

**Sha Tin District Council**  
**Minutes of the 4<sup>th</sup> Meeting of**  
**the Traffic and Transport Committee in 2017**

**Date** : 11 July 2017 (Tuesday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr LI Sai-wing (Chairman)	DC Member	2:30 pm	4:57 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:30 pm	6:36 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:30 pm	6:34 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:30 pm	4:42 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:30 pm	4:07 pm
Mr CHAN Kwok-keung, James	„	2:30 pm	4:04 pm
Ms CHAN Man-kuen	„	2:30 pm	6:33 pm
Mr CHAN Nok-hang	„	3:08 pm	5:40 pm
Mr CHING Cheung-ying, MH	„	2:30 pm	6:36 pm
Mr CHIU Chu-pong, Sunny	„	2:41 pm	4:17 pm
Mr CHIU Man-leong	„	2:30 pm	4:45 pm
Mr HUI Yui-yu, Rick	„	2:36 pm	5:10 pm
Mr LAI Tsz-yan	„	3:06 pm	6:36 pm
Ms LAM Chung-yan	„	2:35 pm	4:58 pm
Mr LEE Chi-wing, Alvin	„	2:30 pm	5:18 pm
Mr LEUNG Ka-fai, Victor	„	2:35 pm	4:52 pm
Mr LI Sai-hung	„	2:30 pm	6:36 pm
Mr LI Wing-shing, Wilson	„	2:30 pm	6:36 pm
Mr MAK Yun-pui	„	3:08 pm	4:12 pm
Mr MOK Kam-kwai, BBS	„	3:12 pm	4:04 pm
Mr NG Kam-hung	„	2:41 pm	4:17 pm
Ms PONG Scarlett Oi-lan, BBS, JP	„	2:39 pm	5:24 pm
Mr PUN Kwok-shan, MH	„	2:30 pm	4:52 pm
Mr SIU Hin-hong	„	2:48 pm	4:07 pm
Mr TING Tsz-yuen	„	3:01 pm	6:12 pm
Mr TONG Hok-leung	„	2:30 pm	6:36 pm
Ms TSANG So-lai	„	2:30 pm	4:32 pm
Ms TUNG Kin-lei	„	2:30 pm	6:36 pm
Mr WAI Hing-cheung	„	2:30 pm	5:40 pm
Mr WONG Fu-sang, Tiger	„	2:30 pm	6:33 pm
Mr WONG Hok-lai	„	2:30 pm	6:31 pm
Mr WONG Ka-wing, MH	„	2:30 pm	6:36 pm
Ms WONG Ping-fan, Iris	„	2:30 pm	6:05 pm
Mr WONG Yue-hon	„	2:30 pm	4:17 pm
Mr YAU Man-chun	„	2:30 pm	4:17 pm
Mr YIP Wing	„	2:30 pm	4:49 pm
Mr YIU Ka-chun	„	2:30 pm	6:33 pm

<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>
Ms YUE Shin-man	DC Member	2:30 pm	3:50 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council)4 / Sha Tin District Office		
<b><u>In Attendance</u></b>	<b><u>Title</u></b>		
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin) / Sha Tin District Office		
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council) / Sha Tin District Office		
Mr HO Ming-yin, Jim	Senior Transport Officer / Sha Tin / Transport Department		
Mr YAU Kung-yuen, Corwin	Senior Transport Officer / Ma On Shan / Transport Department		
Mr YIP Koon-keung, Ken	Senior Engineer / Sha Tin / Transport Department		
Mr CHIU Sung-ko	Engineer / Sha Tin 1 / Transport Department		
Mr CHEUNG Wai-fung	Engineer / Sha Tin 2 / Transport Department		
Mr TSANG Kwong-fook, Andrew	Engineer / Ma On Shan / Transport Department		
Mr FUNG Ka-tsun, Simon	District Engineer (New Territories) / Sha Tin (2) / Highways Department		
Mr NG Kok-hung	Administrative Assistant / Lands (District Lands Office, Sha Tin) / Lands Department		
Mr CHOW Siu-ye	Housing Manager (Tai Po, North and Sha Tin 4) / Housing Department		
Mr LAM Chi-chung, Paul	Officer in Charge / Traffic Team / Sha Tin Police District / Hong Kong Police Force		
Mr CHOW Kwok-kee, KK	District Operations Officer (Sha Tin District) / Hong Kong Police Force		
Mr LO Tit-kau, Terry	Assistant Manager (Operations) / The Kowloon Motor Bus Company (1933) Limited		
Mr LEE Shut-hang	Senior Officer (Planning and Development) / The Kowloon Motor Bus Company (1933) Limited		
Mr CHEUNG Kiu-kwong	Operations Manager / The Kowloon Motor Bus Company (1933) Limited		
Ms CHUNG Pui-yi, Penny	Senior Public Affairs Officer / New World First Bus Services Limited and Citybus Limited		
<b><u>In Attendance by Invitation</u></b>	<b><u>Title</u></b>		
Mr YEUNG Lok-man, Icarus	Senior Transport Officer / Tunnels and Tsing Ma 4 / Transport Department		
Ms CHENG Yuen-yi, Janny	Senior Executive Officer (District Management) / Sha Tin District Office		
Mr WU Yat-king, Kingson	Executive Assistant (District Council)3 / Sha Tin District Office		
Ms AU Wai-ha	Chief Health Inspector 1 / Food and Environmental Hygiene Department		
Ms HUNG Yik-man, Fiona	Assistant Leisure Manager (Sha Tin District) / Leisure and Cultural Services Department		
Mr LEUNG Man-tik	Assistant Public Relations Manager – External Affairs / MTR Corporation Limited		
Ms SIN Kwai-lan, Sandy	Senior Estate Surveyor / North West / Lands (District Lands Office, Sha Tin) / Lands Department		
Mr YU Ka-kit, Jason	Estate Surveyor / West / Lands (District Lands Office, Sha Tin) / Lands Department		

**Absent**

Mr CHENG Tsuk-man

**Title**

DC Member (Application for leave of absence received)

**Action**

The Chairman informed the meeting that some members of the public, being present as observers, were taking photographs and making video and audio recordings.

**Application for Leave of Absence**

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

Mr CHENG Tsuk-man

Attendance at other activities

Mr MAK Yun-pui

Official commitment

(Note: Mr MAK Yun-pui attended the meeting at 3:08pm.)

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

**Confirmation of the Minutes of the Meetings Held on 9 May 2017**

(TTC Minutes 3/2017)

4. Mr LI Sai-hung suggested the contents of Paragraphs 143(e), 206 and 213 of TTC Minutes 3/2017 be revised as follows:

“(143) (e). for a long time, multiple transport services in the district had not been improved, and public complaints about delays and lost trips were not responded to. He wondered whether the bus company was pretending to be deaf, or was trying to muddle through by adding displays and seats to continue the franchise, as KMB did. In addition, the runs of Route No. 170 were reduced immediately after the opening of the South Island Line. The bus company concluded that there were fewer passengers than usual before and after the Lunar New Year in February. He opined that the passenger volume should be recalculated to decide whether to reduce the runs of Route No. 170; and”;

“206. Mr Rick HUI said he put forward a scheme jointly with Mr PUN Kwok-shan. The routing of scheme 7 was from the “octopus” flyover on the side of sitting-out area along Hung Mui Kuk Road and Tin Sum Street, via the Tin Sum Street Footbridge to Sun Chui Estate and connecting the second floor entrance of New Jade Shopping Arcade. According to the STDO’s District Minor Works programme, a covered walkway of about 60 metres was planned to be built near this site. Scheme 7, if selected, would be complementary to this plan. In addition, pedestrian flow involved in the scheme was large and the construction cost of it might enable it to fall under Category D items. This could expedite the project”; and

“213. Mr LI Sai-hung said over the years many residents of Sun Chui, Golden Lion, King Tin and even Kak Tin had hoped that the cover for walkway would be built at Hung Mui Kuk Road near Sun Chui. Therefore, in June last year, he proposed building a cover from the “octopus” flyover at the Sun Chui section of Hung Mui Kuk Road to under the bridge of Hung Mui Kuk Road at Tsui Tin

Street through District Minor Works. Scheme 7 “along Hung Mui Kuk Road (Hung Mui Kuk Road Playground) to the second floor entrance of New Jade Shopping Arcade” and his proposal partially overlapped but in scheme 7 the Sun Chui Estate section was only connected to the New Jade Shopping Arcade via lifts but not to other places. If scheme 7 was implemented, would residents need to go to Hung Mui Kuk Road through Tin Sum Tsuen and then back to Sun Chui, Golden Lion, King Tin and Kak Tin Tsuen? The Assistant District Officer of STDO told him that there were many underground facilities on the proposed section of District Minor Works and asked if he would insist on his proposal. He said he would not withdraw his proposal, but his proposal was not discussed at the meeting. If scheme 7 was implemented, he asked if his proposal would be adopted to connect the unlinked sections through District Minor Works.”.

5. TTC accepted the suggested amendments above and endorsed the revised minutes.

### **Matters Arising**

Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting  
(Paper No. TT 45/2017)

6. Members noted the above paper.

### **Discussion Items**

Takeover Arrangements of Tate’s Cairn Tunnel  
(Paper No. TT 46/2017)

7. The Chairman welcomed representatives of the Transport Department (TD) to the meeting.

8. The representatives of TD gave a brief introduction to the contents of the paper.

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

- (a) he asked about the stability of the existing tunnel management company before the selection of a new tunnel operator and how to ensure the service quality;
- (b) he asked how to strategically enhance the services of the new tunnel operator, including the bus interchange facilities. At present, the facilities at the Tate’s Cairn Tunnel Bus Interchange were not as good as those at the Shing Mun Tunnels and Eagle’s Nest Tunnel; and
- (c) he agreed on the co-ordination of the usage pattern of the six tunnels. However, he hoped that the government could reduce the toll difference and avoid uneven traffic flow in the tunnel.

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

- (a) he considered that it was difficult to avoid industrial accidents due to the existence of outsourcing system. The tunnel staff were often moving between toll plazas and were prone to accidents. He hoped that the government and the new operator would find solutions. He asked TD whether there were any figures on work-related injuries among staff in each tunnel and whether there were enough video cameras inside and outside each tunnel to record accidents. It was learned that no video cameras had been installed in the Aberdeen Tunnel; and
- (b) he pointed out that many drivers hoped that the Octopus or other payment methods could be adopted at the tunnel and it was believed that these methods could alleviate traffic congestion. He hoped to review the payment method in addition to reviewing the tolls for the tunnels.

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

- (a) he considered the papers to be oversimplified. He hoped that if there was the outcome of the review of the study on the rationalisation of traffic distribution, TD would submit more detailed papers for consultation with the Sha Tin District Council (DC);
- (b) the DC had endorsed a motion, requesting the installation of a lift for the footbridge at the Tate's Cairn Tunnel Bus Interchange. In response to the "Universal Accessibility Programme", the Highways Department (HyD) also stated at the last meeting that the government would install the lift for the footbridge at the Tate's Cairn Tunnel Bus Interchange after it had taken over the Tate's Cairn Tunnel. He asked whether the study could be completed before the takeover so that the work could be commenced immediately after the tunnel had successfully been taken over;
- (c) the "stop-and-go" payment method, as originally scheduled, would first be implemented at Shing Mun Tunnels in June this year, but it still had not been implemented yet. He asked whether the "stop-and-go" trial payment method would be conducted after the Tate's Cairn Tunnel was taken over and whether the relevant plan could be implemented earlier; and
- (d) the tolls at Tate's Cairn Tunnel were high, and he hoped the department would consider lowering the tolls.

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

- (a) he requested an increase in the number of seats at the Tate's Cairn Tunnel Bus Interchange, the use of durable and easy-to-clean materials and a review of the number, shape and size of seat covers, etc. He hoped that the department would communicate with the franchised bus companies;
- (b) he hoped that a lift would be installed for the footbridge at the Tate's Cairn Tunnel Bus Interchange as soon as possible;

- (c) he asked whether the department still granted the 30-year operation period after selecting the new tunnel operators via the tender exercise. He hoped the period would be shortened reasonably;
- (d) he hoped that a liaison group could be set up which would include DC Members, drivers and users, etc. to regularly report on relevant service improvement;
- (e) he hoped that the government could submit a proposal on toll adjustment to the Legislative Council (LegCo) for discussion next year and consult the views of the DC at the same time; and
- (f) he hoped that the management of the Tate's Cairn Tunnel could be more electronic, such as launching a mobile application so that members of the public could know the real-time traffic conditions of the roads as early as possible.

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

- (a) regarding the toll plaza at Tate's Cairn Tunnel in the direction from Sha Tin to Kowloon, the interchange between the traffic lane at the automatic toll collection office on the righthand side of the toll plaza and other driving lanes caused traffic congestion up to Ma On Shan during rush hours in the morning. He considered that TD should reorganise the location of the three automatic toll lanes; and
- (b) the Tate's Cairn Tunnel Bus Interchange was used by residents of Siu Lek Yuen, Kwong Lam and Kwong Hong District, who needed to cross the road via the footbridge. Therefore, he hoped the installation of a lift for the footbridge should be implemented as soon as possible.

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

- (a) the Tate's Cairn Tunnel Bus Interchange was used by residents of Kwong Yuen and Kwong Hong District and teachers and students of Hang Seng Management College. The geographical setting of the Tate's Cairn Tunnel Bus Interchange allowed for optimisation of supporting facilities such as the installation of roof covers and the implementation of line marking arrangements;
- (b) she welcomed the government's study on the rationalisation of traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin so as to review the toll levels of each tunnel and she hoped that the outcome would be drawn as soon as possible;
- (c) she moved a motion in 2013 to request installation of a lift for the footbridge across the toll plaza at the Tate's Cairn Tunnel and the motion was endorsed by all members. Under the "Universal Accessibility Programme", the project for the installation of a lift for the footbridge at the Tate's Cairn Tunnel Bus Interchange had not been selected.

Although the government said it would be able to carry out related projects after it had taken over the tunnel, she considered there were other options available so that those in need could cross the toll plaza. She had asked Tate's Cairn Tunnel Company Limited and learned that residents in need could ask the staff to open the passageway if necessary so that those in need might cross the toll plaza. Therefore, she asked whether the department would consider permanently opening the relevant passageway for residents to use. If not, she considered that the government should install the lifts as soon as possible at one end of the footbridge to Ma On Shan direction only; and

- (d) if the government intended to fully implement the "stop-and-go" payment method, she hoped that the payment method could be implemented at the Tate's Cairn Tunnel as soon as possible.

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

- (a) the toll for private cars at the Tate's Cairn Tunnel was \$20. However, the toll for the remaining two tunnels to and from Kowloon was \$8. If the toll of the Tate's Cairn Tunnel was not lowered after the takeover, the traffic congestion problem would not be alleviated. It took one year to review the toll, which would be submitted to the LegCo for discussion. She believed the toll would still not be able to be adjusted in two years. After the review, she hoped not to increase the tolls of the two tunnels for the purpose of reducing the toll of one tunnel so as to maintain similar tolls; and
- (b) the problem of traffic congestion also occurred in the traffic lane implementing automatic payment. The "stop-and-go" measure was implemented slowly. Therefore, she hoped that the "stop-and-go" measure could be implemented at all tunnels so as to effectively alleviate traffic congestion.

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

- (a) the tolls at Tate's Cairn Tunnel were higher than those at the remaining two tunnels between Kowloon and Sha Tin. He hoped the tolls could be lowered; and
- (b) he hoped the facilities at Eagle's Nest Tunnel could be improved to increase its usage, alleviate the traffic congestion at Lion Rock Tunnel, optimise the traffic diversion of tunnels and improve the external traffic in Sha Tin.

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

- (a) he opined that the government should make the tolls for each tunnel more or less similar to facilitate traffic diversion;
- (b) he opined that the government should pilot Octopus payment at each tunnel as soon as possible; and

- (c) he asked whether the government would vigorously promote “Autotoll” to reduce the cost for drivers and make it more accessible to the members of the public.

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

- (a) he opined that the government should adjust the tolls at each tunnel to a similar level so as to facilitate traffic diversion without over-charging at the Tate’s Cairn Tunnel;
- (b) TD had recently introduced bus Route Nos. 985, 982X, 980X and 981P, etc., providing cross-harbour bus services via Tsing Sha Highway and Western Harbour Crossing (WHC) to help alleviate the traffic congestion at the Tate’s Cairn Tunnel and the Eastern Harbour Crossing during peak hours. Before the government took over the franchise from Tate’s Cairn Tunnel, measures should be taken to ease the traffic flow at Tate’s Cairn Tunnel, including the extension of Route No. 981P to Wu Kai Sha or Nai Chung to ease the return trip service of Route No. 980X, the increase of the frequency of Route Nos. 981P and 980X and extension of the route to Causeway Bay and Wan Chai. Besides, TD might consider adding return trip services for Route Nos. 985 and 982X;
- (c) he considered that the government should regularly give an account of the study on the rationalisation of traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin;
- (d) in his opinion, DC generally considered that the facilities at the Tate’s Cairn Tunnel, such as the installation of lifts and toilets, etc. needed to be optimised; and
- (e) he hoped that TD and bus companies would draw reference to the bus interchange at the Shing Mun Tunnels to optimise the interchange concessions at the Tate’s Cairn Tunnel so as to enhance the competitiveness of the bus service.

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

- (a) he asked whether the government could conduct the study on the rationalisation of traffic distribution among the tunnels in advance to determine the tolls for each tunnel;
- (b) under the “Universal Accessibility Programme”, the government would install a lift for the footbridge at the Tate’s Cairn Tunnel Bus Interchange. He asked whether the design and tender, etc. could be commenced as soon as possible so that the work could start immediately after the tunnel was taken over;



- (c) he asked whether it could draw reference to the MTR Corporation Limited (MTR) which charged two different fares during non-peak hours and peak hours respectively so as to alleviate traffic congestion during peak hours;
- (d) he hoped TD would review the cross-harbour bus services in Sha Tin District together, including the diversion of cross-harbour buses travelling via Tsing Sha Highway and WHC and traffic flow of Tate's Cairn Tunnel and Eastern Harbour Crossing. Due to the frequent traffic congestion at the Tate's Cairn Tunnel, some members of the public had opted for cross-harbour buses travelling via Tsing Sha Highway and WHC, such as Route Nos. 980X and 981P. The frequency of Route Nos. 980X and 981P had been increased on a number of occasions showing that there was a strong demand from passengers. He hoped that TD and the bus companies would extend the service on the relevant routes to whole day service; and
- (e) he asked whether three of the four traffic lanes of the two tubes could be arranged for travelling from Sha Tin to Kowloon during rush hours in the morning and three of the four traffic lanes of the two tubes could be arranged for travelling from Kowloon to Sha Tin during rush hours in the afternoon to ease the traffic flow.

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

- (a) as the convenor of the Working Group on Healthy City and International Day of Disabled Persons and the Working Group on Age-friendly Community, she strongly urged the installation of lift for the footbridge at the Tate's Cairn Tunnel Bus Interchange and the installation of covers, seats and armrests for the elderly to use;
- (b) she hoped the government could review the tolls at each tunnel to facilitate traffic diversion; and
- (c) she had received complaints about the road condition at the Lion Rock Tunnel but it unexpectedly took six months to repair the relevant road sections. She hoped that the Bureau would conduct a review when selecting the operator who managed, operated and maintained the Tate's Cairn Tunnel in the open tendering process so as to ensure that the service standard of operators would be maintained.

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

- (a) he hoped that the government would review the tolls so that more drivers could use the Tate's Cairn Tunnel so as to ease the traffic pressure in Sha Tin District, particularly coordinating with the Eastern Harbour Crossing to alleviate the traffic congestion at the Lion Rock Tunnel; and
- (b) he considered that the government should optimise the management of the Tate's Cairn Tunnel, including traffic flow control, interchange facilities, interchange concessions and payment services.

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

- (a) he believed that the government was people-oriented and hoped that more people would use the Tate's Cairn Tunnel while maintaining its smooth flow. In this connection, he suggested setting up a bus-only fast lane. Besides, he considered that vehicles carrying more people should be allowed to use the fast lane and toll concessions should be given to promote environmental protection;
- (b) the Kowloon exit at the Tate's Cairn Tunnel was often congested. Therefore, more carriageways should be built in Kowloon East to optimise the work of diverting traffic flow; and
- (c) he hoped that members of the public in Sha Tin District would be able to participate in tunnel management and assist in its operation.

23. The Chairman invited members to be informed that Mr MAK Yun-pui was present at the meeting.

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

- (a) he agreed that the government took over the Tate's Cairn Tunnel but its management and facilities should be improved, such as the installation of toilets with hand washing facilities;
- (b) he hoped that TD and the bus companies would study the feasibility of providing interchange concessions at the Tate's Cairn Tunnel through government subsidies or self-financing by bus companies to be in line with the practice of the Shing Mun Tunnels Bus Interchange and even providing cross-company interchange concessions; and
- (c) it took a longer travelling time for Route No. 680 from Lee On and Wu Kai Sha to Hong Kong Island. Taking the MTR might be faster, but it was not point-to-point, and the interchange was more complex. Therefore, he hoped to have more convenient bus services such as increasing the frequency of Route No. 980X to whole day service.

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

- (a) he referred to the *Road Tunnels (Government) Regulations* (Cap. 368A of the Laws of Hong Kong) and pointed out that while taking over the Cross Harbour Tunnel and the Eastern Harbour Crossing, dangerous goods was not conveyed by sea. He asked whether the relevant amendment would allow conveying dangerous goods via the road harbor crossings in Sha Tin, and whether the relevant amendment would include all government tunnels, and whether the Bureau would conduct quantitative risk assessments for dangerous goods. Besides, whether the relevant government departments and members of the public would be informed of the relevant arrangements. He asked how carefully the department would supervise the conveyance of dangerous goods via road

harbour crossings and whether it would assess the quantity of each type of dangerous goods;

- (b) Article 14 of the *Road Tunnels (Government) Regulations* (Cap. 368A) stipulated that there were limitations for vehicles at any tunnel with the maximum length of 12 meters and maximum width of 2.5 meters and the buses of New World First Bus Services Limited and Citybus Limited (NWFB and Citybus) had exceeded the relevant limitations. The Commissioner for Transport needed to issue the relevant permit for approval. He asked whether it was for the above reasons that the bus route with a larger passenger carrying capacity such as Route No. 89D would not be able to use the 12.8-meter-long bus to ease passengers during peak hours. At present, vehicles travelling the normal roads were subject to the regulation of the *Public Bus Services Ordinance* (Cap. 230). He asked whether TD should review the two pieces of relevant legislation to rationalise a bus route that used vehicles exceeding a certain length and width and the need to apply for two permits at the same time;
- (c) a feasibility study by the Civil Engineering and Development Department pointed out that the Bureau would discuss with the LegCo the toll issue. He asked whether TD would follow the approach at the time when Eagle's Nest Tunnel opened and would consult with DC on such issues as tolls;
- (d) most of the private tunnels were handled in a mode of "Build-Operate-Transfer". He asked whether TD would inspect the tunnel condition together with other departments such as the HyD and the Electrical and Mechanical Services Department, before the takeover; and
- (e) he asked whether the Bureau could design the lift installation project for the footbridge at the Tate's Cairn Tunnel Bus Interchange as early as possible so that the works could be carried out immediately after the tunnel was taken over.

26. Mr Icarus YEUNG, Senior Transport Officer / Tunnels and Tsing Ma 4 of TD gave a consolidated response as follows:

- (a) the government had conducted a study on traffic distribution among six tunnels early this year while examining the toll level and promised earlier to report to the LegCo within the 2017-2018 legislative session. The department had not yet come to a stance on the scheme of toll adjustment and would also consider the proposal of "differential toll levels at different periods". The department agreed that when determining the tolls, the toll rates at other tunnels and the supporting facilities such as connecting roads should be considered as well. TD would discuss with members again in due time and noted the views put forward by members on involvement in discussions by drivers or residents;

- (b) HyD conducted a survey of the Tate's Cairn Tunnel in March this year to examine the status of various types of systems and facilities. After taking over the Tate's Cairn Tunnel, various government departments would continue to conduct an in-depth examination of various tunnel facilities so as to ensure the safe operation of the tunnel;
- (c) the government would take the lead to launch the "stop-and-go" e-payment facility at the Shing Mun Tunnels to allow drivers to pay tolls by credit card or Octopus. This arrangement would be gradually rolled out to other government tunnels. As for the proposal to install an e-payment facility at the Tate's Cairn Tunnel, the department would understand its payment system and implement the relevant arrangement after the takeover of the Tate's Cairn Tunnel;
- (d) the department noticed that the bus companies had installed seats in the bus shelter to improve the situation of passengers waiting for buses. Regarding the installation of lift for the footbridge, the department learned that HyD had plans to install lifts in this place. As for suggestions by members such as implementation on the design of installation of lift in advance, the department would discuss with HyD again. As for the views on installation of facilities such as toilets in the tunnel area, the department would reflect these with other relevant government departments;
- (e) he thanked members for their views on raising the service standard of the buses passing through Eagle's Nest Tunnel. The department welcomed the proposal made by the bus companies to optimise the bus services. On the other hand, most routes of the toll plaza at Tate's Cairn Tunnel provided interchange concessions. The department would reflect the views with the bus companies on enhancing the interchange concessions;
- (f) according to the information provided by each tunnel operator, a total of two traffic accidents involving staff in toll plazas were recorded in various government tunnels in 2016. TD was concerned about the work safety of tunnel staff. The department also required operators to provide adequate safety equipment as stipulated in any contract for the management, operation and maintenance. There would also be relevant requirements in the tender documents for the management of Tate's Cairn Tunnel. Regarding the proposal on the implementation of tidal flow tunnel operation mode to alleviate the traffic volumes during peak hours, the department considered that the implementation of two-way traffic in a single tunnel during peak hours in one of the tunnels might pose a danger to drivers. The department held reservation thereof;
- (g) at present, the *Tate's Cairn Tunnel By-laws* provided an exemption clause, stipulating that vehicles conveying dangerous goods in Category 2 and 5 were allowed to travel via the Tate's Cairn Tunnel under an emergency and with the approval of the tunnel manager. The government was now making amendments to the *Road Tunnels (Government) Ordinance* and its subsidiary legislation to return the approval right to the Commissioner for Transport. The department would

handle the applications for vehicles conveying dangerous goods carefully, conduct risk assessments with the Fire Services Department and tunnel operators, and then approve the applications in accordance with the established mechanism. However, most land tunnels had alternate roads outdoor (e.g. Tai Po Road), so there was little chance of starting this mechanism; and

- (h) the department was informed of the relevant comments and made decisions after striking the balance between the safety factors of each vehicle type and the impact on other road users.

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

- (a) TD and bus companies would gradually increase the frequency of Route Nos. 980X and 981P in response to the needs of passengers. He understood the views of members on increasing the service hours and scope of service. The department would discuss with the bus companies again. If progress was made, it would explain to the members in due course; and
- (b) The Kowloon Motor Bus Company (1933) Limited (KMB) provided Octopus interchange concessions at the Tate's Cairn Tunnel Bus Interchange in 2014. The department would find out whether interchanging Route No. 85X to Route No. 89D had been included in the concessionary scheme.

28. The views of the Chairman were summarised below:

- (a) he asked TD to supplement the accident statistics concerning each tunnel; TD
- (b) as the entrance and the exit at one end of Tate's Cairn Tunnel were in Sha Tin, he hoped a liaison group could be set up to allow DC Members to join so as to follow up the optimisation of Tate's Cairn Tunnel facilities and establish a good communication channel; and
- (c) he hoped that the department would implement viable preparatory work as early as possible before the takeover of Tate's Cairn Tunnel to speed up the progress of post-takeover works.

29. The Chairman asked members whether they agreed to deal with the provisional motion proposed by Ms CHAN Man-kuen.

30. Members agreed to discuss the provisional motion proposed by Ms CHAN Man-kuen.

31. Ms CHAN Man-kuen proposed the provisional motion below:

“The Government will take over the franchise of Tate's Cairn Tunnel in July 2018. The Traffic and Transport Committee of the Sha Tin District Council

requests the Government to expeditiously complete a study of the traffic flow distribution of three cross-harbour tunnels and three land tunnels linking Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest Tunnel & Sha Tin Heights Tunnel), alleviate traffic congestion by properly setting up diverging tunnels, lessen the public's burden by reviewing the tolls at the same time, and ease traffic flow by avidly studying the introduction of concessionary rates during non-peak hours. Besides, an elevator should be provided for the footbridge across Tate's Cairn Tunnel Toll Plaza and ancillary facilities for interchange stations should be upgraded as soon as possible for users' convenience."

Mr Tiger WONG seconded the motion.

32. The Chairman asked members whether they endorsed the provisional motion in paragraph 31.

33. Members unanimously endorsed the provisional motion in paragraph 31.

34. The Chairman asked members whether they agreed to deal with the provisional motion proposed by Mr Wilson LI.

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

36. Mr Wilson LI proposed the provisional motion below:

"Background

The franchise of Tate's Cairn Tunnel would expire on 11 July 2018, after which the Tate's Cairn Tunnel would be returned to the government for operation. The Bureau said it would consider whether to adjust the tolls for the three road harbour crossings and three land tunnels again upon completion of the study on traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin. Early this year, Transport Department approved the opening of Route Nos. 980X and 981P travelling via Tsing Sha Highway and Western Harbour Crossing from Ma On Shan to Wan Chai in the morning and from Admiralty to Ma On Shan in the evening. The relevant routing could avoid traffic queues at the Tate's Cairn Tunnel and the Eastern Harbour Crossing during peak hours so as to reduce the risk of congestion and shorten the travel time. Therefore, they were widely welcomed by residents.

Motion

The Traffic and Transport Committee of the Sha Tin District Council urges the Government to regularly report on the progress and data of the study of the traffic flow distribution regarding the six tunnels, and improve the services of the bus routes via Tate's Cairn Tunnel before taking over the tunnel's franchise. Consideration should be given to plans such as extending Bus Route No. 981P to Double Cove or Nai Chung to share the large passenger volume of Bus Route No. 980X in the evening; increasing the frequency of Bus Route Nos. 980X and 981P and further extending their services to the vicinity of Wan Chai Fire

Station or Causeway Bay to synchronise with population growth; and expeditiously providing return services for Bus Route Nos. 982X and 985 by effectively utilising the road network of Tsing Sha Highway and Western Harbour Crossing in order to ease the increasingly congested traffic at Tate's Cairn Tunnel and Lion Rock Tunnel."

Mr Michael YUNG seconded the motion.

37. Mr HO Hau-cheung suggested adding "The Traffic and Transport Committee of Sha Tin District Council requested or considered or hoped, etc. ..." to the opening of the motion.

38. Mr Wilson LI accepted the proposal of Mr HO Hau-cheung and amended his provisional motion below:

"Background

The franchise of Tate's Cairn Tunnel would expire on 11 July 2018, after which the Tate's Cairn Tunnel would be returned to the government for operation. The Bureau said it would consider whether to adjust the tolls for the three road harbour crossings and three land tunnels again upon completion of the study on traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin.

Early this year, Transport Department approved the opening of Route Nos. 980X and 981P travelling via Tsing Sha Highway and Western Harbour Crossing from Ma On Shan to Wan Chai in the morning and from Admiralty to Ma On Shan in the evening. The relevant routing could avoid traffic queues at the Tate's Cairn Tunnel and the Eastern Harbour Crossing during peak hours so as to reduce the risk of congestion and shorten the travel time. Therefore, they were widely welcomed by residents.

Motion

The Traffic and Transport Committee of the Sha Tin District Council urges the Government to regularly report on the progress and data of the study of the traffic flow distribution regarding the six tunnels, and improve the services of the bus routes via Tate's Cairn Tunnel before taking over the tunnel's franchise. Consideration should be given to plans such as extending Bus Route No. 981P to Double Cove or Nai Chung to share the large passenger volume of Bus Route No. 980X in the evening; increasing the frequency of Bus Route Nos. 980X and 981P and further extending their services to the vicinity of Wan Chai Fire Station or Causeway Bay to synchronise with population growth; and expeditiously providing return services for Bus Route Nos. 982X and 985 by effectively utilising the road network of Tsing Sha Highway and Western Harbour Crossing in order to ease the increasingly congested traffic at Tate's Cairn Tunnel and Lion Rock Tunnel."

Mr Michael YUNG seconded the motion.

39. The Chairman asked members whether they endorsed the provisional motion in paragraph 38.

40. Members unanimously endorsed the provisional motion in paragraph 38.

41. The Chairman asked members whether they agreed to deal with the provisional motion proposed by Mr CHIU Man-leong.

42. Members agreed to discuss the provisional motion proposed by Mr CHIU Man-leong.

43. Mr CHIU Man-leong proposed the provisional motion below:

“Due to the fact that the traffic at Tate’s Cairn Tunnel is always congested, many passengers have instead started taking the express trips of Bus Route Nos. 980X and 981P in the morning and evening to and from Hong Kong Island via Eagle’s Nest Tunnel and Western Harbour Crossing. Repeated increases in the frequency of these two bus routes have adequately revealed passengers’ compelling need. Therefore, the Traffic and Transport Committee of the Sha Tin District Council strongly requests that the two bus routes be beefed up to provide whole-day services so as to satiate passengers’ overwhelming need!”

Mr LI Sai-wing seconded the motion.

44. The Chairman asked members whether they endorsed the provisional motion in paragraph 43.

45. Members unanimously endorsed the provisional motion in paragraph 43.

2017-2018 Revised Work Plans and Funding Applications of Working Groups under the Committee

(Paper No. TT 47/2017)

46. Members were now invited to declare their interests on the co-organiser in the revised work plan, namely Ma On Shan Youth Association.

47. No members declared the interests at the meeting. Members unanimously endorsed the above paper.

**Motion**

Motion by Mr YAU Man-chun on the Request for Improvement of Traffic Loading at Shui Chuen Au Street

(Paper No. TT 48/2017)

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

- (a) he thanked Mr Ken YIP, Senior Engineer / Sha Tin of TD, for his proactive follow-up of the position suitable for the installation of railings;



- (b) Shui Chuen Au Street was originally a rural road. However, To Shek Street, which was originally designed as the main road in the village, was not the main road at this moment and the traffic loading was still focused on Shui Chuen Au Street. He considered that TD, Planning Department and Development Bureau must be accountable;
- (c) traffic overloading of Shui Chuen Au Street caused noise problems and affected the safety of road users. He considered that traffic flow should be controlled at Shui Chuen Au Street and the government must propose a relief plan; and
- (d) he proposed the motion below:

“The Traffic and Transport Committee of the Sha Tin District Council sternly requests the Transport Department and the relevant departments to seriously tackle the pressing problem of traffic loading on Shui Chuen Au Street by adopting measures to ease the traffic and alleviate the traffic loading there. It is also suggested that pedestrian signals be installed on To Shek Street (near To Shek Village) to safeguard pedestrians’ safety.”

Mr Sunny CHIU seconded the motion.

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

- (a) they had previously reflected that the one-lane-two-way traffic at Shui Chuen Au Street failed to cope with the loading in the area near Shui Chuen O Estate. However, the problem remained unresolved. He considered that public transport vehicles might still choose to travel via Tai Chung Kiu Road or Sha Kok Street after passing through To Shek Street. He pointed out that due to the lack of facilities at To Shek Street, vehicles could run at high speed and pose a danger to the residents nearby. It was suggested that the installation of pedestrian traffic lights at To Shek Street was added to the motion so as to ensure the safety of pedestrians crossing the roads; and
- (b) he asked whether TD would coordinate with the bus companies and the minibus companies to set up signage at Shui Chuen O Estate to divert traffic so that more vehicles would pass To Shek Street.

50. Mr Sunny CHIU pointed out that noise from heavy vehicles passing through Shui Chuen Au Street disturbed nearby residents such as Tse Uk Tsuen, Sha Tin Wai Old Village and Sha Tin Wai New Village. He hoped that members would support this motion.

51. Mr YAU Man-chun accepted the proposal of Mr YIU Ka-chun and amended the motion as follows:

“The Traffic and Transport Committee of the Sha Tin District Council sternly requests the Transport Department and the relevant departments to seriously tackle the pressing problem of traffic loading on Shui Chuen Au Street by

adopting measures to ease the traffic and alleviate the traffic loading there. It is also suggested that pedestrian signals be installed on To Shek Street (near To Shek Village) to safeguard pedestrians' safety."

Mr Sunny CHIU seconded the motion.

52. Mr Michael YUNG suggested changing the words "pedestrian traffic lights" to "traffic lights". He asked whether the mover would focus on the safety of pedestrians crossing the roads.

53. The Chairman asked whether there was a difference in the meaning at traffic level between "pedestrian traffic lights" and "traffic lights".

54. Mr Ken YIP said that for the general public, "pedestrian traffic lights" and "traffic lights" generally referred to the lights with a red man image. TD, having understood the members' requests, would follow up.

55. The Chairman asked members whether they endorsed the motion in paragraph 51.

56. Members unanimously endorsed the motion in paragraph 51.

### Question

Question to be Raised by Mr PUN Kwok-shan on the Problem of Insufficient Supply of Parking Spaces in Sha Tin  
(Paper No. TT 49/2017)

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

- (a) he was glad to see that TD was addressing the problem of insufficient supply of parking spaces for commercial vehicles in Sha Tin. However, he considered that the measures implemented by TD now were not sufficient;
- (b) data provided by TD showed that the number of parking space in temporary car parks for large commercial vehicles, including container trucks and coaches, was relatively low. Parking spaces for container trucks and coaches accounted for less than 1% of the total number of parking space. He asked about the average day and night utilisation rates of parking spaces for large commercial vehicles in various short-term tenancy car parks in Sha Tin District;
- (c) in the past five years, the number of parking spaces for light goods vehicles and coaches in Sha Tin District decreased due to changes in land use. He asked about how many relevant additional parking spaces would be added by TD at the temporary car park at Area 73 in Ma On Shan and Hang Yiu Street, Yuen Wo Road and On Kwan Street, Shek Mun;

- (d) he asked the District Lands Office / Sha Tin (DLO/ST) how many vacant government land sites were suitable for rental as short-term tenancy and as temporary car park, and whether TD had taken the initiative to get the understanding from the DLO/ST whether the area of the vacant government lands, its geographical locations and the number of years for which it was left vacant were suitable to be used as temporary car park, especially for large commercial vehicles;
- (e) in the past five years, the number of fixed penalty tickets issued by the Hong Kong Police Force (HKPF) against illegal parking during the day and night had been on the rise. He considered that there were insufficient government supporting facilities and that increasing the number of fixed penalty tickets was slightly unfair to the drivers concerned. He asked the police to provide the figures on commercial vehicles in the number of fixed penalty tickets issued by the police during the past five years against illegal parking during the day and night;
- (f) according to the *Hong Kong Planning Standards and Guidelines*, there was a serious shortage of parking spaces for commercial vehicles in Sha Tin District. The lack of supporting facilities had caused the vehicles to be parked everywhere. He considered that the decrease in the number of temporary parking spaces was due to an increase in the number of “infill buildings” in Sha Tin District but the relevant departments had not taken the problem seriously; and
- (g) regarding the number of parking spaces to be used for commercial vehicles in the temporary car parks to be set up in Fo Tan, he hoped that TD would provide the relevant information.

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

- (a) he asked whether TD had information on the numbers of private cars and commercial vehicles registered in Sha Tin District, as well as the number of parking spaces in commercial buildings and non-commercial buildings, the total number of registered vehicles in Sha Tin District and the distribution of parking spaces. He pointed out that at present there might be a shortage of parking spaces in Ma On Shan and vacant parking spaces in Fo Tan, which would lead to weak demand for the entire parking spaces in Sha Tin District. However, the fact was that it was not reasonable to require residents of Ma On Shan to park their vehicles in Fo Tan. Therefore, he considered that there was a need to know the relevant numbers in different districts;
- (b) he asked the police to provide the numbers and vehicle types for illegal parking at night. He pointed out that there was a serious problem of illegal parking at night along Hin Keng to Che Kung Temple; and
- (c) he considered the police and TD should combine the above data to analyse the problems of parking spaces and illegal parking in Sha Tin District and provide suggestions and solutions.

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

- (a) the illegal parking was ubiquitous. She asked whether TD had studied why the average day and night utilisation rates of short-term tenancy car parks was less than 100%, and for example, whether it would be due to the problem of fee levels;
- (b) she asked whether the reduction of parking spaces for light goods vehicles and coaches in Sha Tin District was due to the changes in land use in the past five years, leading to indiscriminate parking of light goods vehicles and coaches due to the shortage of parking spaces;
- (c) she asked about the specific locations for the scheme of increasing the parking spaces for commercial vehicles at night on the roadside; and
- (d) the reduction of temporary car parks would lead to immediate loss of parking areas in the vicinity of the drivers' accommodation for commercial vehicles, resulting in indiscriminate parking. This showed that the government lacked long-term planning. She considered that TD and the DLO/ST should set up a research team to deal with the pairing of commercial vehicles with parking spaces in Sha Tin District.

60. Mr Ken YIP gave a consolidated response as follows:

- (a) he would supplement the number of additional parking spaces for heavy vehicles at Area 73 in Ma On Shan and the number of vehicles registered in Sha Tin District after the meeting;
- (b) the decrease in the number of parking spaces for light goods vehicles and coaches was mainly due to the suspension of short-term tenancy car parks in the district. TD hoped to reduce the occurrence of similar situation. In the future, if a tenancy on a short-term tenancy car park expired and a new project was to be developed, the government would require new project proponents to provide not less than the original number of parking spaces;
- (c) the location mentioned in the plan of increasing the parking space for commercial vehicles at night on the roadside was at Yuen Wo Road;
- (d) from his estimation, the utilisation rates of short-term tenancy car parks during the day was not saturated due to the fact that most of the commercial vehicles were used during the day and the demand for parking spaces was low. Driver might choose to park their vehicles on the roadside at night;
- (e) when the DLO/ST circulated the papers relating to the short-term tenancies of vacant land to the relevant departments, in the light of the strong demand for parking spaces for commercial vehicles, TD would request the DLO/ST to include the clauses of requiring the land users to provide a certain number of parking spaces; and

TD

- (f) the government would require new project proponents to provide a certain number of parking spaces. When dealing with the problem of insufficient parking spaces, they would examine the needs in the district such as the number of parking spaces on the roadside. It was believed that this was much simpler than collecting the statistics of the number of vehicles registered in Sha Tin.

61. Mr KK CHOW, District Operations Officer (Sha Tin District) of HKPF said that any vehicle committing the illegal parking during the patrol would be handled.

62. Mr NG Kok-hung, Administrative Assistant / DLO / ST said that for vacant government land that was not intended for use or not to be implemented for long-term development in the short term, the government would consider granting such land for proper temporary use but whether the land concerned was suitable for use as car parks was subject to the impact of other factors, including road supporting facilities and site area. If a vacant government land was suitable for renting as a temporary car park in the form of short-term tenancy, they would consult TD for their advice. He added that a piece of land at Shan Mei Street in Fo Tan was re-tendered in May this year and it was used as a car park in the form of short-term tenancy with an area of about 1 400 square meters.

63. The Chairman asked TD to provide the numbers of private cars and commercial vehicles registered in Sha Tin District and the number of parking spaces in Sha Tin District for the matters arising. He said he had received demands, particularly those from Ma On Shan. Residents said that they were willing to rent the parking space at a fee. However, there were insufficient parking spaces in the district. It was learned that the temporary car park at Area 103 in Ma On Shan would be resumed and parking spaces would be reduced again. This showed the planning problem of the government.

Question to be Raised by Mr HUI Yui-yu, Rick on the Issue of Footpath and Cycle Track of Octopus Footbridge  
(Paper No. TT 50/2017)

64. The views of Mr Rick HUI were summarised below:

- (a) the pedestrian flow at “the Octopus Footbridge” in Tai Wai was high. It was believed that the pedestrian flow would be higher upon the completion of the property development above Tai Wai MTR Station. At present, the cycle track was similar in size to the footpath, but the pedestrian flow was higher than the capacity flow of bicycles. Therefore, he hoped to widen the footpath without affecting the cyclists. He urged TD to monitor the pedestrian flow at the Octopus footbridge;
- (b) he asked how to derive the highest pedestrian flow of about 4 600 pedestrians per hour. He believed that despite the pedestrian flow reaching about 9 000 pedestrians, the members of the public could still walk through and might not be able to walk comfortably; and
- (c) he asked whether TD had any alternative plan if the pedestrian flow at the Octopus footbridge exceeded the upper limit and the cycle track failed to narrow.

65. Ms LAM Chung-yan understood that there was a standard for the width of a surface cycle track. She asked whether there was any similar standard of the cycle track of the footbridge. If no relevant information was available at the moment, she would request TD to provide additional information after the meeting.

66. Mr LI Sai-hung pointed out that he had inspected the site with TD not less than five times in the past 10 years and the department had always said that the pedestrian flow was not up to standard to delete part of the cycle tracks for pedestrian use. Besides, widening the width of the pavement to narrow the cycle track did not comply with the standard. At present, the highest pedestrian flow was about 4 600 pedestrians per hour. He asked how much the pedestrian flow should be so as to widen the pavement or remove the central divider and whether the pedestrian flow of 4 600 was the latest statistical data or the highest pedestrian traffic recorded recently. Besides, he asked whether it was necessary for the pedestrian flow to comply with the relevant standards in order to allow widening of the pavement of the Octopus footbridge in response to the width standards of the cycle track of the footbridge.

67. Mr Ken YIP gave a consolidated response as follows:

- (a) the location of getting the statistics of the highest pedestrian flow of about 4 600 pedestrians per hour was at the exit of the footbridge connecting the Tai Wai Public Transport Interchange and he would later supplement the date of such statistics, etc.;
- (b) the designed pedestrian flow of each footbridge depended on its width. The pedestrian flow of the Octopus footbridge was about 9 000 pedestrians, indicating that the footbridge had reached its designed capacity. At present, the Octopus footbridge could cope with the pedestrian flow. He believed the pedestrian flow would increase upon the completion of the property development above Tai Wai MTR Station. However, it was not easy to reach the upper limit and they would closely monitor the situation; and
- (c) the width standard of cycle tracks of the footbridge and the ground level road was different, and the cycle track of the ground level road was relatively wide. He could supplement the relevant standards after the meeting and study whether there was room for widening the pavement.

68. As the Chairman left the meeting earlier due to other commitments, Mr Michael YUNG, the Vice-Chairman was for the time being acting. The Vice-Chairman invited TD to provide the width of the cycle track, the width standard of the cycle track of the footbridge and the ground level road, the current pedestrian service level and the pedestrian service level represented by 9 000 pedestrians after the meeting.

TD

Question to be Raised by Mr SIU Hin-hong on Inadequate Transport Services at Lai Ping Road in Kau To Shan  
(Paper No. TT 51/2017)

69. Mr SIU Hin-hong commissioned Mr Alvin LEE to ask on his behalf. The views of Mr Alvin LEE were summarised below:

- (a) Lai Ping Road was winding, long and oblique. At present, a number of development projects nearby increased the traffic load thereof. Meanwhile, many vehicles were parked on both sides of the road where fatal traffic accidents had occurred. He asked TD and the police whether they had any measures to enhance the alertness of drivers, enhance law enforcement and improve road design, etc.; and
- (b) he hoped TD would explain to Mr SIU Hin-hong the plans for the improvement works and provide details of the location and information of the improvement works.

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

- (a) two years ago, she mentioned the handling of the problem of operating the scheduled minibus service at the Sha Tin District Management Committee so as to facilitate access to and from Lai Ping Road and Kau To Shan by residents. She hoped that TD would pay close attention to whether the transport services nearby were convenient for residents;
- (b) when residents of Lai Ping Road and nearby were running, they were required to run on the traffic lanes due to the illegal parking problems at Lai Ping Road, and were prone to accidents. She hoped TD would deal with the problems of illegal parking and steep road, including the use of anti-skid materials, etc.;
- (c) the road to Wong Chuk Yeung Village was now steep and was relatively slippery during the rainy days. She asked whether anti-skid materials could be added to the pavement; and
- (d) she strongly urged TD to regularly review the transport services near Dragons Range at Lai Ping Road to meet the growing population and to follow up the ramp improvement of Lai Ping Road and the illegal parking of vehicles so as to avoid harming the safety of drivers and passers-by.

71. Mr Andrew TSANG, Engineer / Ma On Shan of TD gave a consolidated response as follows:

- (a) Lai Ping Road, built hillside, was steep, but did not pose a danger to the vehicles. In response to this, TD had set up traffic signs and road markings such as “BEND” and “SLOW” to remind drivers to drive carefully and slowly;
- (b) there had a traffic accident at Lai Ping Road in November 2016. It was understood that the traffic accident seemed to be related to the parts of the vehicle involved. On the other hand, in response to the views of residents and questioners, the department had proposed traffic improvement measures at the junction of Lai Ping Road and Tai Po Road and had consulted with stakeholders in the district. TD would deliver the construction requirements to HyD to arrange construction. As TD had

made district consultations on the relevant works, Mr SIU Hin-hong should have the relevant plans; and

- (c) regarding the part of Lai Ping Road with serious illegal parking which affected the safety of pedestrians, TD had suggested installing traffic bollards to prevent vehicles from being parked on the footpaths and would continue to monitor whether there was any illegal parking which affected traffic safety in the vicinity, and study whether there was a need to install traffic bollards again.

72. Mr Jim HO, Senior Transport Officer / Sha Tin of TD said that according to the survey conducted in June this year, the carrying loading of Route No. 814 of the green minibus service was about 40% during peak hours. They would continue to monitor the relevant passenger volume and discuss with the operators to enhance the services, if necessary.

73. Mr KK CHOW responded that law enforcement would be stepped up at Lai Ping Road. The police would launch the “Vehicle Removal Operation” ( “移天行動” ) this Monday to step up law enforcement against illegal parking.

74. Mr Simon FUNG, District Engineer (New Territories) / Sha Tin (2) of HyD responded that the department would study and review the suggestions on the laying of anti-skid iron sand at Lai Ping Road.

Question to be Raised by Mr YUNG Ming-chau, Michael on Clearance against Illegal Parked Bicycles  
(Paper No. TT 52/2017)

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

- (a) both self-service bicycle hiring system and bicycle-sharing system occupied the bicycle parking sites in the district or caused illegal parking of bicycles. He asked whether there was any difference between the notices of different ordinances dealing with the illegal parking of bicycles;
- (b) he asked whether there had been an increase in the number of bicycles cleared by the Working Group on Tackling Illegally Parked Bicycles in Sha Tin District (Working Group) since the advent of bicycle-sharing companies such as “Gobee.bike”, and whether the difficulties encountered had also increased;
- (c) at present, there was a bicycle-sharing company, “ketch’Up bike”, which allowed Hong Kong people to become bicycle owners in the mode of crowdfunding and then rented the bicycles on the company’s online platform. He asked about what penalties persons carrying out crowdfunding would face and how they get back their bicycles in the future if the bicycles were cleared;
- (d) he noted that under the “Sha Tin District-led Actions Scheme”, a Steering Group comprising representatives from DC and the relevant



government departments was set up for the project of “tackling illegally parked bicycles to improve management of public areas”, so as to proactively explore from different aspects and make proposals with a view to further improving the illegal parking of bicycles in Sha Tin District. He asked whether it had considered the integration of the relevant prevailing legislation on handling illegal parking of bicycles. He considered that the prevailing legislation failed to deal with the relevant issues directly and effectively and should be reviewed;

- (e) regarding the illegal parking of bicycles in bicycle parking site at Exit B of Tai Wai MTR Station, he hoped that MTR would clarify with the relevant departments the land status and management rights and responsibilities at this site so as to find ways to clear the illegally parked bicycles at the site as soon as possible; and
- (f) he invited the representatives of the District Office and the Steering Group to discuss in detail the issues raised today and invited members who were interested to attend the meeting for exchanges of views.

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

- (a) he had lodged a complaint against “Gobee.bike” on 16 bicycles parked at the entrance of Sun Chui Estate on 9 May this year. The DLO/ST said it would post a notice after 15 days, i.e. 24 May, and then cleared the bicycles on 26 May. However, “Gobee.bike” would have cleared the bicycles concerned by then. He found that nine more bicycles were added by “Gobee.bike” on 9 July this year. Since then, he also found 70 to 80 “Gobee.bike” bicycles parked at the bicycle parking site at Exit B of Tai Wai MTR Station yesterday. He asked how many bicycles were successfully cleared by the DLO/ST after receiving the complaints and how the government departments followed up the issue of “Gobee.bike” occupying the bicycle parking sites and impeding public use;
- (b) the reply from the department showed that the government had inadequate responses. “Gobee.bike” seemed grasping the government’s mode of operation. He considered that the department should adopt a more flexible mode of operation for joint clearing of illegally parked bicycles; and
- (c) it was learned that the Working Group would only clear the illegally parked bicycles according to the complaints. However, the bicycles would move and the success rate of clearing illegally parked bicycles was low.

77. Mr HO Hau-cheung agreed with the Vice-Chairmen’s opinions and suggested that he considered reflecting the TTC’s concerns on this matter with the Home Affairs Department. Before resolving the problems caused by “Gobee.bike”, he really was not willing to see other bicycle-sharing organisations arranging the bicycles to be placed in Sha Tin again.

78. Ms Janny CHENG, Senior Executive Officer (District Management) of Sha Tin District Office (STDO) gave a consolidated response as follows:

- (a) the Working Group set up by the STDO, DLO/ST, Food and Environmental Hygiene Department (FEHD), HKPF and TD, regularly conducted joint clearing of illegally parked bicycles twice a month in a number of different locations in the district where the complaints were received and in the location where the illegal parking of bicycles was serious. From May till now, the Working Group conducted a total of five joint clearing operations, in which it conducted a joint clearing operation at 13 locations where the complaints about illegal parking of bicycles were lodged arising from the operation of self-service bicycle hiring services, including the area around Sun Chui Estate. Two days before the clearing operation, the DLO/ST would issue a statutory notice under section 6 of the *Land (Miscellaneous Provisions) Ordinance* on illegally parked bicycles to require illegally parked bicycle users to cease occupying the relevant unleased government land before the prescribed deadline. If the owners still failed to remove the illegally parked bicycles after the specified deadline, the DLO/ST could confiscate and take over the bicycles concerned and the forfeited bicycles would not be returned to the original owners. A total of 25 statutory notices had been issued cumulatively up to the latest joint clearing operation on 5 July this year, and four bicycles relating to self-service bicycle hiring services had been forfeited. As the bicycles were not a fixed structure and had high mobility, and the *Land (Miscellaneous Provisions) Ordinance* (Cap. 28) was not enacted for the purpose of the relevant issue, the clearing operation did not achieve much success;
- (b) as the Working Group needed to allocate some resources to deal with the complaints about illegal parking of bicycles relating to self-service bicycle hiring services in priority, it would inevitably affect the regular joint clearing work schedule. Whenever feasible, the Working Group would make good use of the limited resources of all relevant departments to flexibly mobilise the schedule for clearing the illegally parked bicycles, with a view to expeditiously handling the complaints about illegal parking of bicycles arising from the self-service bicycle hiring services, while continuing to combat the problem of illegal parking of bicycles in other locations in the district;
- (c) given the limited resources of the department, the Working Group could only conduct joint clearing operations of illegally parked bicycles in Sha Tin District twice a month on a regular basis. As compared with the arrangements in other districts, our operation was considered frequent. For the purpose of enhancing the flexibility of joint clearing operations, the Working Group had optimised its operational strategy and conducted joint clearing operations irregularly to enhance its effectiveness. For example, in the past, the Working Group traditionally issued statutory notices on illegally parked bicycles on Tuesdays and then cleared them on Thursdays. At present, the Working Group issued statutory notices and conducted clearing operations on different days of each week on a flexible basis;

- (d) the Working Group had been informed of complaints about bicycles relating to self-service bicycle hiring services that were illegally parked at the bicycle parking site outside Exit B of Tai Wai MTR Station. The Working Group was now clarifying the land status of this site and its management rights and responsibilities with the relevant departments. If appropriate, the Working Group would conduct a joint clearing operation at the site; and
- (e) the Steering Group would hold a meeting again in a later stage in relation to how to further promote the project of “tackling illegally parked bicycles to improve management of public areas”. The team welcomed DC Members who were interested to attend the meeting and participate in the relevant discussions, and jointly explore and seek feasible solutions to deal with various types of illegal parking of bicycles in Sha Tin District.

79. Mr NG Kok-hung gave a consolidated response as follows:

- (a) the *Land (Miscellaneous Provisions) Ordinance* (Cap. 28) was not legislation enacted for the purpose of illegally parked bicycles. The effectiveness of law enforcement actions against illegally parked bicycles under this Ordinance was not satisfactory;
- (b) the DLO/ST must affix a notice on each illegally parked bicycle in advance before clearing the bicycles concerned according to the *Land (Miscellaneous Provisions) Ordinance* (Cap. 28), giving the occupiers at least 24 hours to remove the bicycles concerned. The notice period commenced from 0:00 am; and
- (c) the complaints received by the DLO/ST about illegally parked bicycles would be dealt with centrally by the Working Group. The DLO/ST would clear the illegally parked bicycles in the district twice a month in collaboration with the priority given by the Working Group. As a result, there might be situations where no prompt action was taken after the complaints had been received.

80. Mr Corwin YAU responded that the illegal parking of bicycles at government covered public transport interchanges was not serious. After “Gobee.bike” commenced its services, the situation had not deteriorated. If necessary, TD would continue to work with the relevant departments in the Working Group to conduct joint clearing operation.

81. Mr Paul LAM, Officer in Charge / Traffic Team / Sha Tin Police District of HKPF responded that the *Summary Offences Ordinance* (Cap. 228) mainly focused on bicycles from bicycle shops parked on the pavement. After the police contacted the shop owners, they would give verbal warnings, asking them to deal with the bicycles concerned immediately. If they did not remove the bicycles concerned, the police would take prosecution action. As for the locations of the other illegally parked bicycles, the police would work with the Working Group to deal with the issue.

82. Mr CHOW Siu-ye, Housing Manager (Tai Po, North and Sha Tin 4) of the Housing Department responded that the Estate Office would usually post notices on “black spots” in the estate. If a security personnel inspected and found that the owner parked his or her bicycle illegally, he or she would immediately make an advice. If the owner was not present, the security personnel would post the notice on the bicycle and require the owner to park the bicycle in the designated bicycle parking site within a specified time (usually 24 hours). Otherwise, they would remove and seize the bicycle under section 24 of the *Housing Ordinance* (Cap. 283). Once an illegally parked bicycle was removed and seized, the Housing Department would post a notice at the location where the bicycle was illegally parked. The owner might, within 48 hours after the issuance of the notice, apply to the Estate Office for processing of return formalities during office hours and pay for pick-up and storage fees. If the area of the general obstruction was one square metre or less, the pick-up fee would be \$706, while the storage fee was \$74.

83. Ms AU Wai-ha, Chief Health Inspector 1 of the FEHD responded that FEHD would provide manpower and vehicle support for inter-departmental clearing illegally parked bicycles operation and send the illegally parked bicycles that were determined to be cleared and picked up to the storage location of the DLO/ST or TD.

84. Ms Fiona HUNG, Assistant Leisure Manager (Sha Tin District) of the Leisure and Cultural Services Department (LCSD) responded that the department had no law enforcement legislation to deal with illegally parked bicycles. As the Department prohibited the members of the public from bringing or riding bicycles in pleasure grounds according to *Pleasure Grounds Regulation* (Cap. 132BC), illegal parking of bicycles in the pleasure grounds in Sha Tin District was not common and the Department had not received any report on illegal parking of “Gobee.bike” bicycles or other bicycles. If the department found that a bicycle was illegally parked at the LCSD pleasure grounds, the bicycle concerned would be deemed as lost property.

85. Mr LEUNG Man-tik, Assistant Public Relations Manager – External Affairs of MTR responded that he would later reply to the Vice-Chairman’s question on land management of bicycle parking sites outside the Tai Wai MTR Station.

Question to be Raised by Mr WONG Hok-lai on the Proposed Road Improvement Works near Heung Fan Liu in Sha Tin  
(Paper No. TT 53/2017)

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

- (a) road improvement works at Pik Tin Street and Heung Fan Liu in Sha Tin would involve public letterboxes at Blocks 4, 5 and 6 of Pak Tin Village. The DLO/ST would require the developer to submit a detailed resettlement plan after the approval of the road works to ensure seamless handover so as to dispel the villagers’ concerns;
- (b) there was only one traffic lane for a section of the road from Pak Tin Village to Heung Fan Liu Street. He did not understand how one-lane-two-way traffic could be maintained without completely closing the road. This section of the road was the only road accessible to the community outside Pak Tin Village. As it was expected that the

scale of the widening works was not small, it was hard to believe that the closure of one road would suffice to complete the entire works. He asked whether there were any restrictions on the number of vehicles and the timing of vehicle access and other details. The details of which were not mentioned in the paper he had received earlier. Besides, he asked whether there was a need to widen the road that buses could travel;

- (c) he asked whether the DLO/ST had statistics on the number of works vehicles that Tong Tat Engineering Limited (統達工程有限公司) needed to carry out the relevant works;
- (d) he asked how to make residents not worry about the noise and pollution problems, etc. if the environmental impact assessment was not required to be submitted; and
- (e) he asked whether the DLO/ST and Tong Tat Engineering Limited had contacted residents. He said that when he walked through the relevant road section on a certain day, he noticed a notice of the relevant works. He obtained the relevant consultation papers until he liaised with the DLO/ST.

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

- (a) she was surprised that the DLO/ST had not informed the district. The DLO/ST had always sent consultation papers to the district. She asked why not this time;
- (b) she considered that minimising the impact of the works on the residents nearby really depended on the communication between the department and the local residents. The DLO/ST should consult with local residents;
- (c) there was a serious problem of illegal parking of vehicles at Heung Fan Liu Street and Pik Tin Street, and the roads there were narrow. She asked whether the works was carried out in the direction of Pik Tin Street or along the direction of Heung Fan Liu Street;
- (d) she asked about the resettlement location of public letterboxes in Pak Tin Village and whether the DLO/ST had communicated with the villagers;
- (e) she asked how the DLO/ST would monitor the traffic arrangements during the works;
- (f) she considered that the DLO/ST should be careful about the procedures for handling district consultation; and
- (g) there was a flyover at the construction site. She asked whether it was possible to load the works vehicles at the site.

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

- (a) he hoped that when carrying out the works, the DLO/ST would be able to communicate with residents and members in the district and its neighboring districts as soon as possible. As the works involved the entrance and exit of Mei Tin Estate Bus Terminus, the works would affect Mei Tin Estate in addition to Heung Fan Liu Village and Pak Tin Village;
- (b) at present, the traffic volume at Heung Fan Liu Street was very high. A two-lane, two-way traffic could barely satisfy the traffic volume of nearly 400 vehicles in Mei Tin Estate, together with buses, green minibus and taxis in Mei Tin Estate. More than 80 units would be completed in the area near the works. Traffic loading would be heavier in this area in the future. He believed that the existing road widening works was for the convenience of works vehicles passing through the relevant works section in the future;
- (c) illegal parking at Heung Fan Liu Street led to one-lane-two-way traffic. He worried that once the works commenced, the situation would be aggravated, affecting the pedestrian crossings. Besides, he hoped that the DLO/ST would deal with the widening works of Heung Fan Liu Street; and
- (d) the contents of the consultation paper issued by the DLO/ST was too simple. No detailed construction arrangements had been mentioned. He hoped that the DLO/ST could provide more information so that members and the department could follow up.

89. Ms Sandy SIN, Senior Estate Surveyor / North West of DLO/ST gave a consolidated response as follows:

- (a) she would convey the views of members to the developers and invite the developers to better communicate with relevant stakeholders and understand the impact of the works on them so as to make appropriate improvements;
- (b) the consultation paper issued earlier was aimed at getting preliminary understanding of the views of stakeholders nearby. At an internal meeting with the developers, the DLO/ST had also asked the developers to gazette according to section 5 of the *Roads (Works, Use and Compensation) Ordinance* (Cap. 370) to make road works publicly available and the public would be able to give comments thereafter. According to the normal procedures, the DLO/ST and the relevant developers would consult the DC for opinions before gazetting;
- (c) part of the details of the road project had yet to be finalised and the developers would submit concrete arrangements on the relevant refuse collection points and letterboxes;
- (d) before construction, developers must submit the relevant proposals on temporary traffic arrangements during the construction to relevant government departments (including TD, HKPF, HyD, etc.) and

commence the construction upon obtaining the consent of all relevant government departments;

- (e) she explained that some members found a notice near the works site and later received the relevant consultation paper. The reason might be that the DLO/ST gave the consultation paper to the STDO and posted a notice at the works site on the same day. In the future, the DLO/ST would have closer communication with the STDO; and
- (f) the flyover under the works was currently the road to be repaired and maintained by HyD. In case of resurfacing in the future, the developer should follow the requirements of HyD and TD before returning it to the department for repair, maintenance and management.

90. Mr CHIU Sung-ko, Engineer / Sha Tin 1 of TD responded by saying that prior to construction, the contractor must submit the proposals on temporary traffic arrangements during the construction to the relevant government departments (including TD and HKPF). The relevant government departments would, in response to the traffic conditions at that time, such as traffic flow and road safety and other relevant factors, approve the proposals concerned. The contractor could commence construction according to the approved temporary traffic arrangements upon obtaining the consent of all the relevant government departments.

91. The Chairman asked the DLO/ST to express the concerns of members to the developers and to arrange for the developers to communicate with the relevant members before consulting the DC and gazetting.

### **Information Items**

#### **Progress Report of the Transport Department** (Paper No. TT 54/2017)

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

- (a) TD had added the two new frequency of Route No. 982X operating from Shui Chuen O Estate, but he asked when the frequency would be increased again. Besides, he asked whether service of Route No. 982X operating from Yu Chui Court could be increased from 8:00 am to 8:10 am to facilitate the members of the public going to work from 9.30 am to 10.00 am;
- (b) he asked why the proposal to increase the return service on Route No. 982X had not yet been reviewed. This proposal was made earlier than the recent cross-harbour services in Ma On Shan. However, the progress was slower; and
- (c) regarding the transport services in Sha Tin and Ma On Shan, TD and bus companies should review such services as Route Nos. 170 and 182, etc. If there was ancillary routes operating from Ma On Shan via Ravana Garden, City One and Kwong Yuen, Route No. 182 would be effectively diverted. Besides, Route No. 982X should be extended to whole day

service and then put the resources for Route No. 182 to other areas in Sha Tin, including Fo Tan town centre. The current travel arrangements made passengers feel confused.

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

- (a) regarding Route No. 982X, a number of buses often arrived at the terminal in Sha Tin at the same time. As a result, some of the vehicles were driven off without taking a certain number of passengers. He asked whether TD and the bus companies knew about the situation; and
- (b) he asked KMB to provide detailed information on the installation of seats for waiting passengers at Hung Mui Kuk Road.

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

- (a) the Secretariat received a complaint regarding the failure to provide services on Route No. 86C in line with the scheduled timetable. It referred to the repeated operation of Route No. 86C over the past two years on a non-scheduled basis at about 10:00 pm on Sundays and holidays, details of which had also been submitted earlier to the relevant departments and bus company to follow up. He hoped that the departments and the bus company could give a preliminary reply or follow-up after the meeting;
- (b) he asked TD and the bus company whether they had made replies on any return trips for the WHC Route; and
- (c) after the new franchise of KMB was approved on 1 July this year, part of the bus routes passing through the Western Harbour Crossing did not offer two-way section fares on their return journey to Sha Tin. He hoped that when the TD and the bus company implemented the second phase of the plan, two-way section fares would be offered for Route Nos. 980X and 981P according to the mode of Route Nos. 680X and 681P, and they would reply after the meeting.

95. Mr Jim HO gave a consolidated response as follows:

- (a) the recent increase in the frequency of Route No. 982X was the proposal under the bus route planning programme. In view of this change, they noticed that the times required for travelling between Yu Chui Court and Shui Chuen O Estate at to the station near Sha Tin Wai area respectively were similar. In view of this, in order to make the operation of buses more efficient, the department agreed with the bus company to amend the timetable for frequency;
- (b) in view of the more mature development of Yu Chui Court and the proposal to increase the frequency of Route No. 982X, TD would make allocations based on the availability of resources from routes with lower carrying capacity in the district for redeployment. If there was any specific development, the department would make consultations; and



(c) TD was actively following up the return service on Route No. 982X.

96. Mr LEE Shut-hang, Senior Officer (Planning and Development) of KMB responded that he would follow up with TD and Citybus on return services on Route No. 982X.

97. Mr CHEUNG Kiu-kwong, Operations Manager of KMB responded that the frequency of Route No. 982X operating from Shui Chuen O Estate had recently been increased. This service could meet the demand of passengers according to the pick-up situation in Tin Sam Village. Besides, they would follow up the installation of seats for waiting passengers at Hung Mui Kuk Road after the meeting.

98. Ms Penny CHUNG, Senior Public Affairs Officer of NWFB and Citybus responded that NWFB and Citybus had been closely monitoring the carrying capacity of Route No. 982X. Recently, the frequency of this route had been increased. The company would continue to monitor its operations and conduct further reviews in due course.

Reports of Working Groups  
(Paper No. TT 55/2017)

99. Members noted the above paper.

**Information Paper**

Revised Estimates of an Expenditure Head under the Committee for the Financial Year 2017-2018  
(Paper No. TT 56/2017)

100. Members noted the above paper.

Report on the Progress of Works of the Highways Department  
(Paper No. TT 57/2017)

101. Mr LI Sai-hung asked whether the TD's Notice of Works No. NE/1457/16 referred to the designated bicycle parking rack at Exit A of Tai Wai MTR Station. It had been reported by the members of the public that there was no sign at this site indicating that the bicycles could not be placed at this site for more than 24 hours. Members of the public had their bicycles removed due to lack of information. He asked whether there would be any instructions to remind the members of the public after the completion of the works.

102. Mr Simon FUNG said that he would follow up this matter with the relevant members after the meeting.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 58/2017)

103. Members noted the above paper.

Prosecution Figures on Traffic Offences in Sha Tin and Tai Wai Town Centres and Wu Kai Sha

(Paper No. TT 59/2017)

104. Mr CHING Cheung-ying said that at present, there were serious illegal parking problems on many roads. When the police came to the venue to enforce the law, most of them only indicated the drivers concerned to leave. He considered that the police should exercise more stringent enforcement.

105. Mr Wilson LI said that some residents reported that there were still problems of illegal parking at Wu Kai Sha Public Transport Interchange and parking of vehicles on the double yellow lines, posing a threat to the safety of road users. He noted that the police was now conducting an indefinite operation of “issuing a fixed penalty ticket once illegal parking was found” in the hope that the police would take note of the location and improve the situation.

106. Mr LI Sai-hung said that there was a serious problem of illegal parking at Chui Tin Street. He asked whether the site would include in the paper elsewhere in the Tai Wai town centre and whether the relevant figures would be split in the future.

107. Mr KK CHOW responded that the police would launch the “Operation Yi Tian” this Monday to step up law enforcement against illegal parking until further notice. The police might provide the number of prosecution for illegal parking at Chui Tin Street at the next meeting.

HKPF

**Date of Next Meeting**

108. The next meeting was scheduled to be held at 2:30 pm on 12 September 2017 (Tuesday).

109. The meeting was adjourned at 6:36 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

September 2017