

Sha Tin District Council
Minutes of the 6th Meeting of
the Traffic and Transport Committee in 2017

Date : 7 November 2017 (Tuesday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Title</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Mr LI Sai-wing (Chairman)	DC Member	2:32 pm	4:30 pm
Mr YUNG Ming-chau, Michael (Vice-Chairman)	"	2:32 pm	4:30 pm
Mr HO Hau-cheung, SBS, MH	DC Chairman	2:32 pm	4:03 pm
Mr PANG Cheung-wai, Thomas, SBS, JP	DC Vice-Chairman	2:32 pm	4:25 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:32 pm	4:15 pm
Mr CHAN Kwok-keung, James	"	2:36 pm	3:58 pm
Ms CHAN Man-kuen	"	2:36 pm	4:30 pm
Mr CHAN Nok-hang	"	2:32 pm	4:05 pm
Mr CHENG Tsuk-man	"	2:32 pm	4:30 pm
Mr CHING Cheung-ying, MH	"	2:32 pm	4:30 pm
Mr CHIU Chu-pong, Sunny	"	2:32 pm	3:49 pm
Mr CHIU Man-leong	"	2:32 pm	4:30 pm
Mr HUI Yui-yu, Rick	"	2:35 pm	4:25 pm
Mr LAI Tsz-yan	"	2:42 pm	4:30 pm
Ms LAM Chung-yan	"	2:32 pm	4:25 pm
Mr LEUNG Ka-fai, Victor	"	2:32 pm	3:49 pm
Mr LI Sai-hung	"	2:32 pm	4:30 pm
Mr MAK Yun-pui	"	2:42 pm	4:30 pm
Mr MOK Kam-kwai, BBS	"	3:12 pm	3:21 pm
Mr NG Kam-hung	"	2:59 pm	4:30 pm
Ms PONG Scarlett Oi-lan, BBS, JP	"	2:32 pm	2:41 pm
Mr PUN Kwok-shan, MH	"	2:32 pm	3:25 pm
Mr SIU Hin-hong	"	2:32 pm	3:23 pm
Mr TING Tsz-yuen	"	2:39 pm	4:09 pm
Mr TONG Hok-leung	"	2:32 pm	4:30 pm
Ms TSANG So-lai	"	2:32 pm	4:30 pm
Ms TUNG Kin-lei	"	2:32 pm	4:30 pm
Mr WAI Hing-cheung	"	2:32 pm	4:30 pm
Mr WONG Fu-sang, Tiger	"	2:32 pm	4:30 pm
Mr WONG Hok-lai	"	2:34 pm	4:30 pm
Mr WONG Ka-wing, MH	"	2:32 pm	4:30 pm
Ms WONG Ping-fan, Iris	"	2:32 pm	4:30 pm
Mr WONG Yue-hon	"	2:32 pm	4:25 pm
Mr YAU Man-chun	"	2:36 pm	2:52 pm
Mr YIU Ka-chun	"	2:32 pm	4:30 pm
Ms YUE Shin-man	"	2:32 pm	3:45 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 TSANG Kwong-fook, Andrew
 Mr FUNG Ka-tsun, Simon

Mr NG Kok-hung, Edmund
 Mr CHOW Siu-yee

Mr CHOW Kwok-kee, KK

Mr LAM Chi-chung

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 / 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 and Shatin (4) /
 Housing Department

District Operations Officer (Shatin District) /
 Hong Kong Police Force

Officer-in-Charge, District Traffic Team, Sha Tin Police District /
 Hong Kong Police Force

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

Absent

Mr LEE Chi-wing, Alvin
 Mr LI Wing-shing, Wilson
 Mr YIP Wing

Title

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

Action

The Chairman informed the meeting that some people observing the meeting were taking photos, making videos 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 Alvin LEE	Official commitment
Mr Wilson LI	”
Mr YIP Wing	Sickness

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 Meetings Held on 12 September and 26 September 2017

(TTC Minutes 5/2017 and TTC Minutes 6/2017)

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

Matters Arising

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

(Paper No. TT 77/2017)

5. Mr YIU Ka-chun had seen the former operator of Green Minibus (GMB) Route 65K clearing up its stop plates, but the operator of GMB Route 808 had not yet done so. He asked whether the Transport Department (TD), the District Lands Office, Sha Tin (DLO/ST) and the Food and Environmental Hygiene Department (FEHD) had followed up on the issue after the previous meeting. He had already pointed out at the previous meeting that a stop plate had remained abandoned at the bus stand outside the Library in Ngan Shing Street in Area 14B. But it had remained the same over the past two months and he had not been contacted by relevant government departments.

6. Mr PUN Kwok-shan pointed out that the District Offices had taken the lead in dealing with the casual placement of recycling bins and the illegal parking of bicycles. He wondered whether the Sha Tin District Office (STDO) could take the lead in addressing the problem of abandoned stop plates, by means of joint inspections with the TD, the DLO/ST and the FEHD. He pointed out that there were still abandoned or repeated stop plates to be cleared up by working groups under the Sha Tin District Council (STDC), the Mass Transit Railway Corporation and the Kowloon-Canton Railway Corporation. He suggested that clean-up actions be taken for the sake of the cityscape.

7. Mr LI Sai-hung said that the frequency of Route 85 had been previously reduced and was now rather low. Besides, the trip at around 8:00 am was lost on 12 October, 18 October and 1 November this year, respectively. As a result, some residents were late for work or school. He hoped that the TD and the Kowloon Motor Bus Company (1933) Limited (KMB) would pay adequate attention to the issue.

8. Mr SIU Hin-hong pointed out that abandoned plates not only affected the cityscape but also undermined road safety, as he had mentioned as early as six months ago. In addition, the abandoned plates provided room for display of advertising bills. He hoped that relevant government departments would clear them up as soon as possible.

9. Mr YAU Man-chun remembered that Route 47A should be a regular in the bus route planning programme two years ago. But now the TD responded that it would study the related feasibility. While Route 47A had been added with one trip, the frequency of Route 47X had been reduced. As a result, buses of Route 47X were often full loaded when they arrived at Greenfield Court. Since there was not yet the return service of Route 47A, he suggested that the KMB should operate a whole-day route as soon as possible in order to meet the service demand.

10. Mr WONG Yue-hon pointed out that the traffic congestion on Tai Po Road during the peak period was widely known. Therefore, he did not agree that it would be more time-consuming for Route A41P to travel via Yuen Wo Road than via Tai Po Road. Route A41P had previously travelled via Yuen Wo Road. If residents in Ma On Shan saved five minutes at the cost of the related bus service for passengers living near Yuen Wo Road, then such an arrangement was not ideal. He suggested that the TD and the related bus company arrange for Route A41P to travel via Yuen Wo Road as soon as possible.

11. Mr MAK Yun-pui pointed out that some members of the public complained about the unpunctuality of Route A41P bound for the Airport in the morning. He suspected that it was caused by the large number of stops. Therefore, he did not agree to the route travelling via Yuen Wo Road. Instead, he suggested introducing another Airport-bound bus route. After the relocation of the terminus to Wu Kai Sha, buses of Route A41P were supposed to depart at a higher frequency but the actual frequency never reached one trip every 20 to 30 minutes. He hoped that the TD would increase the frequency and adjust the routing. He said that there were already 200 000 residents in Ma On Shan. He hoped that the TD would make proper adjustments to bus services in Ma On Shan in line with future development.

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

- (a) in April this year, the TD replaced the operator of a group of GMB routes serving Sha Tin District. Upon negotiation with the old operator, the new operator agreed to coordinate the handling of new and old stop plates. Based on an inspection by TD staff last month, it was confirmed that the relevant operator had recovered the old stop plates. In addition, the TD would discuss with other incumbent operators on the gradual disposal of unsatisfactory stop plates and would communicate with relevant members; and
- (b) he would ask relevant members about the exact date and time of any late arrival of Route A41P bound for the Airport in the morning, before taking follow-up actions.

13. Mr LI Shuet-hang, Senior Officer (Planning and Development) of the KMB responded that they would pay close attention to the passenger volume of Route 47A and would work with the TD to study the feasibility of increasing the frequency, introducing return trips or operating a whole-day service.

14. Mr Andy CHEUNG, Manager (Operations) of the KMB responded that he would firstly figure out the reasons behind the delays of Route 85, before he would provide a response to relevant members.

15. Mr Edmund NG, Administrative Assistant / Lands of the DLO/ST said that according to the consensus reached with the DLO/ST at the previous meeting, the TD would contact relevant operators for the disposal of abandoned stop plates. If relevant operators could not be contacted for follow-up, the TD would consider referring the cases to the DLO/ST, which would then consider taking land control actions to remove the relevant stop plates.

16. Mr Jim HO, Senior Transport Officer / Sha Tin of the TD responded that the TD was aware that the service of Route A41P was unsatisfactory to residents in Yuen Wo Road and Ma On Shan. The TD was studying how to address the issue and hopefully could provide members with more information in the bus route planning programme in the following year.

17. The Chairman asked the TD to report to relevant members on the follow-up on GMB stop plates.

18. Members noted the above paper.

Discussion Item

Revised Membership Lists of Working Groups under the Committee
(Paper No. TT 78/2017)

19. Members unanimously endorsed the above paper.

Motion

Motion by Mr YIU Ka-chun on Requesting the Transport Department to Introduce Bus Services Routing via Hospitals of New Territories East Cluster (Prince of Wales Hospital in Sha Tin, Alice Ho Miu Ling Nethersole Hospital in Tai Po and North District Hospital)
(Paper No. TT 79/2017)

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

“Background

The Prince of Wales Hospital, Alice Ho Miu Ling Nethersole Hospital and Northern District Hospital are all located within the New Territories East Cluster. In view of the growing population in Sha Tin District in recent years, the public's demand for public medical services is growing accordingly. Besides, the waiting time is long for Accident and Emergency services and for first appointments in several Special Operating Procedure clinics in the Prince of Wales Hospital. People seeking follow-up consultations, visiting patients or working in any of the aforementioned hospitals expect an alternative means of travelling so as to effectively enhance the transport services in the three areas concerned.

Motion:

The Traffic and Transport Committee of the Sha Tin District Council strongly requests the Transport Department to avidly study the introduction of bus routes connecting Prince of Wales Hospital, Alice Ho Miu Ling Nethersole Hospital and North District Hospital, and to consider providing more wheelchair-accessible low-platform buses for the routes so as to provide people in need with more convenient and efficient transport services.”

Mr Tiger WONG seconded the motion.

21. The Chairman enquired whether members endorsed the motion in paragraph 20.

22. Members unanimously endorsed the motion in paragraph 20.

Question

Question to be Raised by Mr LAI Tsz-yan on Manpower of Sha Tin District Traffic Team and Enforcement against Illegal Parking
(Paper No. TT 80/2017)

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

- (a) according to a reply by the Police, there were 16 staff in Sha Tin District Traffic Team (STDTT), including one traffic warden seconded from another police district. And during the past six months, in proportion, the fixed penalty tickets issued by STDTT was higher than that of any division patrol sub-unit (DPSU). The district traffic team should play a complementary role judging from the division of responsibilities. He wondered why there was such a great difference in the proportion;
- (b) he had never seen DPSUs taking traffic enforcement actions in the district. Instead, they often let illegally parked vehicles go after they arrived at the scene. He could only asked the district traffic team to prevent relevant vehicles from leaving, so that prosecutions could be initiated, however that reduced efficiency;
- (c) he understood that it was impossible to issue fixed penalty tickets work around the clock. He pointed out that although there was a car park near Yuen Chau Kok Road, large vehicles were often parked illegally at the location, and nobody enforced the law. By contrast, the parking spaces at Shui Chuen O Estate were insufficient, but the Police often took prosecution actions at the location. He opined that the Police was not just in law enforcement;
- (d) he enquired about the staff establishment of district traffic teams in other police districts. He asked whether Sha Tin was a large police district and why there were fewer police officers here. Currently, the ratio between officers of the STDTT and local residents was 1:90 000, which was unreasonable. He wondered whether higher-ranking officials with decision-making powers in staffing arrangement could be invited to the next meeting, so as to specify the schedule of increasing the manpower and gave reply on other matters. He asked when the last time was that the Police deployed additional manpower; and
- (e) he asked whether there were any short-term tenancy (STT) car parks at present.

24. Mr CHING Cheung-ying pointed out that he had complained about illegal parking cases in Sha Tin Tau Road and Chui Tin Street. However, no police officers arrived after he called 999. He opined that traffic wardens could help address illegal parking problems. He wondered why there were no traffic wardens in Tin Sam, Pok Hong, Sha Kok and Hin Keng. He suggested that the Police ask for more resources from the Government.

25. Mr LI Sai-hung pointed out that “Operation Movesky” reportedly mainly dealt with illegally parked vehicles in smaller streets and back alleys, in order to avoid traffic congestions. But adequate attention was yet paid to road safety. He often received complaints about the illegal parking of large vehicles at the pedestrian crossing at Greenview Garden in Chui Tin Street and the one at Golden Lion Garden Phase 2 in Kak Tin Village, which posed a danger to pedestrians. He had witnessed two prosecutions initiated by the Police, which was not adequate. He hoped that the Police would step up enforcement. He opined that the road safety was a great concern in the evening. He wondered whether the Police only focused on dealing with traffic congestions but neglected road safety, so that no night patrols were scheduled. On one occasion, he saw illegally parked vehicles still occupying the major crossings and blocked the footpaths around 8:00 to 9:00 am. Therefore he enquired about the working hours of officers on the early and the middle shifts.

26. The Chairman stated that, according to the “Sha Tin District Council Standing Orders”, only two members, apart from the one originally asking the question, might put forward supplementary questions. However, in view of the shorter agenda today, he would allow two more members to put forward supplementary questions. He asked whether members agreed to the arrangement.

27. Members agreed to the proposal in paragraph 26 above.

28. The Chairman stated that the member originally asking the question and the two members already addressing the meeting might ask further questions, while other members were allowed to give only one speech on the item.

29. Ms CHAN Man-kuen enquired about the duty shift arrangement of the District Traffic Team and its service commitment regarding the time of arrival at the scene. She had filed police reports at about 7:00 am, but police officers often failed to arrive at the scene within a reasonable time. Some vehicles were parked illegally at bus or minibus stands at late night but did not leave early in the morning, which posed a danger to both passengers and motorists. In addition, she opined that the District Traffic Team was understaffed at present.

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

- (a) the prosecution figures in Wu Kai Sha included illegal parking cases at On Luk Street and On Shing Street, which, however, were not part of the Wu Kai Sha area. Therefore, the figures should not be included for the calculation of prosecution figures in Wu Kai Sha. By contrast, he opined that Sai Sha Road should be included for such calculation. He was surprised that the prosecution figure in On Luk Street was higher than in Sha On Street. Most of the illegally parked vehicles at Wu Kai Sha Station Public Transport Interchange belonged to employees of

estate agencies nearby. There were minibus and taxi stands, and a pick-up and drop-off area for school buses at the location. Some school bus drivers complained that the traffic congestion was serious there, but the Police was not serious in law enforcement; and

- (b) there were often illegal parked vehicles at the bus stop of Route 85M in Sai Sha Road. However, the Police did not seem to take any actions against them.

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

- (a) he opined that the general public would not report illegal parking unless it was a severe case. Related problems were mainly reported by DC Members to the STDC. At meetings of owners' corporations (OCs) in his constituency, he often received residents' requests that the Police should be asked to step up enforcement;
- (b) the OC of Scenery Court said that on one occasion, police officers arriving at the scene questioned by whom and why the report was filed. It was intimidating and might deter the public from calling the Police for help;
- (c) he opined that the District Traffic Team was understaffed since it was shared by three divisions. He enquired about the duty shift arrangement. The news about the District Traffic Team being understaffed amounted to informing motorists that the Police did not have sufficient resources to combat illegal parking;
- (d) he enquired about the difference between the District Traffic Team in Sha Tin and those in other districts in terms of the staff establishment, including the related decision-makers and the criteria; and
- (e) he wondered whether the Police mainly adopted the advisory approach in dealing with illegal parking and tried to avoid prosecutions. If the Police did do so but did not want members of the public to find out, it might arrange patrols in less populated areas. He feared that it would result in poor public order at illegal parking black spots.

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

- (a) on one occasion, he filed a police report in his personal capacity. However, a police officer responded that their main responsibility was to arrest offenders and that they would not take care of such a minor issue as illegal parking, which should be handled by the District Traffic Team. He opined that such an attitude discouraged members of the public from reporting violations. And illegal parking was not a trivial matter since it affected road safety. An OC Chairman once reported a case of illegal parking to the Police, but it took an hour for officers to arrive at the scene. And instead of instituting any prosecution, the police officers just ordered the vehicles to be driven away. He wondered why the Police gave advice instead of instituting

prosecutions in many cases;

- (b) he opined that the Traffic Team was understaffed. He enquired about the difference between the District Traffic Team in Sha Tin and those in other districts in terms of the staff establishment, including the related criteria; and
- (c) in many areas of Tai Wai, there were large vehicles illegally parked and the planning of parking spaces was inappropriate. Unless the Police stepped up enforcement, it would be difficult to handle illegal parking problems in Sha Tin.

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

- (a) as far as he could see, the Police stepped up prosecutions against traffic violations in Ma On Shan Division at 7:00-8:30 am and 3:00-4:30 pm, in order to ensure smooth traffic during student commuting hours. He suggested that Ma On Shan Police Division deploy officers to direct traffic at a number of roundabouts in the area, in order to reduce accidents, to prevent similar traffic congestions in the past month or two, and to prevent parking of private vehicles at bus stands. After ensuring smooth traffic in Ma On Shan, it should be possible to second manpower from the division to Sha Tin to help combat illegal parking;
- (b) in the past month, he had been prosecuted for illegal parking in Ma On Shan during off-peak hours for a dozen times. In some cases, he received penalty tickets for getting out of his car for less than one minute. He wondered why the Police stepped up enforcement during off-peak hours even when related vehicles did not obstruct pedestrians; and
- (c) he had received a complaint claiming that the Administration did not issue any penalty ticket against the illegal parking of lifters outside a tyre repair shop in Fok On Garden, which was suspected of being unfair to other vehicle owners.

34. Mr NG Kam-hung said that illegal parking problems were becoming increasingly serious in Sha Tin. For example, in the past, vehicles started to park illegally at Che Kung Miu Road at 5:00 pm and would be driven away at 6:00 am the next morning. Nowadays, however, vehicles were parked illegally from 4:00 pm to 8:00 am the next morning. In the past, there were fewer than 20 vehicles illegally parked on the section between Hin Keng Station and Festival City. Nowadays, an entire traffic lane and even the pavement were full of illegally parked vehicles. He suggested that members, the TD and the Police carry out a site inspection in the early evening. In the small hours, vehicles were even parked on two full lanes on Che Kung Miu Road, posing a danger to motorists. He opined that the 999 hotline service should not be used as the main channel for reporting illegal parking, and that the Police should handle related cases on their own.

35. Mr CHIU Man-leong said that private cars were often parked illegally, even at double lines section, outside S.K.H. Ma On Shan Holy Spirit Primary School in Kam Tai Court during peak hours. As a result, it was difficult for buses to pick up or drop off passengers. Some vehicles also had to cross the double white line, which posed a danger. He had repeatedly asked the Police to step up efforts to combat illegal parking. But he also understood that the Police was understaffed. Therefore, he hoped that the Police would deploy more traffic wardens in Sha Tin District to specifically enforce the law against illegal parking.

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

- (a) he had moved a motion requiring the Police to deploy more manpower, resources and traffic wardens in order to address illegal parking problems. But the Police had not yet provided a response. He believed that Members of the STDC would support the Police's request for more manpower from the Government; and
- (b) some vehicles were parked illegally at bus stands. Police officers arriving at the scene claimed that they could only impose a penalty of \$320 and ask the drivers to get their vehicles away. The police officers explained that they only saw the related vehicles driven away, and they could not impose a fixed penalty ticket for \$450 against picking up/setting down passengers and parking in a restricted zone because they had not seen drivers doing so. Instead, they had only seen related vehicles being parked and then driven away. He opined that such a practice was unreasonable and that any out-dated law should be amended.

37. Mr TONG Hok-leung pointed out that the Police had had discussion at a meeting with representatives of Lakeview Garden on illegal parking problems in Yau On Street, where the traffic congestion could last for an hour during certain periods. At the same meeting, the Police stated that their manpower was limited. He hoped that the Police could strive for more human resources. He also hoped that the TD and the Police could perform their respective duties in dealing with illegal parking problems.

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

- (a) she opined that illegal parking was caused by insufficient parking space and therefore the issue should be addressed at the source. Some large vehicles were parked at roadsides between 7:00 pm to 7:00 am the next day. She asked the DLO/ST whether there was a substantial decrease in the number of STT sites eligible to be used as car parks. She had been informed that the number STT sites in Mei Lam and Mei Tin had decreased due to building development. She asked whether the DLO/ST would allocate more STT sites in view of such circumstances; and
- (b) in addition, some drivers parked their vehicles illegally just for the sake of convenience. There were food premises in Hin Keng and Hin Tin Street. Motorists patronising those premises for late-night snacks

simply parked their vehicles at roadsides, obstructing pedestrians crossing the road and GMB picking up/setting down passengers. She suggested that the Police list relevant black spots to facilitate enforcement actions.

39. Ms Iris WONG stated that there was a procession of vehicles in Sha Tin, which was intended to urge the Administration to address the problems of insufficient parking spaces and illegal parking in the district. She said that the Working Group on Development of Major Transport Infrastructures and Cycle Network was conducting a cross-year study on illegal parking locations in Sha Tin, Tai Wai and Ma On Shan. Members were welcome to contribute their views.

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

- (a) he asked which police district seconded a traffic warden to Sha Tin;
- (b) he wondered whether Sha Tin Police District had made a request for more manpower in response to the new developments. When the number of divisions under the police district changed from four to three in 2000, the Police said that such a change had its merits. However, he had not seen any obvious increase in the manpower of the Police;
- (c) the duties of DPSUs were the same as those of STDTT. He wondered whether manpower would be deployed from DPSUs if STDTT was understaffed, and if yes, whether such a practice would affect the patrol quality;
- (d) traffic wardens were specifically responsible for issuing fixed penalty tickets. However, there were serious problems of illegal parking at the parking area of Sha Tin Government Offices, Lakeview Garden in Yau On Street, On Chun Street in Ma On Shan, Yan On Estate in Hang Fai Street, Hang Tak Street and Hang Yiu Street. The manpower for law enforcement was insufficient; and
- (e) the “Sha Tin Cycling and Distance Running Races cum Carnival 2017” would be held on 12 November this year, and there would be large-scale road closure arrangements that day. Since he did not trust senior engineers of the TD, he asked whether the Police reserved sufficient manpower for the arrangements on that day.

41. Ms TUNG Kin-lei understood that the Police was committed to combating illegal parking in Tai Wai, but she said that the parking spaces in the area were indeed insufficient. She wondered whether the Government would review the standards for the provision of parking spaces in the “Hong Kong Planning Standards and Guidelines” (HKPSG). There were more than 200 units in Mei Ying Court and Mei Pak Court, but there were less than 30 parking spaces. She opined that the Government should relax the limit on the proportion of parking spaces in public car parks or newly-built housing estates. On one evening, she found that there were more than 300 vehicles illegally parked in Tai Wai. She also understood that the Police needed to balance the distribution of their human resources. She suggested to make

good use of idle commercial buildings and develop space underground or under footbridges. She hoped that the Government address squarely the problem of insufficient parking spaces in Sha Tin, especially those for large vehicles.

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

- (a) the Police carried out key traffic enforcement operations to deal with illegal parking and would try its best to combat related violations within its jurisdiction. At present, there were more than 800 000 vehicles in Hong Kong and the number was still growing. He believed that the Administration would make related arrangements in terms of road design;
- (b) for historical reasons, the District Traffic Team in Sha Tin was staffed with fewer officers than those in other larger police districts, such as Wan Chai and Mong Kok, each having around 30 permanent staff. They had reported the shortage of traffic wardens to the Headquarters, which, as far as they learned, had submitted an application for manpower increase to the Transport and Housing Bureau (THB). The shortage of traffic wardens was not a problem unique to Sha Tin; it existed in other police districts as well. He would supplement the information about the previous manpower increase after the meeting;
- (c) officers of DPSUs needed to handle different types of cases, while STDTT specifically handled traffic matters. If the DPSUs found traffic cases during their patrols but did not have adequate manpower, they would ask STDTT for assistance. The daily work of STDTT was already arranged on a tight schedule. Related officers were responsible for handling complaints referred by members and government departments and for carrying out “Operation Movesky”; and
- (d) STDTT officers currently worked on two shifts, namely the early shift starting from 7:00 am and the middle one from 3:00 pm. Therefore, there were STDTT officers on duty between 7:00 am and 12:00 am each day. They arranged night shifts only on special occasions, such as The “Sha Tin Cycling and Distance Running Races cum Carnival 2017” on 12 November, when 60 to 70 staff from New Territories South Traffic Headquarters would be invited to assist in the road closure.

HKPF

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

- (a) at present, priority was given to commercial vehicles as per the TD’s parking policy. In 2018, the Government would conduct a consultancy study on parking spaces in order to meet the demand. Generally speaking, sites under footbridges were limited in height. Therefore the TD mostly considered using them as parking spaces for motorcycles;

- (b) the DLO/ST circulated a list of idle land plots to various government departments to see if there was any objection to converting related sites into car parks. The TD usually supported such a practice; and
- (c) as regards the latest development projects, the TD not only requested developers to provide parking spaces as per the HKPSG, but also review the need to increase the number public parking spaces in line with the circumstances in the district. The TD had requested the Leisure and Cultural Services Department (LCSD) to provide adequate parking spaces at the sports centre in Ma On Shan Area 103.

44. Mr Edmund NG said that the DLO/ST would make good use of idle Government land lots which had yet to be planned for long-term development uses. The DLO/ST would consult other government departments if there were suitable STT sites for related purposes, such as being used as temporary car parks. The STTs would be terminated if long-term development uses were determined for the sites. They would also explore the feasibility of converting sites surrendered by other government departments into temporary car parks. He promised to provide members with the number of STT car parks after the meeting.

(Post-meeting note: As of 7 November 2017, there were a total of 15 sites in Sha Tin to be let by way of short-term tenancies for use as temporary car parks upon approval by the DLO/ST.)

45. The Chairman asked relevant government departments to follow up on members' suggestions. He also asked whether members agreed to handle the provisional motion moved by Mr LAI Tsz-yan.

46. Members agreed to discuss the provisional motion moved by Mr LAI Tsz-yan.

47. Mr LAI Tsz-yan moved a provisional motion as follows:

“Due to a lack of manpower of the Sha Tin District Police traffic team, enforcement against illegal parking and other traffic offences is not ideally carried out.

The Traffic and Transport Committee of the Sha Tin District Council requests the Government to review the staffing establishment and deploy more resources to combat traffic offences in the Sha Tin District.”

Mr Billy CHAN seconded the motion.

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

49. Members unanimously endorsed the provisional motion mentioned in paragraph 47.

Information Item

Progress Report of the Transport Department
(Paper No. TT 81/2017)

50. Mr Michael YUNG enquired about the progress of the rationalisation proposal regarding Routes 83X, 83A and 89D.

51. Ms CHAN Man-kuen suggested that Route 89S be added with a stop at Stewards Pooi Kei College (Pooi Kei College), so that passengers could board a GMB or a bus at the location. In addition, she suggested that the fare for departures from Ma On Shan for Wong Nai Tau be reduced for the section starting at Sha Tin Hospital, so as to have a fare similar to GMBs' ones and enhance the competitiveness of the bus route.

52. Mr LAI Tsz-yan wondered whether the frequency of Route 240X could be further increased. He learned that many students took the route when they went to school. Therefore, he suggested adding one trip at 7:10 am.

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

- (a) the TD, the KMB and relevant Members had convened a number of meetings in the past two years, with in-depth discussion on the rationalisation of Routes 83X, 83A and 89D, as well as the proposed operation of Route 89S. Later, upon considering Members' opinions and the allocation of resources, the KMB had submitted a feasible proposal on rationalisation to the TD. On 25 October, the TD had sent letters to TTCs of District Councils of the districts that were along the routing of Route 89D, including those of Kwun Tong, Wong Tai Sin and Sha Tin, soliciting views from Members of those DCs and the subordinate TTCs on the latest proposal. The TD had not received any objections by the end of the consultation period. He hoped the proposal could be implemented in December this year;
- (b) the TD would work with related bus companies to study the performance of bus routes running via Siu Lek Yuen Road, including related stops, the number of boarding/alighting passengers, the queuing arrangement and passengers' riding habits, before deciding whether a midway stop should be added outside Pooi Kei College for Route 89S bound for Wu Kai Sha. The TD would also ask the KMB to consider the request for section fares; and
- (c) as from November this year, the KMB provided two return trips of Route 240X Route in the afternoon peak hours. Later, the KMB would arrange more trips in response to passenger growth and demand. In addition, the TD would study passengers' demand and riding habits in the morning peak hours, before discussing with related bus companies on the necessity of further service adjustments.

TD

(Post-meeting note: According to the 2016/17 Bus Route Planning Programme, the service of Route 240X would be enhanced. According to the programme, the KMB would operate one more trip in the morning peak hours and three return trips in the afternoon peak hours.

Among other things, the TD and the KMB had already started operating two more trips in the morning rush hours in June (i.e., one more trip compared with the original programme). And the proposed service enhancement in the afternoon rush hours would be implemented in two phases.)

Information Papers

Financial Position and Activity Progress of Expenditure Head 7 (Traffic and Transport)

(Paper No. TT 82/2017)

54. Members noted the above paper.

Report on the Progress of Works of the Highways Department

(Paper No. TT 83/2017)

55. Mr Thomas PANG enquired about the exact location of Works NE/0932/17.

56. Mr Michael YUNG pointed out that different types of parking spaces were insufficient across Sha Tin. He enquired about the progress of identifying locations for additional motorcycle parking spaces in Ma On Shan. On Sunday, residents of Ma On Shan held a rally to express their aspirations in a peaceful manner. But they failed to address the root cause of insufficient motorcycle parking spaces in the area. In addition, he opined that the Highways Department (HyD) failed to carry out related paving works as soon as possible, which resulted in more and more dilapidated road surfaces.

57. Mr CHING Cheung-ying opined that adding the signs of “Look Left” and “Look Right” under Works NE/01426/17 would be of little help. Residents hoped that there would be pedestrian traffic lights or that the Police would rigorously enforce the law against illegal parking, so that pedestrians could easily keep track of the road conditions. Mr LI Sai-hung held the same view.

58. Mr LAI Tsz-yan enquired about the specific scope of Works NE/1326/16.

59. The Chairman asked whether the relevant paper would be provided to members.

60. Mr Simon FUNG, Regional Highway Engineer, New Territories Region / Sha Tin (2) of the HyD gave a consolidated response as follows:

- (a) he would brief Mr Thomas PANG and Mr LAI Tsz-yan on the details of the works which they were concerned about; and
- (b) the HyD arranged road maintenance works in accordance with the conditions of carriageways. In early November this year, the HyD

arranged road maintenance works at Fo Tan Road, Sha Tin Rural Committee Road and Tai Chung Kiu Road.

TD

61. Mr Ken YIP pointed out that the TD had recently conducted a study in Chevalier Garden and proposed adding about 40 parking spaces for motorcycles at two locations. The TD had consulted relevant government departments and confirmed the feasibility of related works. A district consultation had commenced via the STDO. If local residents supported the proposal, they would issue a construction order to the HyD as soon as possible. And they would forward the paper relating to the new motorcycle parking spaces to the Secretariat.

62. Mr Andrew TSANG, Engineer / Ma On Shan of the TD added that the TD had recently added four motorcycle parking spaces in On Shan Lane and would continue to search for suitable locations for additional motorcycle parking spaces.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin
(Paper No. TT 84/2017)

63. 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 85/2017)

64. Mr MAK Yun-pui pointed out the prosecution figures in Wu Kai Sha included illegal parking cases at On Luk Street and On Shing Street, which, however, were not part of the Wu Kai Sha area. He hoped that prosecution figures of illegal parking in Sha On Street, Sai Sha Road and Lee On Estate could be provided at the next meeting. There were serious cases of illegal parking at the bus stop of Route 85M bound for Kowloon at Sai Sha Road, the taxi and bus stands at Lee On Estate, as well as Wu Kai Sha Station Public Transport Interchange. Every day during the student commuting hours, parents escorting their children to and from school often parked their vehicles illegally at Lee On Estate Bus Terminus, congesting the traffic. In addition, he hoped that the Police would enforce the law at Wu Kai Sha Public Transport Interchange during both peak and off-peak hours. He also hoped that the Police would exercise its discretion in not initiating prosecutions against illegal parking at non-busy roads during off-peak hours.

65. Mr Thomas PANG was pleased to see that the Police provided comprehensive prosecution figures of traffic violations. He said that the prosecution number at Royal Park Hotel in Yi Ching Lane was satisfactory, while that at San Mei Street was inadequate. The Administration had painted yellow lines in San Mei Street to prohibit pick-up/drop-off of passengers or goods between 7:00 am and midnight. However, when police officers arrived at the scene, they would advise offenders to drive their vehicles away in most cases, which failed to produce a deterrent effect and made it difficult for buses to run smoothly. He hoped that the Police would step up law enforcement.

66. Mr LAI Tsz-yan remembered that there had been fewer locations listed in the paper, which showed that illegal parking problems were getting worse and worse in Sha Tin District. He wondered whether officers of DPSUs could be deployed to STDTT.

67. Mr CHING Cheung-ying pointed out that the Police was ineffective in law enforcement at Sha Kok Street and Chui Tin Street. He hoped that the Police would step up related efforts. In addition, he was much concerned about the situation at Sha Tin Tau Road and welcomed the Police listing the prosecution number at the location as well.

68. Mr Michael YUNG pointed out that the paper had originally covered only Sha Tin Town Centre and was later added with the figures in Tai Wai and Ma On Shan. He suggested that the prosecution figures be provided by police division (Tin Sam, Sha Tin and Ma On Shan). The Police had named four black spots where largest numbers of penalty tickets were issued, including Yau On Street, Sha Tin Government Offices, Shek Mun and On Chun Street. He suggested that the situations at the four black spots be compared before and after “Operation Movesky”.

69. Mr KK CHOW responded that he would include the details about Sai Sha Road and Sha Tin Tau Road into the paper. He also promised to report the figures by division and those relating to “Operation Movesky”. In addition, the Police would continue to step up law enforcement at San Mei Street. At present, Tin Sam Division had formed a traffic squad consisting of two or three officers of the local DPSU, while Sha Tin Division planned to deploy auxiliary police officers to be specifically responsible for traffic prosecutions. He would also inform individual divisions of the suggestion of seconding officers from DPSUs to STDTT. Overall, the manpower of Sha Tin Police District had not been expanded for many years. In view of the development of the Hong Kong-Zhuhai-Macao Bridge, more officers were required in New Territories South, which resulted in a manpower shortage in the entire Sha Tin Police District.

HKPF

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

Other Item

71. The Working Group on Public Transport and Road Safety under the TTC would organise the “Road and Bicycle Safety Promotion Day” from 10:30 am to 12:30 pm on 26 November 2017 (Sunday) and 7 January 2018 (Sunday), as well as a lecture on road traffic safety at T.W.G.Hs Sin Chu Wan Primary School from 12:10 pm to 12:45 pm on 5 January 2018 (Friday). Interested members could contact the Secretariat for details.

Date of Next Meeting

72. The next meeting was scheduled to be held at 2:30 pm on 9 January 2018 (Tuesday).

73. The meeting was adjourned at 4:30 pm.

Sha Tin District Council Secretariat
STDC 13/15/45

January 2018