LEUNG said that the number of complaints from residents regarding airport bus services had increased and that the TD should expeditiously respond to the demand.

4 3 . Mr Sunny LAU, Operations Officer of the LWB gave a consolidated response as follows:

- (a) the HZMB HKP was opened on 24 October. In response, the LWB had added 2 buses to cope with the additional journey of Route No. A41 running via the HZMB HKP. The first departure of Route No. A41 from the airport moved earlier to 5:35 am had been added. A special service departing from Yu Chui Court at 7:20 am had also been added;
- (b) regarding the issue that passengers could not board the service of Route No. A41P at peak hours, the LWB had added 1 more trip to the route since September, increasing the service frequency from 30 minutes to 20 minutes at peak hours;
- (c) regarding the issue that some areas were not currently served by A routes, the LWB would study the rationalisation of bus routes with the TD and consult the STDC in due course;
- (d) during non-peak hours, the service frequency of Route No. A41P was 30 minutes before 10:10 pm and 35 minutes afterwards;
- (e) he noted members' suggestion for the airport bus routes to travel via the Eagle's Nest Tunnel. The LWB would consider the suggestion during the bus route review;
- (f) regarding the enhancement of overnight airport bus services, the termini of NA routes had been relocated to the HZMB HKP since its opening. The LWB would closely monitor passenger volumes and enhance services when necessary;
- (g) starting from 17 December, a special trip of Route No. E42 departing from Chun Shek at 7:48 am on weekdays would be provided, so as to relieve the crowdedness of the route;

- (h) regarding the problem of 2 buses of Route No. E42 arriving at the same time, the LWB would step up monitoring to prevent it as much as possible;
- (i) regarding the problem of bus luggage racks, the LWB would put up more notices on buses to remind passengers to place their luggage properly. The LWB would also consider enhancing the bus services in Ma On Shan and the downstream area in Tai Wai when reviewing the routes, so as to relieve the situation where the residents could not board the services;
- (j) regarding the frequency adjustments of individual routes, the LWB would inform members of relevant information as soon as possible;
- (k) the LWB noted members' suggestions on airport bus services in the Sha Tin District and would consider their suggestions in the BRPP; and
- (l) he said that buses were equipped with CCTV cameras. If passengers reported luggage theft to the police, the LWB would provide relevant video clips to assist in the investigation as the police required.

44. The Chairman returned to the conference room.

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

- (a) he opined that it was impractical to demand that the LWB provide patronage data in great detail, but he agreed that members had the right to learn about the service quality of franchised bus companies to monitor their services. He suggested that the various parties communicate more before meetings, so that members and relevant organisations could reach a consensus on what kind of information to be provided. He also hoped that members could allow sufficient time for TD staff to communicate with representatives of different sectors or bus companies, so that they could prepare for members' questions concerning different issues;
- (b) he noted members' suggestions on the airport bus services in the Sha Tin District and believed that relevant TD staff and bus companies would take them into account during the planning of the BRPP;
- (c) regarding the difficulty of boarding the services of certain routes, he demanded that the LWB closely monitor the operational situation and deploy resources as necessary;
- (d) he did not currently have relevant information on the discussion between the TD and the Islands District Council on relevant routes;
- (e) regarding more complicated questions, he said that the TD needed more time to communicate with relevant parties before giving replies;

- (f) with the recent opening of the HZMB HKP, TD staff in the Island District had been caught up with handling relevant follow-up work. The TD would therefore respond to the questions after the meeting; and
- (g) regarding service adjustments of bus companies, the TD would expeditiously inform members of relevant information.

46. The Chairman hoped that the TD and bus companies would maintain close communication with the STDC and expeditiously respond to members' suggestions on the airport bus services in the Sha Tin District.

47. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr Wilson LI.

48. Members agreed to discuss the provisional motion proposed by Mr Wilson LI.

49. Mr Wilson LI proposed the provisional motion below:

“Background

The current airport bus services are severely insufficient due to the steadily increasing population in Ma On Shan.

Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the frequency of airport bus Route No. A41P be increased, new ‘A’ or ‘E’ airport bus routes avoiding circuitous alignments be considered for residents in Ma On Shan to travel to and from the airport more easily and swiftly, and airport bus stops be set up at Villa Athena and Yan On Estate for the residents.”

Mr Michael YUNG seconded the motion.

50. The Chairman asked members whether they endorsed the provisional motion in paragraph 49.

51. Members unanimously endorsed the provisional motion in paragraph 49.

52. The Chairman asked members whether they agreed to address the provisional motion proposed by Mr YIU Ka-chun.

53. Members agreed to discuss the provisional motion proposed by Mr YIU Ka-chun.

54. Mr YIU Ka-chun proposed the provisional motion below:

“Background

The demand for bus services to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port is increasing in the Sha Tin District due to the growing population. However, the demand cannot be met with the existing coverage and service frequency of Route Nos. A41, A41P and E42.

Motion

The Traffic and Transport Committee of the Sha Tin District Council proposes and requests that the Transport Department and Long Win Bus Company Limited meet the demand of a growing population by conducting a comprehensive evaluation of the coverage of the bus services running from the Sha Tin District to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, studying the provision of new routes and route rationalisation, improving service frequency and strengthening overnight bus services.”

Ms Iris WONG seconded the motion.

55. Mr HO Hau-cheung opined that the TD and bus companies had not proactively responded to the long-standing demand for enhancing the airport bus services in the Sha Tin District. He therefore suggested adding “immediately” before “the provision of new routes and route rationalisation” to stress the urgency.

56. Mr YIU Ka-chun accepted the proposal of the member and amended his motion below:

“Background

The demand for bus services to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port is increasing in the Sha Tin District due to the growing population. However, the demand cannot be met with the existing coverage and service frequency of Route Nos. A41, A41P and E42.

Motion

The Traffic and Transport Committee of the Sha Tin District Council proposes and requests that the Transport Department and Long Win Bus Company Limited meet the demand of a growing population by conducting a comprehensive evaluation of the coverage of the bus services running from the Sha Tin District to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, studying immediately the provision of new routes and route rationalisation, improving service frequency and strengthening overnight bus services.”

Ms Iris WONG seconded the motion.

57. The Chairman asked members whether they endorsed the provisional motion in paragraph 56.

58. Members unanimously endorsed the provisional motion in paragraph 56.

Question to be Raised by Mr YUNG Ming-chau, Michael on Bus Service between the Airport and Hong Kong-Zhuhai-Macao Bridge
(Paper No. TT 97/2018)

59. As the Secretariat did not receive the TD’s response to the question raised by Mr Michael YUNG, the Chairman asked the TD if it needed more time to prepare.

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

- (a) the question raised by Mr Michael YUNG was more complicated and detailed. Besides, with the recent opening of the HZMB HKP, TD staff in the Island District had been caught up with handling the follow-up work. The TD would therefore respond to the question after the meeting; and
- (b) he hoped that members could submit relatively complicated and detailed questions to the Secretariat as early as possible in the future, so as to allow sufficient time for the TD to communicate with relevant parties and organisations to provide appropriate replies.

61. The views of the Chairman were summarised below:

- (a) members had the right to raise questions on district issues to government departments but should understand that departments might need time to handle and consolidate replies that involved other departments. He hoped that members and departments could understand one other; and
- (b) he suggested postponing addressing the question raised by Mr Michael YUNG to the next meeting and consulted his opinion.

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

- (a) postponing addressing the question was the only option;
- (b) his question was mainly about the arrangements for rerouting airport bus services to run via the HZMB HKP. He might not have raised the question if the TD and bus companies had consulted the TTC on traffic arrangements in the Sha Tin District back in 2017; and
- (c) he pointed out that similar situations also occurred in other committees. He expressed understanding of the situation and suggested that departments, members and the Secretariat enhance communication.

63. The Chairman postponed addressing the question raised by Mr Michael YUNG to the next meeting.

Information Item

Progress Report of the Transport Department (Paper No. TT 98/2018)

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

- (a) the paper only mentioned the arrangements for redirecting Route Nos. A41 and NA41 to run via the HZMB HKP but not information on enhancing service frequency. He opined that the TD and bus companies should expeditiously inform members of the service

adjustment details via the reporting mechanism of the TTC; and

- (b) starting from 5 November, the return trip termini of Route Nos. 982X and 985 had been relocated to Admiralty for afternoon services. He found that there were a lot of passengers when he took the buses himself and asked the TD and bus companies whether they had reviewed relevant passenger volumes. He suggested adding 2 trips each before and after the existing 4 return trips in the afternoon, so as to extend the services earlier and later in the day to meet the actual demand.

65. Mr CHING Cheung-ying said that residents welcomed the 2 departures of Route No. 47X from Sun Tin Wai at 7:10 am and 7:35 am. However, he hoped that the service could be enhanced to provide 4 trips per hour from 7 am to 9 am to meet the actual demand. In the long run, he hoped that the terminus of Route No. 47X could be relocated to Sun Tin Wai.

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

- (a) the service of Route No. 89S extended to cover Yuen Chau Kok starting from 19 November. A longer journey with the number of buses remaining unchanged had led to lost trips. She pointed out that lost trips of Route No. 89S in the morning affected many students travelling to Ma On Shan for school. She therefore demanded that the TD and bus companies strengthen regulation;
- (b) she said that the lack of sectional concessions for Route No. 89S lowered its competitiveness;
- (c) she demanded that a whole-day service of Route No. 89S be provided; and
- (d) there was a lost trip problem with some bus routes passing through Kwong Yuen.

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

- (a) he welcomed the strengthened service of Route No. 83X. However, as the number of Sha Tin residents working in Kowloon East was increasing, he demanded that the service frequency of the route be increased from 20 minutes to 15 minutes during evening peak hours;
- (b) regarding the service adjustment of Route No. 89S in the afternoon, he pointed out that traffic congestion in Kowloon East would lead to delayed bus services and consequently trigger off a domino effect or result in long hours of continuous driving for bus captains; and
- (c) 2 trips of Route No. 980A were operated respectively by the Kowloon Motor Bus Company (1933) Limited (KMB) and the New World First Bus Services Limited and Citybus Limited (NWFB & Citybus). Some residents relayed to him that the first trip operated by the KMB via the congested Hung Mui Kuk Road would sometimes be outran by the

second trip operated by the NWFB via Tai Chung Kiu Road. He suggested that the bus companies adopt the same route of taking Tai Chung Kiu Road to the Eagle's Nest Tunnel to avoid the congested Hung Mui Kuk Road.

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

- (a) he welcomed the service enhancement of Route No. 980X from 8 trips to 10. In view of residents' needs to travel to work, he suggested adding more trips and extending the service to before 7 am during morning peak hours for the convenience of residents working on Hong Kong Island. He also suggested adding return trips of Route Nos. 980X and 981P in the afternoon and providing whole-day services in the long run;
- (b) he said that lost trips frequently occurred for Route No. 40X during weekends and hoped that the bus company could improve its service;
- (c) he understood that the lost trip problem was caused by the shortage of bus captains and suggested that bus companies attract talent with better benefits; and
- (d) he said that Route Nos. 85X, 85M and 99 had a lost trip problem.

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

- (a) he pointed out that since the addition of a special departure of Route No. 40X from Hang Hong Street, the frequency of trips departing from MOSTown had been changed from every 10 minutes to 12 minutes. He asked the KWB how it deployed resources to provide the additional trips of Route Nos. 40X and 40S;
- (b) there was a keen demand for the services of Route Nos. 980X and 981P during morning peak hours, absorbing a considerable number of passengers from Route Nos. 680X and 681P. He said that the additional trips of Route Nos. 980X and 981P could not benefit residents commuting earlier for work, and he asked if the bus companies would start the services earlier or even consider providing them at weekends. Regarding afternoon return trips, he asked if the bus companies would deploy the 12.8-metre buses for Route Nos. 980X and 981P to meet the demand by carrying more passengers ;
- (c) regarding the service extension of Route No. 89S to Yuen Chau Kok, he asked why the KMB had chosen "Yuen Chau Kok", an old name, instead of the more well-known Prince of Wales Hospital (PWH) as the name of the terminus;
- (d) he asked the KMB if it was maintaining the extended service of Route No. 89S to Yuen Chau Kok through provision of more trips or service frequency adjustment;
- (e) he opined that the display panels of the NWFB & Citybus was better than those of the KMB; and

- (f) regarding the relocation of the terminus of Route No. 249X to Yat Tai Street, he opined that the journey would be longer and more prone to traffic jam. He asked if the KMB would invest more resources to maintain the existing service frequency and whether it had informed passengers of the new stops.

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

- (a) regarding the arrangements for additional service of Route No. 47X, he noted members' suggestions and would relay them to relevant parties;
- (b) regarding the service of Route No. 83X during afternoon peak hours, the TD and bus companies would monitor the operation after the enhanced service was in place and would make necessary adjustments;
- (c) regarding the adoption of "Yuen Chau Kok" as the name of the terminus of Route No. 89S, he said that official documents had always addressed the terminus as "Yuen Chau Kok Bus Terminus" but agreed that passengers from other districts would be more familiar with the PWH. He therefore suggested that the KMB positively consider changing the information on the display panels for the convenience of more passengers;
- (d) regarding the extension of Route No. 89S to Yuen Chau Kok, he emphasised that the TD had requested the KMB to correspondingly extend the journey time during the vetting process. He had already demanded that the KMB actively follow up on the matter and implored members and the public to show understanding for the unsatisfactory arrangements during the initial implementation stage;
- (e) the TD noted and would follow up on members' suggestions on the services of the afternoon return trips of the 9 series routes; and
- (f) regarding the cross-harbour routes from Sha Tin via the Western Harbour Crossing, the TD took an open attitude towards adopting less crowded routes under the conditions that safety was ensured and the existing stops would not be affected. Taking road conditions and journey duration into consideration, he said that there were 1 to 2 suitable alternative routes. However, he emphasised that the number of alternative routes should be limited to avoid confusing bus captains with overly complex routes.

71. Mr Franki LI, Senior Officer (Planning and Development) of the KMB gave a consolidated response as follows:

- (a) the KMB noted the keen demand for afternoon return services of Route Nos. 982X and 985 and would closely monitor the situation;
- (b) the KMB noted and would follow up on members' suggestions on the special morning departure of Route No. 47X from Sun Tin Wai, the sectional fare of Route No. 89S and the frequency of Route No. 83X

during afternoon peak hours;

- (c) regarding the service extension of Route No. 89S to Yuen Chau Kok, the KMB already noticed the unstable frequency in the early implementation stage and immediately rectified it. The instability still occasionally occurred at around 6 pm. The KMB would follow up and rectify the issue immediately;
- (d) regarding providing earlier services of Route Nos. 980X and 981P during morning peak hours, the KMB noted and would follow up on members' suggestions. He said that the vehicular flow of the Tate's Cairn Highway and the Lion Rock Tunnel Road increased in the latter part of morning peak hours and consequently traffic started to build up in the district. The KMB and the TD would discuss adopting alternative routes without changing the existing stops;
- (e) in the long run, the KMB planned to increase the number of return trips of Route Nos. 980X and 981P in the afternoon and would discuss with the TD the provision of earlier services while increasing the number of trips. Besides, the KMB and Citybus had made arrangements to use the 12.8-metre buses for Route Nos. 980X and 981P to carry more passengers;
- (f) the KMB noted and would follow up on the lost trip problem of bus services;
- (g) he admitted that there was a lost trip problem with bus services and pointed out that the cause was a shortage of bus captains. He said that the KMB had repeatedly improved benefits and that the yearly increase of bus captains' pay was around 15%. To solve the shortage of bus captains and the lost trip problem, the KMB held a large-scale job fair on 24 November to attract more Sha Tin residents to apply. The KMB also started recruiting part-time bus captains, offering benefits same as full-time ones and requiring 6 working hours a day which was shorter than the 10-hour shift of full-time captains. The KMB hoped to relieve the shortage of bus captains by recruiting applicants who could not work full-time;
- (h) regarding the adoption of "Yuen Chau Kok" as the name of the terminus of Route No. 89S, he agreed that the PWH was more well-known. The KMB noted the suggestion and would follow up; and
- (i) the KMB would review the alignment of Route No. 980A and study options to avoid more crowded roads.

72. Ms Penny CHUNG, Senior Public Affairs Officer of the NWFB & Citybus gave a consolidated response as follows:

- (a) the services of Route Nos. 980X and 981P had been enhanced since 5 November. The NWFB & Citybus would closely monitor the operational situation of the routes and passenger needs and would

discuss the increase in the frequency with the KMB and the TD when necessary;

- (b) the newly added afternoon return trips of Route Nos. 982X and 985 started on 5 November. The NWFB & Citybus would closely monitor the operational situation of the routes and passenger needs and would consider enhancing the services or providing earlier services when necessary; and
- (c) some members pointed out that the service commencement of the 9 series routes had affected the passenger volumes of the 6 series routes. As the bus services running from Ma On Shan or Sha Tin to Hong Kong Island undergone large-scale rationalisation in the past 2 to 3 years, the NWFB & Citybus would adjust the frequency of each route in accordance with the travelling patterns of passengers.

Reports of Working Groups

(Paper No. TT 99/2018)

73. Members noted the above paper.

Information Papers

Report on the Progress of Works of the Highways Department

(Paper No. TT 100/2018)

74. Mr Michael YUNG said that the urban-bound traffic from Ma On Shan was seriously congested in the morning. Regarding the works of “Shek Mun interchange slip road to Tai Chung Kiu Road, Sha Tin -- Proposed chevron road marking” (Works Request Form No. NE/18/0612), he asked how the road markings would be changed and how they would affect the vehicular flow from Ma On Shan.

75. Mr LIU Chi-kwong, District Engineer, Sha Tin(2) of the HyD said that relevant information was currently unavailable and promised to follow up on it with the member concerned.

76. Members noted the above paper.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin

(Paper No. TT 101/2018)

77. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan

(Paper No. TT 102/2018)

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

- (a) she thanked the police for stepping up enforcement action which significantly reduced illegal parking in the industrial area in Shek Mun;

- (b) she opined that prosecution was not a permanent solution and hoped that the TD would expeditiously install on-street parking meters at On Kwan Street and study providing parking spaces in other locations in the district, such as On Yiu Street; and
- (c) she said that suspected illegal racing near the Shek Mun Interchange on the weekend nights produced a lot of noise and safety implications which posed serious nuisance to residents nearby. She hoped that the police would step up enforcement action.

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

- (a) he thanked the police for stepping up enforcement action which had reduced illegal parking at the Wu Kai Sha Station Public Transport Interchange;
- (b) he said that some cyclists posed a danger to pedestrians by illegally cycling on the pavement near Wu Kai Sha Village, and he hoped that the police could pay attention to the situation; and
- (c) he said that suspected illegal racers drifting along Ma On Shan Bypass late in the night produced a lot of noise and safety implications which seriously disturbed residents nearby. He hoped that the police could step up enforcement efforts.

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

- (a) he said that the area in the vicinity of the minibus stop at Kong Pui Street parked with large vehicles in the morning posed a danger to students. He hoped that the police would follow up on the problem; and
- (b) he said that private vehicles illegally parked at Yi Shing Square often blocked buses from and to the Sha Tin Wai Bus Terminus, and he hoped that the police could follow up on the matter.

81. Mr LIN Sean, District Operations Officer (Shatin District) of the HKPF gave a consolidated response as follows:

- (a) he thanked members' for their recognition of the enforcement work done by the police and would relay the message to frontline staff. The police would cooperate with other government departments and the community to solve the problem of illegal parking;
- (b) the police noted the problem of illegal parking in different areas mentioned by members and would continue to step up enforcement action; and
- (c) regarding offences such as illegal racing and drifting, the police would combat them with resolute action.

82. Members noted the above paper.

Date of Next Meeting

83. The next meeting was scheduled to be held at 2:30 pm on 21 February 2019 (Thursday).

84. The meeting was adjourned at 5:21 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

February 2019