

**Sha Tin District Council**  
**Minutes of the 5<sup>th</sup> Meeting of**  
**the Traffic and Transport Committee in 2017**

**Date** : 12 September 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	2:33 pm	7:38 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	„	2:33 pm	7:38 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:33 pm	6:40 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:33 pm	5:10 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:33 pm	6:16 pm
Ms CHAN Man-kuen	„	2:33 pm	7:38 pm
Mr CHAN Nok-hang	„	2:33 pm	6:01 pm
Mr CHENG Tsuk-man	„	2:40 pm	5:48 pm
Mr CHING Cheung-ying, MH	„	2:36 pm	7:10 pm
Mr CHIU Chu-pong, Sunny	„	2:33 pm	6:31 pm
Mr CHIU Man-leong	„	2:40 pm	6:01 pm
Mr HUI Yui-yu, Rick	„	2:42 pm	4:41 pm
Mr LAI Tsz-yan	„	2:37 pm	6:17 pm
Ms LAM Chung-yan	„	2:33 pm	5:10 pm
Mr LEE Chi-wing, Alvin	„	5:20 pm	6:53 pm
Mr LEUNG Ka-fai, Victor	„	2:33 pm	5:10 pm
Mr LI Sai-hung	„	2:33 pm	5:11 pm
Mr LI Wing-shing, Wilson	„	2:33 pm	6:56 pm
Mr MAK Yun-pui	„	2:33 pm	3:08 pm
Mr NG Kam-hung	„	2:44 pm	5:20 pm
Ms PONG Scarlett Oi-lan, BBS, JP	„	2:33 pm	5:09 pm
Mr PUN Kwok-shan, MH	„	2:33 pm	6:44 pm
Mr TING Tsz-yuen	„	2:34 pm	5:18 pm
Mr TONG Hok-leung	„	2:33 pm	6:10 pm
Ms TUNG Kin-lei	„	2:33 pm	7:38 pm
Mr WAI Hing-cheung	„	2:33 pm	7:38 pm
Mr WONG Fu-sang, Tiger	„	2:33 pm	7:38 pm
Mr WONG Hok-lai	„	3:01 pm	6:16 pm
Mr WONG Ka-wing, MH	„	2:33 pm	7:27 pm
Ms WONG Ping-fan, Iris	„	2:33 pm	7:38 pm
Mr WONG Yue-hon	„	2:33 pm	7:38 pm
Mr YAU Man-chun	„	2:33 pm	6:31 pm
Mr YIP Wing	„	2:33 pm	6:10 pm
Mr YIU Ka-chun	„	2:33 pm	7:38 pm
Ms YUE Shin-man	„	2:33 pm	7:38 pm
Ms CHAN Cheuk-lee, Cherry (Secretary)	Executive Officer (District Council) 4 / Sha Tin District Office		

**In Attendance**

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

Mr HO Ming-yin, Jim

Mr YAU Kung-yuen, Corwin

Mr YIP Koon-keung, Ken

Mr CHIU Sung-ko

Mr CHEUNG Wai-fung

Mr TSANG Kwong-fook, Andrew

Mr FUNG Ka-tsun, Simon

Mr NG Kok-hung, Edmund

Mr CHOW Siu-yee

Mr CHOW Kwok-kee, KK

Mr LEUNG Hon-kin

Mr LO Tit-kau, Terry

Mr LI Shuet-hang

Mr Andy CHEUNG

Ms CHUNG Pui-yi, Penny

**Title**

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

**In Attendance by Invitation**

Mr LEUNG Sean Man-tik

**Title**

Assistant Public Relations Manager – External Affairs /  
MTR Corporation Limited

**Absent**

Mr SIU Hin-hong  
Mr CHAN Kwok-keung, James  
Mr LEE Chi-wing, Alvin  
Mr MOK Kam-kwai, BBS  
Ms TSANG So-lai

**Title**

DC Member	(Application for leave of absence received)
”	( ” )
”	( ” )
”	( ” )
”	( ” )

**Action**

The Chairman informed the meeting that some members of the public observing the meeting were taking photos, making video and sound recordings at the venue.

**Applications for Leave of Absence**

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

Mr SIU Hin-hong	Official commitment
Mr James CHAN	”
Mr Alvin LEE	”
Mr MOK Kam-kwai	Sickness
Ms TSANG So-lai	Official commitment

(Note: Mr Alvin LEE arrived at the meeting at 5:20 pm.)

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

**Confirmation of the Minutes of the Meeting Held on 11 July 2017**  
(TTC Minutes 4/2017)

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

**Matters Arising**

**Responses of Government Departments and Organisations to Matters Arising from the Previous Meeting**  
(Paper No. TT 61/2017)

5. Mr Thomas PANG enquired why the prosecution figures of illegal parking in Chui Tin Street were significantly higher in January and February 2017 than those in other months. Besides, he hoped that the Police could provide the prosecution figures of illegal parking at more locations, including Shan Mei Street in Fo Tan.

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

- (a) he asked whether the Transport Department (TD) and the bus companies would extend the route of Route 981P and whether they would introduce return services of Routes 982X and 985;
- (b) Routes 980X and 981P had relatively high passenger volumes after the services were enhanced during evening hours. Some passengers even failed to board the bus at intermediate stops. Besides, since the relevant routes did not provide whole-day services, the first bus departure would be easily affected by the traffic conditions on Hong Kong Island. He asked the TD and the bus companies for a solution. Some residents who were unable to take Route 980X would choose Route 981P instead and interchanged to routes for Ma On Shan at Chevalier Garden. Therefore, he hoped that Route 981P would be extended to Nai Chung to reduce the load on Route 980X;
- (c) he enquired how and when the TD had counted the number of commercial vehicle parking spaces at the short-term tenancy (STT) car

park in Area 73 in Ma On Shan. There would be a certain limit on the number of parking spaces for light goods vehicles (LGVs) and that for medium/heavy goods vehicles (M/HGVs) if the existing numbers were included into the terms of future short-term tenancies. At present, vehicles parked in Hang Chi Street were not subject to any weight limits, as long as they were duly parked at designated spaces. He believed that the figures provided by the TD were lower than the actual numbers. He enquired how the TD would approve the number of parking spaces required for Yan On Estate Phase 2; and

- (d) he enquired about the effective width of a cycle track. And he wondered whether and how improvements, if necessary, should be made, when the level of service of a footpath was rated at C. He also questioned whether the property development above Tai Wai Station would be monitored in a timely manner.

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

- (a) since many members of the community hoped that the services of Routes 982X and 985 could be improved, he asked the TD and the bus companies to make arrangements as soon as possible; and
- (b) he asked why there were such great differences in the prosecution figures of illegal parking in Chui Tin Street.

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

- (a) he pointed out that many people reported the traffic congestion encountered by Routes 980X and 981P during peak commuting hours. He suggested increasing the frequencies of related bus services before 7:15 am. He also asked the TD to keep the traffic flow as smooth as possible, in order to enhance bus services during morning and afternoon peak hours. In addition, he opined that extending the routing of Route 981P to Nai Chung could balance the passenger volumes of Routes 980X and 981P. In addition, there had been lost trips in the service of Route 680X; and
- (b) the illegal parking problem at Wu Kai Sha Station Public Transport Interchange was serious, especially after the beginning of a school year and after long holidays.

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

- (a) he hoped that the TD would introduce return service of Route 982X as soon as possible; and
- (b) he hoped that the Highways Department (HyD) and the TD would install a railing and anti-skid surfacing at Shui Chuen Au Street as soon as possible. He opined that the TD should carefully study the feasibility of diverting the vehicular flow from Shui Chuen Au Street to To Shek Street.

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

- (a) he had asked the Housing Department (HD) to install a railing at Shui Chuen Au Street, from under the footbridge over Sha Tin Road to Pok Chi House. The HD was about to remove the temporary railing, but the HyD and the TD failed to replace it with a permanent one for the time being. He urged the HyD and the TD to strengthen inter-departmental communication and asked the HD to delay the removal of the temporary railing; and
- (b) the traffic load on Shui Chuen Au Street could not be ignored. Traffic congestion there also affected Sha Kok Street. He hoped that the TD would solve the problem as soon as possible.

11. Mr MAK Yun-pui pointed out that the illegal parking problems at Wu Kai Sha Station Public Transport Interchange were so serious that sometimes the pick-up and drop-off of passengers of school buses were affected. He believed that most of the illegally parked vehicles belonged to employees of estate agencies nearby. He believed that the Police and the TD would take follow-up actions if they had further information. In addition, the bus stand of Route 85M outside Wu Kai Sha New Village was often parked with large vehicles after nightfall, which showed the shortage of related parking space in the area. However, the TD should pay attention to such misappropriation of the relevant land for private use. According to his observation, very few passengers waited for buses at the site. There was also a lot of illegal parking under Trunk Road T7. The plot was intended to serve as an access for HyD's vehicles, with a heavy flow of people. Any illegal parking could pose a danger. He hoped that the Police could pay equal attention to locations with smaller traffic flows when cracking down on illegal parking.

12. Mr CHIU Man-leong pointed out that he had conducted an on-site inspection on 17 July this year regarding the possible increased frequencies of Routes 981P and 980X and he had seen a great demand for related bus services. He hoped that the TD and the bus companies could continue to increase the frequencies of related services and could introduce whole-day cross-harbour services to the two routes in the following year, so that whole-day cross-harbour services via Ning Tai Road could be provided to the residents of On Tai Area, while not affecting the allocation of resources to other routes at the same time.

13. Mr LAI Tsz-yan pointed out that the illegal parking problems at Yi Shing Square were serious. Every day around noon, the pedestrian refuges near Yi Shing Square were often full of vehicles and honking noises, which caused nuisance and danger in the area. He asked why the issue was still unaddressed and why the Police failed to send any officers to the scene within 30 minutes after they received a report.

14. Mr Ken YIP, Senior Engineer / Sha Tin 1 of the TD gave a consolidated response as follows:

- (a) generally speaking, the TD would not request the addition of conditions into a STT to regulate the number of parking spaces for certain types of vehicles, unless the Lands Department (LandsD) had any special requirements in that regard and there were special needs in

a certain area. The STT regarding Area 73 in Ma On Shan should be handled as an ordinary case. The operator determined the number of parking spaces available in accordance with the area granted under the STT. He promised to communicate with the HD on the closure of the temporary car park in Hang Chi Street; and

- (b) the number of commercial vehicle parking spaces at the STT car park in Area 73 in Ma On Shan, as provided in the Paper, was calculated visually. At present, the maximum permissible length was 7 metres for LGVs, 11 metres for M/HGVs and 8 metres for private light buses. TD staff would visually determine the types of vehicles based on their length.

15. Mr KK CHOW, District Operations Officer (Shatin District) of the Hong Kong Police Force (HKPF) gave a consolidated response as follows:

- (a) the figures of illegal parking in Chui Tin Street were higher in January and February 2017 because of the Che Kung Festival. The Police launched an enforcement action on illegal parking on 10 July this year. Sha Tin Police District had a review in August and took special actions on 11 days each month as from August to step up prosecution against traffic offences;
- (b) at the next meeting, the Police would provide prosecution figures of illegal parking at a number of locations, including Au Pui Wan Street, Kwei Tei Street, San Mei Street, Wong Chuk Yeung Street, Sha Kok Street, Pok Chuen Street and Shui Chuen Au Street;
- (c) the Police stepped up enforcement at traffic congestion black spots (including Wu Kai Sha Station Public Transport Interchange) at the beginning of each school year. The School Liaison Officer of Sha Tin Police District also communicated with schools in advance, so that parents would be advised to minimise driving their children to and from schools; and
- (d) the Police would pay attention to illegal parking problems at Trunk Road T7 and would ask Sha Tin Division to deal with similar problems on Yi Shing Square around noon.

16. Mr LI Shuet-hang, Senior Officer (Planning and Development) of the Kowloon Motor Bus Co. (1933) Ltd. (KMB) gave a consolidated response as follows:

- (a) in the short term, the KMB was currently working with the TD and New World First Bus Services Limited and Citybus Limited (NWFB & CTB) to study the allocation of resources to strengthen the services of Routes 980X and 981P. In the long run, they would study the feasibility of introducing return trips of Routes 982X and 985 in future bus route planning programmes, and would improve the services of Routes 980X and 981P; and

- (b) in the KMB's opinion, franchised buses, with a large carrying capacity, were an efficient means of public transport. A bus route going by Shui Chuen Au Street could effectively divert passenger; therefore diversion via To Shek Street would not be considered for the time being.

17. Mr CHEUNG Wai-fung, Engineer / Sha Tin 2 of the TD gave a consolidated response as follows:

- (a) the TD had instructed the HyD to install a temporary railing before installing a permanent one at Shui Chuen Au Street, and to follow up on the issue with the HyD and the HD for seamless handover; and
- (b) the TD had not included the handrails when measuring the width of cycle track at Octopus Footbridge. And the result was 3.5 metres. Since the cycle track was located between a wall and a footpath. The effective width should be 0.5 metres less than TD's calculation. The maximum pedestrian capacity of 9 000 visits was calculated as the effective width of 3 metres multiplied by 60 minutes and then by 50 person trips. At present, the pedestrian volume was about 4 000 persons per hour, which was still far below the maximum capacity. Therefore the TD did not consider making any improvements at present but would do so if the circumstances changed.

18. Ms Penny CHUNG, Senior Public Affairs Officer of NWFB & CTB said that Routes 980X, 981P and 982X were popular with residents. The company would continue to closely monitor the passenger volumes of those routes and would work with the KMB to study the feasibility of enhancing related services if the passenger volumes reached the criteria for increased frequencies and if resources permitted. And the company would consider suggestions on the introduction of whole-day and return services in future bus route planning programmes. In addition, bus journeys were susceptible to road traffic conditions. The company would pay attention to the stability of the frequency of Route 680X.

19. Mr Corwin YAU, Senior Transport Officer / Ma On Shan of the TD pointed that Routes 980X and 981P had been greatly popular with passengers since they were put into operation on 20 February this year. The TD was aware of that and had been discussing with the bus companies on increasing the frequencies of those routes. The TD and the bus companies continued to monitor the passenger demand situation closely after increasing the frequencies for the second time on 17 July this year. Since the passenger demand patterns in July and August were different from those in other months, the TD would like to understand the actual passenger needs before arranging any further frequency increase. Besides, in view of the new developments in Wu Kai Sha, Whitehead and Nai Chung, the TD would discuss with the bus companies on how to expand the coverage of bus routes travelling via the Western Harbour Crossing (WHC).

20. The Chairman asked relevant government departments to actively consider members' opinions. In addition, after the previous meeting, the TTC sent a letter to the Chief Executive's Office regarding the request on expanding the scope of the "Universal Accessibility" Programme as put forward at the meeting on 9 May. A

reply had been received and had been forwarded to the Transport and Housing Bureau (THB) for reference.

21. Members noted the above paper.

### **Discussion Items**

#### **Meeting Schedule of the Committee for 2018** (Paper No. TT 63/2017)

22. Mr WAI Hing-cheung asked whether the meeting could commence at 9:30 am instead of 2:30 pm. He opined that members were much concerned about traffic and transport issues, but usually a TTC meeting did not touch important matters until 6:00 pm. As a result, some of them could not be discussed in detail. Therefore, he opined that bringing forward the time of the meeting would allow more time for discussion.

23. Ms CHAN Man-kuen opined that the meetings of other committees all commenced at 2:30 pm and it would be advisable for the TTC to do the same. In addition, members were informed of the dates of meetings in advance. If they attached importance to relevant meetings, they would set aside time for discussion no matter when the meetings started.

24. Mr HO Hau-cheung opined that meeting time should be convenient for as many members as possible. He agreed that there were a lot of items on the agendas of some TTC meetings and required a lot of time for discussion. However, it might be hasty to change the time of the meeting at present. He suggested that members interested in the discussion should bring forward the matter at the meeting of the Finance and General Affairs Committee, so as to decide whether more time should be needed for TTC meetings as well.

25. Members unanimously endorsed the above paper.

### **Motions**

#### **Motion by Mr YAU Man-chun on Requesting the Transport Department and Bus Companies to Introduce a Whole-day Bus Route from Shui Chuen O via Shing Mun Tunnels Bus Interchange** (Paper No. TT 64/2017)

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

- (a) currently there was no whole-day bus route from Shui Chue O Estate via Shing Mun Tunnels Bus Interchange. As a result, it was inconvenient for residents to go to other areas. It also affected passengers taking Route 47X in Sha Tin Wai, Sha Kok, Jat Ming and Pok Hong. Recently, the KMB had increased two departures of Route 47A, but had reduced the frequency of Route 47X, without consulting relevant DC Members. He opposed such reallocation of resources. He opined that the TD and the KMB should increase resources to serve new communities; and



(b) he moved the following motion:

“ Therefore, the Traffic and Transport Committee of Sha Tin District Council requests that the Transport Department and the bus companies include Shui Chuen O Estate into the coverage of Shing Mun Tunnels Bus Interchange (SMTBI) as soon as possible and introduce a whole-day bus route travelling via SMTBI immediately, so as to improve transport facilities.”

Mr Sunny CHIU seconded the motion.

27. Mr CHIU Man-leong was in favour of introducing a bus route travelling via SMTBI for Shui Chuen O Estate. However, he hoped that the TD and the bus companies could introduce the whole-day bus route without affecting the frequencies of other routes. He would move an amendment motion.

28. The Chairman asked whether members agreed to handle Mr CHIU Man-leong's amendment motion.

29. Mr YAU Man-chun indicated objection. He opined that his motion allowed some headroom for the TD and the bus companies. He also opined that members should move their own motions instead of amending others'.

30. The Chairman clarified that Mr CHIU Man-leong's amendment motion would be handled directly now.

31. Mr CHIU Man-leong moved the following amendment motion:

“Therefore, the Traffic and Transport Committee of Sha Tin District Council requests that the Transport Department and the bus companies include Shui Chuen O Estate into the coverage of Shing Mun Tunnels Bus Interchange (SMTBI) as soon as possible and introduce a whole-day bus route travelling via SMTBI immediately, so as to improve transport facilities, provided that the existing service of Route 47A is maintained and the frequency of Route 47X is not affected.”

Mr YIU Ka-chun seconded the motion.

32. The Chairman enquired whether members endorsed the amendment motion in paragraph 31.

33. Mr WONG Yue-hon asked whether any bus route, if not 47X, would be affected, since everyone understood that resources of the bus companies were limited. He suggested that the bus companies should be asked to allocate more resources and not to affect existing bus services in Sha Tin.

34. Mr Michael YUNG pointed out that the TD and the bus companies might plan a new route to replace Route 47A in the following year and had changed the route number. If the motion requested maintaining Route 47A, it might tie the hands of the TD and the bus companies. He asked whether the bus routes in Sha Tin District should be considered from a macro perspective. For example, there was no

whole-day bus route from “Four Mei Area” via SMTBI, either. In addition, there were a lot of bus routes travelling via SMTBI. Without prejudice to Route 47X or other routes, he suggested that the wording be amended to make the motion easier to implement.

35. Mr CHIU Man-leong amended his motion as follows:

“Therefore, the Traffic and Transport Committee of Sha Tin District Council requests that the Transport Department and the bus companies include Shui Chuen O Estate into the coverage of Shing Mun Tunnels Bus Interchange (SMTBI) as soon as possible and allocate additional resources to introduce a whole-day bus route travelling via SMTBI immediately, so as to improve transport facilities, provided that existing bus routes travelling via SMTBI are not affected.”

Mr YIU Ka-chun seconded the motion.

36. Mr Sunny CHIU moved the following amendment motion:

“Therefore, the Traffic and Transport Committee of Sha Tin District Council requests that the Transport Department and the bus companies include Shui Chuen O Estate and Six Mei Area into the coverage of Shing Mun Tunnels Bus Interchange (SMTBI) as soon as possible and introduce a whole-day bus route travelling via SMTBI immediately, so as to improve transport facilities.”

Mr WONG Hok-lai seconded the motion.

37. Ms LAM Chung-yan wondered what “Six Mei Area” referred to and said that Route 46X should travel past Mei Lam Estate.

38. Mr WONG Hok-lai pointed out that “Six Mei Area” included Mei Tin Estate, Mei Chung Court, May Shing Court, Mei Pak Court, Mei Ying Court and Mei Lam Estate.

39. Ms LAM Chung-yan enquired whether Mr Sunny CHIU was amending Mr YAU Man-chun’s or Mr CHIU Man-leong’s motion and how the related motions should be handled at present.

40. The Chairman pointed out that an amendment was valid as long as it did not contradict the original motion. For now, the principle of “last moved first put” would apply. To be specific, Mr Sunny CHIU’s amendment motion would be handled first. If it was rejected, then Mr CHIU Man-leong’s amendment motion would be handled. If that was rejected as well, the original motion would be handled.

41. Mr CHIU Man-leong pointed out that his amendment motion included the preconditions that other bus routes should not be affected, but Mr Sunny CHIU’s did not.

42. Ms TUNG Kin-lei enquired about the relationship between the background of Mr Sunny CHIU's amendment motion and "Six Mei Area". She said that she would move an amendment motion if Mr Sunny CHIU did not include the information on "Six Mei Area" in the background section.
43. Ms LAM Chung-yan agreed with Ms TUNG Kin-lei and suggested that the motion focus on Shui Chuen O Estate. She said that other members might move their own motions if they had any demand for bus routes in other areas.
44. Mr WONG Hok-lai suggested that members should convey their views to the original mover instead of moving amendment motions of their own.
45. Mr Sunny CHIU believed that the seconder of his amendment motion had an understanding of "Six Mei Area". He opined that it was acceptable to move more amendment motions as long as the standing orders were observed. While he believed that Mr CHIU Man-leong's amendment was a good one, he suggested that Mr CHIU Man-leong convey his views to the original mover instead of moving an amendment motion.
46. Mr TONG Hok-leung pointed out that there was no whole-day bus route via SMTBI going past Mei Tin Estate. He hoped that the TD and the bus companies would duly follow up on members' suggestions. But he opined that a separate motion could be moved instead.
47. Mr YAU Man-chun pointed out that the livelihood issues could be discussed. Before moving the motion, he had said that the TD and the bus companies should not tamper with the service of Route 47X. However, if the restriction was clearly stated, he was concerned that the TD and the bus companies would have their hands tied.
48. Mr YIU Ka-chun proposed adjourning the meeting.
49. The Chairman ordered that the meeting be adjourned for three minutes.
50. Mr CHIU Man-leong pointed out that they were all speaking for the residents of Shui Chuen O Estate and they hoped that a whole-day bus route via SMTBI could be provided without affecting the service of Route 47X. He proposed that he himself move an amendment with Mr YAU Man-chun being the seconder.
51. The Chairman stated that the amendment motion moved by Mr Sunny CHIU, which had been under deliberation before the adjournment, needed to be withdrawn upon the approval of the related mover and seconder, before Mr CHIU Man-leong's suggestion could be discussed.
52. Mr Sunny CHIU said that he needed to discuss it with Mr WONG Hok-lai.
53. Mr WONG Hok-lai did not mind withdrawing the amendment motion.
54. Mr Sunny CHIU agreed with Mr WONG Hok-lai.
55. The Chairman asked whether members allowed Mr Sunny CHIU to withdraw his amendment motion.

56. Mr CHING Cheung-ying indicated objection.
57. According to the “Sha Tin District Council Standing Orders”, a motion could not be withdrawn unless upon the unanimous consent of members. Therefore the Chairman proposed putting the matter to a vote.
58. Mr Michael YUNG suggested that Mr YAU Man-chun communicate with Mr CHIU Man-leong first.
59. Mr CHIU Man-leong said that he had communicated with Mr YAU Man-chun during the adjournment and agreed with the latter’s suggestion.
60. Mr Sunny CHIU wondered whether he could choose not to withdraw his amendment motion.
61. The Chairman responded that Mr Sunny CHIU had already agreed to withdraw his amendment motion and that members should now proceed to voting.
62. Ms TUNG Kin-lei enquired which motion they were dealing with.
63. The Chairman responded that, according to the principle of “last moved first put”, Mr Sunny CHIU’s withdrawal of his amendment motion was being handled, unless any new amendment motion was moved in the process.
64. Ms TUNG Kin-lei hoped that the amendment could be closer to the original motion and focus on Shui Chuen O Estate. She would amend Mr Sunny CHIU’s amendment motion if the latter covered another area without providing the necessary background information and discussion.
65. Mr Sunny CHIU enquired whether other members could move other amendments after a member had agreed to withdraw his/her amendment motion.
66. Mr Michael YUNG asked how many amendment motions the Secretariat had received and in what order they would be handled.
67. Ms Cherry CHAN, Executive Officer (District Council) 4 of the Sha Tin District Office (STDO) responded that a total of three motions had been received, being the original one moved by Mr YAU Man-chun, followed by the amendment moved by Mr CHIU Man-leong, and finally the amendment moved by Mr Sunny CHIU. According to the principle of “last moved first put”, the amendment motion moved by Mr Sunny CHIU should be handled first. And pursuant to the proceedings of the meeting, now it was time to decide whether members unanimously agreed (excluding abstentions) to Mr Sunny CHIU withdrawing his amendment motion.
68. Mr YIU Ka-chun pointed out that said problem in Shui Chuen O Estate had occurred in other parts of Sha Tin. He suggested that Mr YAU Man-chun and Mr CHIU Man-leong negotiate a new motion about introducing a whole-day bus route via SMTBI for Shui Chuen O Estate without affecting the service of Route 47X or other routes in Sha Tin District.

69. Mr CHIU Man-leong said that he had just had further communication with Mr YAU Man-chun and both of them hoped to strive for better services for the residents of Shui Chuen O Estate. Therefore he would withdraw his amendment motion and second a new motion moved by Mr YAU Man-chun.

70. The Chairman said that according to his discussion with the Secretariat, after a member agreed to withdraw his/her amendment motion, other members could still move amendment motions as long as they had not moved any motions or amendments. The Chairman asked whether members allowed Mr Sunny CHIU to withdraw his amendment motion.

71. Members unanimously agreed to Mr Sunny CHIU withdrawing his amendment motion.

72. The Chairman asked whether members allowed Mr CHIU Man-leong to withdraw his amendment motion.

73. Members unanimously agreed to Mr CHIU Man-leong withdrawing his amendment motion.

74. Mr YAU Man-chun accepted members' suggestions and amended his motion as follows:

“The Traffic and Transport Committee of Sha Tin District Council requests that the Transport Department and the bus companies include Shui Chuen O Estate into the coverage of Shing Mun Tunnels Bus Interchange (SMTBI) as soon as possible and allocate additional resources to introduce a whole-day bus route travelling via SMTBI immediately, so as to improve transport facilities, provided that the service of Route 47X is not affected.”

Mr CHIU Man-leong seconded the motion.

75. The Chairman enquired whether members endorsed the amendment motion in paragraph 74.

76. Members unanimously endorsed the motion in paragraph 74.

Motion by Mr TING Tsz-yuen on the Request for Provision of Zebra Crossing at Ma On Shan Road  
(Paper No. TT 65/2017)

77. Mr TING Tsz-yuen displayed the sales brochure of Park Belvedere, which showed that there should be a zebra crossing on Ma On Shan Road in front of Block IV leading to Sunshine City. However, the Hong Kong Housing Society (HKHS) and related government departments had not established the zebra crossing even after more than two decades. Therefore he moved the following motion:

“The Traffic and Transport Committee of Sha Tin District Council urges the Administration to provide an additional zebra crossing on Ma On Shan Road between Park Belvedere and Sunshine City Phase 3 in order to facilitate residents' access.”

Ms TSANG So-lai seconded the motion.

78. Ms TUNG Kin-lei wondered whether the location was suitable for a zebra crossing, in view of the current traffic flow and the ramped carriageway.

79. Mr CHIU Man-leong understood that when the TD considered the provision of road crossing facilities, it would take into account the pedestrian flow and road design concerned, before deciding whether traffic lights or zebra crossings would be appropriate for the location.

80. Mr TING Tsz-yuen pointed out that before Ma On Shan Bypass was completed, many vehicles would need to take Ma On Shan Road near Ma On Shan Police Station leading to Sai Sha Road. However, the vehicular flow on Ma On Shan Road was now smaller upon the completion of the Bypass. There were already traffic lights at the crossroad. Adding a zebra crossing would require only a few adjustments, which he believed would not affect the traffic at the location.

81. Mr WONG Yue-hon pointed out that the TD had its own criteria to decide whether pedestrian crossing facilities were suitable for relevant road sections. In view of the lack of background information in the motion, he hoped that the TD could provide relevant opinions for members' reference. He suggested that the motion should be amended with such words as "to make a detailed study first".

82. Mr YIU Ka-chun said that the TD allegedly did not favour a zebra crossing considering road safety. Therefore he suggested replacing "zebra crossing" with "pedestrian crossing facility".

83. Mr Michael YUNG pointed out that a signal-controlled pedestrian crossing would be installed at Yan On Estate in line with the development of Phase 2 of the estate. It was learnt that the Transport Planning and Design Manual would be added with a standard for signal control pedestrian crossings, stipulating a minimum sight distance of 70 metres between motorcyclists and pedestrian crossings. He suggested that the mover consider asking the TD to study the type of pedestrian crossing facility to install.

84. Mr Wilson LI said that it was indeed necessary to provide a pedestrian crossing between Park Belvedere and Sunshine City. However, he understood that it was necessary to take into account the safety of motorcyclists. He suggested that the Administration propose the most suitable crossing facility.

85. Mr TING Tsz-yuen pointed out that there was already a pedestrian crossing facility, which he generally referred to as "zebra crossing", on Ma On Shan Road near On Shan Lane. He now requested the provision of an additional pedestrian crossing facility 100 metres away at the downstream, so as to facilitate residents' access to Sunshine City Phase 3, in line with the related commitment in the sales brochure. He would change "zebra crossing" to "pedestrian crossing facility" in his motion.

86. Mr WONG Hok-lai wondered whether the TD could explain the restrictions on vehicular and pedestrian flows for additional pedestrian crossing facilities.

87. Ms TUNG Kin-lei said that she was familiar with the location where the proposed pedestrian crossing facility would be provided. She was concerned about road safety since there were six lanes at the location, including a three-lane carriageway leading northwards, one turning right towards Kam Ying Court and two bound for Sha Tin. She hoped that the mover could amend the motion to include such words as “requests that the Transport Department study”, so as to ensure public safety.

88. Mr TING Tsz-yuen accepted members’ suggestions and amended his motion as follows:

“The Traffic and Transport Committee of Sha Tin District Council urges the Administration to provide an additional pedestrian crossing facility on Ma On Shan Road between Park Belvedere and Sunshine City Phase 3 in order to facilitate residents’ access.”

Since Ms TSANG So-lai was absent, the motion was seconded by Mr LI Sai-wing instead.

89. Ms TUNG Kin-lei strongly suggested that the mover change “provide” to “study the provision of”.

90. Mr TING Tsz-yuen had put forward a similar suggestion when he proposed installing a lift last year. However, the Administration still had not provided the zebra crossing yet. He believed it would take a longer time if the TD was asked to study the matter. He would maintain his motion.

91. The Chairman enquired whether members endorsed the amendment motion in paragraph 88.

92. Mr LI Sai-hung requested recording the names of members supporting and opposing the motion. Four members supported his suggestion.

93. The TTC passed the amendment motion in paragraph 88, with 20 votes in favour, 0 vote against and 7 abstentions. Details were as follows:

Members voting in favour (20)

Mr Billy CHAN, Mr CHAN Nok-hang, Mr CHENG Tsuk-man, Mr CHING Cheung-ying, Mr Sunny CHIU, Mr CHIU Man-leong, Mr LAI Tsz-yan, Mr LI Sai-hung, Mr LI Sai-wing, Mr Wilson LI, Mr NG Kam-hung, Mr Thomas PANG, Mr TING Tsz-yuen, Mr WAI Hing-cheung, Mr Tiger WONG, Mr WONG Ka-wing, Mr WONG Yue-hon, Mr YAU Man-chun, Mr YIP Wing and Mr Michael YUNG.

Members abstaining (7)

Ms CHAN Man-kuen, Mr Ho Hau-cheung, Ms LAM Chung-yan, Mr Victor LEUNG, Ms Iris WONG, Mr YIU Ka-chun and Ms YUE Shin-man.

Member not casting a vote (1)

Mr PUN Kwok-shan.

**Questions**

Question to be Raised by Mr YIU Ka-chun on the Problem of Abandoned Bus Stop Plates of Minibuses and Buses

(Paper No. TT 66/2017)

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

- (a) the service of Green Minibus (GMB) Route No. 68R had been suspended for more than two decades but related stop plates were still placed on the roadside. Besides, some minibus operators were replaced six months ago, but the related stop plates still remained at the minibus stand at City One. At Lee On Estate, Chevalier Garden and A Kung Kok there were also dilapidated minibus stop plates yet to be removed. The stop plate of Route 80 at Mei Lam Estate was incomplete. And several stop plates of Route 808 were left mutilated;
- (b) the Police had not initiated any prosecution regarding abandoned stop plates. He enquired whether relevant government departments had a mechanism of warnings or penalties against operators who failed to deal with abandoned stop plates properly. Indiscreet disposal of disused stop plates affected the cityscape and posed a danger. He enquired whether the Administration would consider adopting uniform signs at larger minibus stands along Ma On Shan Road and Tai Chung Kiu Road; and
- (c) he understood that the TD's resources were limited. Therefore he suggested dealing with abandoned stop plates in two phases. First of all, for dilapidated and incomplete stop plates, the TD should determine whether related routes were still in operation, and if yes, the operators should be asked to remove the outdated signs. In the second phase, the TD should deal with stop plates of routes which had ceased operation.

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

- (a) she opined that there was inadequate coordination among relevant government departments as regards the problem of abandoned stop plates. Residents' Service Route No. 82R had been cancelled for five to seven years. But its sign within Hin Keng Estate had not yet been removed. She enquired about the reason;
- (b) she enquired whether the TD would take into account the disposal of abandoned stop plates or establish relevant terms when it handled bus franchise applications. She also wondered whether the Government would claim against operators which failed to dispose of their disused stop plates on their own;
- (c) abandoned stop plates occupied government land. She enquired about the method and the timeframe for follow-up actions of the District Lands Office, Sha Tin (DLO/ST) on the issue; and



- (d) she asked whether the TD would establish a standard for minibus stop plates.

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

- (a) she had asked the operators to deal with abandoned or dilapidated stop plates. However, those operators were generally unwilling to cooperate and ignored the TD's request for clean-up. She enquired how the TD would deal with abandoned stop plates of the discontinued routes. She also wondered whether the TD had the authority to require incumbent operators to replace dilapidated signs within a certain time limit, and what the TD could do if operators did not cooperate;
- (b) she suggested that the TD should adopt uniform minibus stop plates. She enquired whether there were any TD guidelines requiring operators to provide specific and clear information on the stop plates; and
- (c) she suggested that the TD include terms on the disposal of disused stop plates and the installation of qualified ones when granting new franchises.

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

- (a) the TD decided not to renew the passenger service licence of a GMB operator in Sha Tin on 31 March this year, and had introduced a new operator to take up the service as from 1 April. In the case mentioned above, before the TD arranged the handover between the new and the old operators, it had checked the establishment of stop plates of the old operator and found 62 such stop plates along the route. Later, the TD coordinated the replacement and recovery of disused stop plates by the old and the new operators. In the recent inspection, the TD found that four stop plates remained to be dealt with and urged the related operator to follow up on the matter. Apart from daily inspections by the TD, members of the public or the District Council were also welcome to report cases of abandoned stop plates, so that relevant government departments could take follow-up actions as soon as possible. Although the TD required operator to recover their stop plates upon expiry of their passenger service licences, the related signs would not be recovered in advance and would remain until the end of the service period for some actual needs, such as maintaining order among waiting passengers and providing them with relevant information;
- (b) the TD would take follow-up actions if stop plates of incumbent operators were found to be dilapidated or incomplete, and might solicit assistance from the LandsD if owners of abandoned stop plates could not be contacted; and

- (c) generally speaking, a stop plate displayed information necessary for passengers, such as the route, the first/last departure, the frequency and the fare, among others.

98. Mr Edmund NG, Administrative Assistant / Lands of the DLO/ST said that if the TD was unable to contact relevant operators and needed the DLO/ST's assistance, the DLO/ST would dispose of abandoned stop plates in accordance with the Land (Miscellaneous Provisions) Ordinance (Cap. 28).

99. The Chairman asked relevant government departments to follow up on the issue of abandoned stop plates as per members' suggestions. He also asked whether members agreed to handle the provisional motion moved by Mr YIU Ka-chun.

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

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

“The Traffic and Transport Committee of Sha Tin District Council strongly urges relevant government departments to immediately take follow-up actions regarding abandoned stop plates and signages on roadside, to include terms stipulating that minibus operators and bus companies should clear up old plates and signs when they set up new ones, and to strengthen monitoring.”

Mr Tiger WONG seconded the motion.

102. Mr WONG Yue-hon opined that members had pointed out the problem of abandoned stop plates. The TD should be more proactive in dealing with the issue instead of asking members to join related inspections.

103. The Chairman enquired whether members endorsed the provisional motion in paragraph 101.

104. Members unanimously endorsed the provisional motion mentioned in paragraph 101.

Question to be Raised by Mr WONG Hok-lai on the Problem of Illegal Parking at Pik Tin Street

(Paper No. TT 67/2017)

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

- (a) Pik Tin Street was a two-lane road, and would become a single-lane two-way one if there was any illegal parking, which posed a danger. He opined that police enforcement was insufficient, since the Police issued only seven fixed penalty tickets during patrols in June. He himself had received at least one hundred related complaints. He said that in one case, it took police officers an hour to arrive at the scene after a report was filed. He hoped that the Police could do a better job in law enforcement;

- (b) he pointed out that vehicles illegally parked at the entrance of Mei Pak Court were mostly owned by decoration companies and were loaded with items for promotion. He wondered whether the HD prevented and advised related companies against such practices and whether it had any penalty mechanism in that regard. He asked how much longer staff of building contractors would stay in the housing estate;
- (c) he pointed out that the HD did not allocate sufficient parking spaces for housing estates. In Mei Pak Court, for example, there were about 280 units but only 17 parking spaces, which resulted in illegal parking; and
- (d) in view of the increase in the pedestrian and vehicular flows at the location, he hoped that TD staff could join members for an inspection, before jointly working out measures to improve the traffic conditions.

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

- (a) she enquired the TD about the outcome of the district consultation on adding 24-hour no-stopping zones of 80 metres (commonly known as “prohibited zones”) on both sides of Pik Tin Street near the estate’s vehicle access. She asked who had proposed the idea. As a DC Member of the neighbouring constituency, she had not received the related consultation document and accordingly had not been able to express her views. She asked how the TD would deal with residents’ objection, if any. She was aware of some parents’ concern that it would be difficult for school bus to pick up or drop off students after the establishment of the prohibited zones;
- (b) the HD should address the problem of illegally parked vehicles of decoration companies or contractors at the entrance to Mei Pak Court;
- (c) the trees on some parts of the road blocked the street lamps, which failed to shed adequate light on the road despite their sufficient luminance. She asked relevant government departments to trim the trees. She was pleased that the HyD had accepted her suggestion by adding and replacing street lamps on Mei Tin Road near Mei Chung Court. She suggested that the HyD study the feasibility of similar arrangements on Pik Tin Street;
- (d) some residents moving from Mei Tin Estate to Mei Pak Court complained that they had to take a detour to transport their furniture. In view of the increase in the pedestrian and vehicular flows at the location, she suggested modify the road crossing to guarantee residents’ safety; and
- (e) she wondered whether the Police had sufficient manpower to deal with illegal parking at night in Tai Wai.

107. Mr Billy CHAN enquired whether police officers patrolling Pik Tin Street in June this year just warned and asked violating vehicles to leave in most cases, so they only issued seven fixed penalty tickets in that month. Mr WONG Hok-lai said that he had received over a hundred complaints and members had repeatedly written to the Police, which replied that they would treat it as a key enforcement issue and would make further manpower arrangements. He understood that police resources were limited, but illegal parking would cause traffic congestion. For example, there were serious problems of illegal parking at roadside food stalls in Sha Kok Street, which even affected the pick-up and drop-off of minibus passengers in early evening hours. But the Police only enforced the law limitedly. He asked whether the Police could step up the enforcement.

108. Mr KK CHOW gave a consolidated response as follows:

- (a) when enforcing the law, the Police generally took follow-up actions according to public complaints and the actual circumstances. The Police would re-examine the situation in Pik Tin Street and would strengthen the enforcement if resources permitted;
- (b) the Police was aware of the illegal parking in Sha Kok Street, which was related to the development of Shui Chuen O Estate. During the construction of Shui Chuen O Estate, many vehicles of the contractor or its staff were parked in Sha Kok Street at lunch time. The construction project also had an impact on parking in the area around the clock. The number of enforcement actions by the Police during the year was higher than before; and
- (c) due to the smaller pool of manpower at night, the Police would exercise discretion and might not to press charges against offenders of illegal parking, if no related complaints were received in the early hours and the related vehicles did not block traffic or pose a danger.

109. Mr CHIU Sung-ko, Engineer / Sha Tin 1 of the TD responded that the TD had received public complaints about vehicles obstructing traffic in Pik Tin Street by picking up and dropping off passengers and goods at the vehicle accesses to Park View Garden and Mei Pak Court. Therefore, the TD issued a consultation document through the STDO in August, regarding the establishment of prohibited zones on both sides of the said vehicle accesses. He would obtain information from the STDO as to why some members concerned had not received the document. The views collected by the STDO varied and the TD was following up on them. In addition, at the beginning of this year, the TD requested the HyD to paint the “Keep Clear” road markings at the vehicle accesses to Mei Pak Court and Park View Garden. Related works were completed in mid-July and the traffic conditions at the location had improved. The TD would carry out an on-site inspection with relevant members regarding the proposed improvements of traffic management efforts in the neighbourhood.

110. Mr Simon FUNG, Regional Highway Engineer, New Territories Region / Sha Tin (2) of the HyD responded that the HyD would follow up on Ms TUNG's suggestion on adding/replacing street lamps in Pik Tin Street. He also promised to reflect the problem of trees blocking the street lamps to relevant government departments.

111. Mr CHOW Siu-ye, Housing Manager / Tai Po, North & Shatin (4) of the Housing Department gave a consolidated response as follows:

- (a) residents of Mei Pak Court started moving in on 9 May 2017. Within the housing court there were two hourly parking spaces for visitors or owners. And starting from 1 August 2017, a total of 18 parking spaces were provided, including 15 spaces for private cars and 3 for motorcycles. Besides, in view of the population intake, vehicles of delivery/decoration companies hired by home owners of the housing court were offered 30-minute free parking for pick-up/drop-off. There were 288 units in Mei Pak Court. Due to spatial constraints, the number of parking spaces could be increased but was higher than that in Mei Ying Court with 216 units;
- (b) from the intake for Mei Pak Court to the end of July, the HD discovered a number of illegal parking cases outside the housing court. And the Management Office of Mei Pak Court filed three reports with the Police for follow-up. By early August, the TD had already painted the "Keep Clear" sign at Pik Tin Street; and
- (c) so far, more than 95% of the residents of Mei Pak Court had moved in, with about 11 units left for resale. Therefore staff of the decoration contractors would not stay there for a long time. And there should be a decline in illegal parking cases by that time. They would also ask the Management Office of Mei Pak Court to follow up on the matter. According to related contractual terms, decoration contractors were allowed to stay in the housing court for a year, and related contractors could end their permits in advance with one month's notice.

112. The Chairman asked members to note that Mr Alvin LEE arrived at the meeting.

Question to be Raised by Mr YIP Wing on MTR's Penalty Rule of Fare Evasion  
(Paper No. TT 68/2017)

113. The views of Mr YIP Wing were summarised below:

- (a) for a month in the middle of the year, he received two requests for assistance regarding fines for alleged fare evasion by entering paid area without swiping tickets. One appeal was successful and the other was not. He enquired about the criteria for accepting an appeal via the exercise of discretion and about the number of fare evasion cases within a year;

- (b) he raised Question (c) in the paper, because in the two marches in 2015 and 2016, some MTR staff told him that they would get ParknShop cash vouchers as rewards from the company if they managed to take the demonstrators away, which led to suspicion; and
- (c) he wondered whether the exit gates or the Octopus card sensors were ageing, and if yes, when they would be replaced.

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

- (a) in one case, a student forgot to bring his student Octopus card and purchased a concessionary ticket instead. As a result, he was fined 500 dollars by the MTR. Mr CHAN enquired whether exemptions could be made for students or passengers who did not commit fare evasion intentionally. He wondered whether the discretion did not apply to repeated fare evaders. He also questioned whether the MTR could exercise the discretion as long as it confirmed that the student was actually eligible for the concession and held a corresponding Octopus card;
- (b) he asked whether the remunerations of MTR employees included attendance bonuses linked to work performance. The MTR faced only minor penalties for service disruptions, but it adopted a rigorous approach in dealing with fare evasion; and
- (c) the new exit gates were not equipped with flaps. As a result, passengers did not necessarily know whether they had made the payment with their Octopus cards successfully. Some passengers offered to pay their fares later for failed payments but still faced fines. He enquired about the likelihood of an appeal being accepted via the exercise of discretion and about the related criteria.

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

- (a) he agreed with Mr Billy CHAN about making exemptions for students;
- (b) some people had failed to make payments because the fare gates could not read their Octopus cards. But they still faced fines for that. He enquired about the MTR's criteria in exercising the discretion. With a large number of passengers during peak hours, it might be difficult for some people to know whether their cards had been read properly. Older fare gates tended to allow more than one person to go through at a time. But there were also suspected cases involving the new type. He suggested that the MTR review its fare collection system;
- (c) the MTR was suspicious of being lenient on themselves but critical of others;
- (d) he had enquired the MTR about the conversion to eight-car trains on

Ma On Shan Rail (MOS Rail) and learned that eight such trains were already in operation. He asked whether all the 15 eight-car trains could be put into service within the year. The floor of the new trains of MOS Rail was suspected of causing odours. He hoped that the MTR could make improvements and provide passengers with comfortable services; and

- (e) he enquired the MTR about the number of fare evasion prosecutions, appeals and successful appeal cases in the previous year.

116. Mr LEUNG Sean Man-tik, Assistant Public Relations Manager – External Affairs of the MTR gave a consolidated response as follows:

- (a) the MTR deployed ticket inspectors at different stations and on different trains throughout the day, in order to ensure passengers' correct payment of fares. Generally speaking, passengers should swipe their cards outside the fare gate and enter the paid area after seeing the confirmation message on the screen. If passengers suspected that an entry was not recorded, they should go to the customer service centre of the related station, so that MTR staff could handle the matter on a case-by-case basis. If ticket inspectors could not find the entry/exit record concerned, they would perform their duties in accordance with the MTR Bylaws. The MTR did not require its staff to collect a specific amount of surcharges;
- (b) according to related conditions, students could not be eligible for the corresponding fare concession unless they used Octopus cards registered for the purpose. In some cases, if ticket inspectors caught students using concessionary tickets, the MTR would see if it was the first time for the students to do so. If yes, the MTR would exercise the discretion and only issue the "Reminder: for members on the MTR Student Travel Scheme" to remind the related students. If students did not have enough cash to top up their cards or buy tickets, they could apply for riding the MTR on credit. MTR staff applied discretion in handling individual cases but they made decisions based on the actual circumstances, instead of taking a one-size-fits-all approach. For example, staff might grant leniency if they believed some tourists were unfamiliar with the MTR system and consequently violated certain rules unintentionally;
- (c) MTR staff at stations inspected ticket gates from time to time to ensure their normal operation. If passengers believed that their surcharges were incurred due to ticket gate problems, they might appeal the fine as per the related MTR mechanism. If an appeal was allowed, the MTR would refund the surcharge to the passenger concerned;
- (d) the MTR was continuing with the conversion to eight-car trains on MOS Rail. The whole conversion process would take about a year. Currently eight trains of the type were already in operation; and
- (e) in 2016, the MTR carried 1.9 billion passengers, and handled 48 000

surcharge cases, which accounted for only 0.002%. In 8% of the surcharge cases, the passengers involved filed appeals, of which 35% were accepted and the surcharges were refunded.

Question to be Raised by Mr PUN Kwok-shan on the Issue of Bicycle Parking Spaces in Sha Tin

(Paper No. TT 69/2017)

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

- (a) thanks to the Government's implementation of the "bicycle friendly" policy, the number of bicycles in Sha Tin and Tai Wai had increased in recent years. More residents chose to travel from their homes to public transport facilities by bike. However, there were illegal parking problems;
- (b) he enquired whether the TD would advise the DLO/ST to include the requirements for bicycle parking spaces and cycling tracks into land grant conditions;
- (c) some private housing estates were equipped with bicycle parking spaces. He asked whether public facilities for all the owners were listed in related land leases and whether they could be sold to property owners. When owners purchased their units, they might expect the availability of public facilities. The DLO/ST should establish a clause stipulating that public facilities should not be divested;
- (d) he pointed out that there were a large number of bicycles parked illegally near Tai Wai MTR Station. There were bicycle parking spaces at the exit of Tai Wai MTR Station leading to Octopus Footbridge, but some of them were occupied by shared bikes. And some of the bicycles were parked too closely to each other. He asked whether the TD would consider the design of multi-functional mechanised bicycle parking spaces, which would occupy less space but accommodate more bicycles. He suggested that such a design could be tried out in Sha Tin and Tai Wai first; and
- (e) he asked the TD to consider establishing additional bicycle parking spaces under the footbridge at the junction of Hung Mui Kuk Road and Tin Sam Street.

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

- (a) he learned that the TD had conducted studies on the design of bicycle parking spaces, such as adding steel plates or adopting the "7" type bicycle rack design to prevent illegal parking. However, no final decision had been made so far. He hoped that the TD would step up its efforts in that regard; and
- (b) in some housing estates, bicycle parking spaces were allocated by



drawing lots. Owners who were not allocated get parking spaces would have to place their bicycles at home or on the street. He hoped that the TD could increase the number of parking spaces by every possible means, such as building multi-storey or basement bicycle parks.

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

- (a) the demand for related parking spaces had become keener in Sha Tin since the emergence of bike sharing. He opined that the current inter-departmental joint operations to remove illegally parked bicycles were nothing but a temporary band-aid measure;
- (b) relevant government departments claimed that they did not have the number of bicycle parking spaces in private housing estates. However, he enquired whether the related standard was met so that at least 30 bicycle parking spaces were available for every 10 000 residents within a 2km radius of a MTR station; and
- (c) he enquired about the time required for installing and putting into service those new-type bicycle parking racks at suitable locations. If the new bike racks could not be installed in the short term, he hoped that the TD could increase the number of bicycle parking spaces first. He opined that the cycling track network in Sha Tin was inadequate and asked the TD to optimise it as well.

120. Mr CHEUNG Wai-fung gave a consolidated response as follows:

- (a) according to the Hong Kong Planning Standards and Guidelines (HKPSG), at least 30 bicycle parking spaces should be available for every 10 000 residents within a 2km radius of an MTR station. The TD would do its best to comply with the said standard in community planning;
- (b) the Government would timely publish information about any innovative parking method which was feasible in Hong Kong; and
- (c) the TD constantly reviewed the demand for bicycle parking spaces, the addition of which was subject to the pedestrian circulation and the road width. The TD could conduct on-site inspections with relevant members to study the feasibility of increasing bicycle parking spaces.

121. Mr Ken YIP responded that according to the requirement in the HKPSG, there should be more than a hundred bicycle parking spaces next to the new Hin King station of the Shatin to Central Link (SCL). In view of the serious shortage of bicycle parking spaces in Sha Tin, the Administration had been trying to provide more than one bicycle parking space for every 15 to 30 flats. He would forward the proposal of building multi-storey or basement bicycle parks to competent divisions for follow-up. He was currently following up on the progress of setting up the “7” type parking rack.

122. Mr Edmund NG responded that the DLO/ST consulted relevant government

departments when drafting the conditions of land leases of private housing estates, and included requirements on the number of bicycle parking spaces in such conditions. Generally speaking, there were no provisions on divestment and sale in land leases. However, since the conditions of land leases varied, he would work with relevant members to follow up on individual cases.

123. The Chairman asked relevant government departments to actively follow up on members' suggestions.

Question to be Raised by Mr CHIU Chu-pong, Sunny on the Issue of Busy Traffic near the Pedestrian Crossing at Yat Tai Street near Exit B of MTR Sha Tin Wai Station  
(Paper No. TT 70/2017)

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

- (a) there were no traffic lights or zebra crossing facilities at the pedestrian crossing at Yat Tai Street connecting Pok Hong Estate, outside Exit B of Sha Tin Wai MTR Station. There were simply such basic words as “Look Left”, “Look Right” and “Slow” painted on the ground, despite the high pedestrian and vehicular flows at the location. Since the intake of Shui Chuen O Estate, more residents, including the elders, travelled between Pok Hong Estate and Shui Chuen O Estate via the crossing. And three more bus routes went past there, which resulted in vehicle-pedestrian conflicts and risks. He hoped that the TD would actively follow up on this issue;
- (b) in October 2015, the TD conducted a study on the pedestrian and vehicular flows at the location, which showed that around 2 900 persons used the crossing facility and 118 vehicles travelled via Yat Tai Street per hour during the morning peak period. However, those figures were presumably outdated since the population in the area would increase by 30 000 after the complete intake of Shui Chuen O Estate. He hoped that the TD would obtain the latest figures as soon as possible, so as to decide whether the said crossing needed improvement;
- (c) he opined that the HD did not perform its duty when it did not conduct a study for Yat Tai Street; and
- (d) he asked the TD to improve the crossing facility at Yat Tai Street as soon as possible, in order to avoid aggravation of vehicle-pedestrian conflicts and to reduce traffic accidents.

125. Mr YAU Man-chun pointed out that apart from franchised buses and GMBs, there were also school buses using Yat Tai Street in the morning and the evening. As a result, the location had become a bottleneck, but the crossing facility was outdated since it remained basically the same as it was before Shui Chuen O Estate was completed. He opined that the TD should take follow-up actions as soon as possible. He was also concerned that the increase in vehicular and pedestrian flows would intensify the traffic load and aggravate the existing vehicle-pedestrian conflicts.

126. Mr CHEUNG Wai-fung responded that the intake of Shui Chuen O Estate was completed in July this year. The TD understood that the flow study in 2015 might not reflect the current situation and would conduct a similar study at Yat Tai Street in an appropriate timeslot in mid to late September. After the study was completed, they would analyse the data and consider other relevant factors, before determining the most suitable crossing facility. Initially, they intended to study the feasibility of relocating the taxi or bus stand at Yat Tai Street in order to enhance pedestrian crossing.

127. The Chairman said that the TD should update the relevant data for a more appropriate decision. He opined that, while the pedestrian or vehicular flow was one of the considerations for adding a pedestrian crossing facility, possible danger in reality should also be taken into account.

### **Information Items**

#### **Progress Report of the Transport Department** (Paper No. TT 71/2017)

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

- (a) he enquired when return and whole-day services of Route 240X would be introduced and whether the frequency would be increased; and
- (b) Route 82C only travelled from Wong Nai Tau to Hong Kong Science Park, which made it inconvenient for passengers to travel the other way around. He suggested that the TD introduce return trips of Route 82C as soon as possible.

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

- (a) Route 240X became very popular after its service was strengthened. There was a great number of passengers waiting for the last two trips at Jat Min Chuen stop. He asked the TD to introduce at least two or three more trips;
- (b) the passenger volume of Route 982X was high. He suggested that the TD extend the service to after 8:00 am and provide a return service;
- (c) there was no bus service for students from Shui Chuen O Estate attending schools in Wo Che, Kwong Yuen or Tai Wai. He suggested that special trips be introduced to carry those students to schools; and
- (d) he objected to reducing the frequency of Route 47X without consulting relevant DC Members.

130. Mr PUN Kwok-shan was pleased to see that the related bus company had aligned the segment fares of Routes 46X and 286X and strengthened the service of Route 286X, which, however, still had delays during busy hours. He hoped that the related bus company could make improvements. Some passengers still could not

board Route 46P or 80P at Tin Sam Street during morning peak hours. He suggested increasing a trip.

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

- (a) she conducted a frequency survey on 4 September this year, and found that there were many passengers waiting for Route 286X at Mei Lam Estate Terminus bound for Hin Keng, which made it difficult for students to board the bus. Luckily, there was a departure of Route 81S at 7.30 am to pick up students and parents who failed to board earlier buses. She hoped that the TD and the related bus companies would consider increasing the frequency of Route 286X from 7:00 am to 7:30 am, or operating an additional departure of Route 81S;
- (b) she hoped that the related bus company could provide interchange or section fare concessions for Route 88;
- (c) Route 82B had recently started to travel via Mei Chi House but there was still no bus route operating via Mei Chuen House. She suggested introducing a route going past the location; and
- (d) in the recent frequency survey, she found some lost trips of Route E42 between 8:00 am to 8:30 am on a certain day. She wondered it was caused by service adjustments, or whether related buses simply skipped Tai Wai because they were already full at Sha Tin Town Centre.

132. Mr WONG Yue-hon welcomed the concessions offered to students riding Route 48P. The service of Route A41P had been strengthened recently. However, he enquired whether the route did not observe Yuen Wo Road because related buses were already full at Ma On Shan. He pointed out that it would take more time to travel via Fo Tan Road than Yuen Wo Road during peak hours. He hoped that Route A41P could go via Yuen Wo Road. He had repeatedly asked why the departures of Route 798 from Sha Tin were less frequent than those from Tseung Kwan O during morning peak hours. He opined that the report should mention the progress of follow-up on members' requests. He hoped that at the next meeting, the TD and Long Win Bus Company Limited (Long Win) could provide the occupancy rate of the Airport bound journeys of Route A41P at City One.

TD

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

- (a) he could not see the updated departure times of Route 798 in the paper;
- (b) he pointed out a possible typological error regarding the Chinese name of "Kwai Shing" as the terminus of Route 47X in the paper, and asked the TD to correct it;
- (c) he was pleased to see the alignment of section fares of some bus routes at Ma On Shan. At present, Phase 2 of the scheme announced by the TD and related bus companies only introduced section fares on Routes

680X and 681P. He wondered whether Routes 980X and 981P could be included at the same time;

- (d) there were two extra departures of Route NA40 at 0:20 am and 0:40 am. However, the interval was extended to 40 minutes for the rest of the night. He asked whether the adjustment of the two bus trips aforementioned could be discussed when a representative of Long Win was present; and
- (e) he hoped that resources would be allocated to enhance the service of Route 286C.

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

- (a) she hoped that the TD Department and the related bus company could introduce return trips of Route 240X as soon as possible;
- (b) the service quality of GMB Route 808 needed improvements. She hoped that the TD could urge the operator to take follow-up actions;
- (c) a whole-day service was introduced on Route 83X as from 19 August this year. But the frequency was low and hopefully could be increased by the related bus company. In addition, she hoped that the first departure of Route 83X could be advanced to 5:30 am; and
- (d) there were usually no seats left when buses of Route 682B arrived at Kwong Sin Street. She hoped that the TD and the related bus company could increase the frequency.

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

- (a) Route NA40 was very popular. He hoped that the bus company could further strengthen the service. In addition, he welcomed the introduction of section fares;
- (b) Route A41P no longer travelled via Villa Athena. He hoped that the TD and the related bus company could consider the needs of residents of the housing estate. He had driven along the route himself and found that it would take only three or four extra minutes for the bus to travel via Villa Athena;
- (c) residents in Ma On Shan had a keen demand for Airport-bound bus services. He opined that thinks that the Department and the related bus company should consider enhancing the services of E- or A-series for residents in the area and strengthening the coverage of the airport bus service network in the entire Sha Tin District; and
- (d) the services of the GMB Route No. 807 series were unsatisfactory. He hoped that TD would duly follow up on the matter.

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

- (a) a whole-day service was introduced on Route 83X as from 19 August this year. However, some passengers could not board the bus at Kowloon Bay during peak hours because it was already full. He hoped that the TD could pay attention to the problem;
- (b) the frequency of Route 83K was low during the summer holiday and the waiting time at New Town Plaza was pretty long. Besides, the morning schedule was a bit chaotic after the new school year began;
- (c) there were often delays on Route 82X. He had suggested that Route 82P be operated as a circular route on a whole-day basis. But the related bus company had not given a definite response;
- (d) passengers might need to wait for another 45 minutes if one trip of Route 86 delayed. The related bus company should review the situation. He had suggested that trips of Route 86 bound for Hin Keng via Eagle's Nest Tunnel and those via Hung Mui Kuk Road and Sun Tin Wai be operated on a circular basis, in order to reduce the waiting time; and
- (e) he suggested that Long Win consider providing an airport bus service with fixed stopping points and schedule for residents in Wong Nai Tau.

137. The views of Mr WONG Ka-wing were summarised below:

- (a) he enquired whether the TD encouraged GMB operators to increase their seating capacity from 16 to 19, which he believed would help reduce the extended waiting time at Tai Wai MTR Station for GMBs bound for Mei Tin Estate, Mei Lam Estate, May Shing Court and Mei Chung Court or Shui Chuen O Estate. In addition, the 19-seat minibuses would not aggravate the road burden. He opined that the TD could consider providing tax incentives for GMB operators to replace their vehicles with 19-seat ones; and
- (b) buses of Route 682C departing from City One were often full in the morning. In view of the growing population, the TD and NWFB & CTB should consider operating more trips.

138. Ms Iris WONG pointed out that the new alignment of short-haul fares focused on bus trips from Sha Tin Town Centre to Wong Nai Tau, Tai Wai MTR Station to Mei Lam Estate, Hin Keng Estate and A Kung Kok Street to Heng On Estate, and Yiu On Estate to Wu Kai Sha. The problem was, Shek Mun belonged to Sha Tin in terms of administrative division but was placed in Ma On Shan by the TD, which put Ravana Garden at a disadvantage. She hoped that the fares of the five bus routes from Ravana Garden to Sha Tin Town Centre, including 284, 299X, 86K, 85S and 86S, could be standardised.

139. The views of the Chairman were summarised below:

- (a) he thanked the TD and the related bus company for increasing the frequency of Route 286C. At present there were six departures and five arrivals. But he hoped that there could be whole-day operation. Besides, in view of the keen demand for the services of Routes 980X and 981P, he hoped that the bus companies actively could consider expanding its services to whole-day operation;
- (b) the frequency of Route 40X was inadequate during the period of peak demand around 8:30 am. He hoped that the related bus company could follow up on the issue;
- (c) it was difficult for passengers to take GMB Route 808 during peak hours. Some passengers had to walk some way and before they could board a minibus. Some of them needed to go to the Prince of Wales Hospital and even had mobility difficulties. He hoped that the TD could address the problem; and
- (d) he pointed out that members had repeatedly requested the alignment of section fares at Ravana Garden. He enquired the TD and the bus companies about the current progress. He hoped that the TD could monitor the issue and the bus companies could seriously consider the suggestion.

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

- (a) he admitted that there were typological errors and omissions in the paper and promised to make corrections;
- (b) the service hours of Route 798 were extended as from the end of July. The TD would continue to discuss with the related bus company about revisions to service plan;
- (c) the TD noted the suggestion of providing airport bus services at Yuen Wo Road;
- (d) the TD would follow up on the problem that students could not board buses at Mei Lam Estate; and
- (e) operators could apply for converting minibuses of an adequate length from the 16-seat type to the 19-seat one, subject to approval by the Vehicle Safety and Standards Division of TD. Alternatively, operators could purchase new vehicles, but the supply might be limited.

TD

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

- (a) the TD understood that the keen demand for the service of Route 240X and had accordingly added one more additional trip to the original schedule (i.e. an increase of trips from two to four). The TD would pay attention to the passenger demand and would further increase the

frequency whenever necessary. In addition, the TD planned to introduce return trips within the year;

- (b) he would forward related suggestions to the Bus and Railway Branch for follow-up, including the introduction of return trips of Route 82C, the re-arrangement of airport bus routes, as well as the operation of Routes 82X, 82P and 86 as circular ones;
- (c) the TD would discuss with the bus companies on section fare arrangements for routes travelling via the West Harbour Crossing. Apart from the section fare concessions mentioned in the progress report, the bus companies were also planning to introduce concessions of the second phase. The alignment of section fares as referred to in the paper was materialised after years of efforts. He was aware that members had been striving for standardised section fares at Ravana Garden. The TD would forward the views to related bus companies for consideration;
- (d) he would work with relevant members on the departure time and passenger distribution of Route NA40 line;
- (e) since Routes 980X and 981P were put into service, the TD had maintained contact with the bus companies on the increase in service frequencies. Related measures would be implemented after the passenger demand pattern stabilised in September;
- (f) the TD would study how to enhance the service quality of GMB Route 808. In addition, they were following up on the services of the Route 807 series and would carry out district consultation if there was a mature solution;
- (g) the TD was working with the related bus company on the inadequate service of Route 83X; and
- (h) the TD agreed to gradually convert Route 286C into a whole-day one.

142. Mr LI Shuet-hang gave a consolidated response as follows:

- (a) the KMB was currently discussing with the TD on items in previous bus route planning programmes for which the KMB had promised to take follow-up actions, such as the return trips of Route 240X and the section fares of Routes 980X and 981P. Hopefully related initiatives could be implemented within the year;
- (b) he would discuss with the TD on the feasibility of introducing return trips of Routes 82C and 980X, as well as extending the services of Routes 286C, 980X and 981P into whole-day ones; and
- (c) the KMB noted the suggestion of introducing standardised section



fares at Ravana Garden and would explore the feasibility and impact on the financial arrangements.

143. Mr Andy CHEUNG, Manager (Operations) of the KMB gave a consolidated response as follows:

- (a) at present, there was a departure of Route 286X from Mei Tin Estate Terminus at 7:18 am. They would review the demand for the existing service and would consider strengthen the service to pick up students if necessary. Besides, the KMB would consider the suggestion of setting a stand at Mei Chuen House; and
- (b) the KMB would look into the situation that buses of Route 46X and 80P were already full loaded when they arrived at Tin Sam Street, and would take actions as soon as possible if such situation was caused by insufficient service.

144. Mr Terry LO, Assistant Manager (Operations) of the KMB gave a consolidated response as follows:

- (a) they had a plan to introduce return service to Route 240X;
- (b) there was still an immense demand for Route 286C after the enhancement of the service. The KMB would continue to pay attention and would further enhance the service if resources permitted;
- (c) upon the service expansion of Route 83X on 19 August, there was one departure every eight minutes during the afternoon peak hours. However, due to traffic congestion in that period, arrivals and departures at midway stops might be irregular. The KMB would conduct a passenger survey one month after the introduction of the service and would further increase the frequency if necessary;
- (d) the KMB would study the proposal on operating Route 86 as a circular route; and
- (e) due to the large number of students taking Route 83K after the beginning of the new school year, the travel time became longer and the arrivals at Yuen Wo Road were often later than scheduled. The KMB would figure out temporary measures this week to divert passengers.

(Post-meeting note: The Secretariat uploaded Paper No. TT 71/2017 (Revised) to the Sha Tin District Council website on 24 October 2017.)

Reports of Working Groups  
(Paper No. TT 72/2017)

145. Members noted the above paper.

**Information Papers**

Report on the Progress of Works of the Highways Department  
(Paper No. TT 73/2017)

146. Mr WONG Ka-wing wondered why the paper did not mention road maintenance works. The asphalt surfaces of Tai Chung Kiu Road, Che Kung Miu Road, Siu Lek Yuen Road, Banyan Bridge and Yuen Wo Road were dilapidated. And the weather was inclement in recent days. As a result, the road conditions became worse after the passing of heavy vehicles. He hoped that the TD could take follow-up actions as soon as possible. The road surfaces were not level after HyD had carried out pavement works, so the road surfaces were prone to wear as a result. He asked whether there was a better way of road surfacing.

147. Ms Iris WONG pointed out that from 2015 to 2017, residents of Bik Woo Area had been hoping to widen the public walkway of the Ravana Garden bus stand of Sha Tin bound route on Tai Chung Kiu Road. She was aware of the TD's plan to extend the bus stand, the works of which, however, would not commence until March 2018. The location became very crowded in the aftermath of previous typhoons. She hoped that the TD would commence the works as soon as possible.

148. Mr Michael YUNG enquired about the number and the exact location of motorcycle parking spaces in Project NE/2189/15. He asked the TD to explore the possibility of adding more parking spaces. He asked whether the TD engineers in charge of Project NT/0001/17 had made some typological errors.

149. Mr Tiger WONG pointed out that the ends of the platforms at Wong Nai Tau and Kwong Yuen bus termini were often crushed by buses. He wondered whether the Government could study the use of more durable materials. He understood that the problem was due to insufficient space caused by illegal parking, and neither the TD nor the HyD was the one to blame.

150. The Chairman pointed out that some members of the public complained about the uneven surface of Hang Hong Street in Ma On Shan. By contrast, the surfacing of some roads, such as Hung Mui Kuk Road, was done properly. He hoped that Hang Hong Street could be paved with durable materials as well.

151. Mr WONG Yue-hon pointed out that many bus termini were managed by the HD or the Link Asset Management Limited, resulting in less flexibility for improvement works. He asked the TD and the bus companies to improve the related design, so that more buses of a greater length could be properly parked.

152. Mr Simon FUNG gave a consolidated response as follows:

- (a) he said that the paper always reported the progress of projects under works orders issued by the TD and did not cover other duties of the HyD. In addition, he said that the HyD always arranged road maintenance works in accordance with the conditions of carriageways. In case of any imminent danger, the HyD would carry out immediate repairs to ensure the safety of road users;
- (b) he said that the expansion of the Ravana Garden bus stop involved

tress relocation/compensatory planting, which required more time for handling related applications with other relevant departments;

- (c) in response to Mr Michael YUNG's question about Project NE/2189/15, he said that the HyD would add four motorcycle parking spaces at the planters opposite Kam Tai Shopping Centre, according to the TD's design. He would further discuss with the TD on the feasibility of adding parking spaces for motorcycles. The HyD could not carry out related works until the Civil Engineering and Development Department (CEDD) completed the ongoing lift retrofitting at the location;
- (d) he would convey Mr Tiger WONG's concern to the TD; and
- (e) he said that Project NT/0001/17 was carried out under another works order by the TD. He would give a response to relevant members later.

153. Mr Corwin YAU pointed out that the bus length accommodated by the old bus stops might be different from those in operation. He would work with relevant divisions, bus companies and the HyD to improve the design of Wong Nai Tau bus terminus.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 74/2017)

154. 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 75/2017)

155. Mr WAI Hing-cheung pointed out that the number of prosecutions at Yi Shing Square and Kong Pui Street was pretty high, which showed the Police's stepped-up efforts of law enforcement at the locations. In addition, according to the speeches of some members, it could be understood that the illegal parking problems were serious there. He wondered whether the large number of prosecutions at Yi Shing Square and Kong Pui Street meant that the Police put too many resources at the locations and ignored other black spots in Sha Tin Town Centre. Fewest prosecutions against illegal parking were made at Scenery Court and Wang Pok Street respectively, amongst those made at the both ends of Sha Tin Centre Street. Many cars were parked at Wang Pok Street after 8:00 pm, and some of them even stayed there overnight. According to the Owner's Corporation of Scenery Court, they had lodged complaints to the police but officers did not show up at all or not until a long time afterwards. Some officers arriving at the scene questioned why they made reports and requested the security guards reporting to the Police to produce their ID cards. He wondered whether the related police officers were trying to stop the public from reporting cases by intimidation. In addition, the illegal parking problems outside Wai Wah Centre were more serious than before. Some people just parked their cars and then left for a meal. Such a phenomenon compromised the traffic safety of relevant road sections, including that of buses. Apart from stepped-up law enforcement by the

Police, he asked whether the TD could consider painting double yellow lines there. In addition, although there were relatively few people visiting Hang Lok Lane, there were always vehicles parked illegally at the location. He hoped that the Police could address the issue.

156. Mr KK CHOW promised to reflect the problems at Sha Tin Centre Street and Hang Lok Lane to relevant police districts for follow-up.

157. The Chairman hoped that the Police would work with relevant members for follow-up since the problems concerned traffic safety.

**Date of Next Meeting**

158. The next meeting was scheduled to be held at 2:30 pm on 7 November 2017 (Tuesday). The Organising Committee of Sha Tin Cycling and Distance Running Races cum Carnival 2017 would like to consult the TTC on the temporary traffic arrangement scheme for the related event. Due to changes to the arrangement and upon discussion with the STDO, the TTC had tentatively decided to convene a special meeting at the conference of the STDC at 2:30 pm on 26 September 2017 to discuss relevant issues. Members were advised to set aside time for the said meeting. The notice and agenda of the said meeting would be sent to members later.

159. The meeting was adjourned at 7:38 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

November 2017