

**Minutes of the 5<sup>th</sup> Meeting of  
the Sha Tin District Council in 2018**

**Date** : 27 September 2018 (Thursday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Chairman : Mr HO Hau-cheung, SBS, MH	2:30 pm	6:23 pm
Vice-Chairman : Mr PANG Cheung-wai, Thomas, SBS, JP	2:30 pm	6:02 pm
Members :		
Mr CHAN Billy Shiu-yeung	2:46 pm	4:47 pm
Mr CHAN Kwok-keung, James	3:15 pm	6:23 pm
Ms CHAN Man-kuen	2:30 pm	6:23 pm
Mr CHAN Nok-hang	2:30 pm	6:02 pm
Mr CHENG Tsuk-man	2:30 pm	5:21 pm
Mr CHING Cheung-ying, MH	2:30 pm	6:23 pm
Mr CHIU Chu-pong, Sunny	2:30 pm	4:47 pm
Mr CHIU Man-leong	2:30 pm	6:23 pm
Mr HUI Yui-yu, Rick	2:30 pm	5:44 pm
Mr LAI Tsz-yan	2:30 pm	6:18 pm
Ms LAM Chung-yan	2:30 pm	6:23 pm
Mr LEE Chi-wing, Alvin, MH	2:47 pm	6:22 pm
Mr LEUNG Ka-fai, Victor	2:30 pm	5:51 pm
Mr LI Sai-hung	2:46 pm	6:23 pm
Mr LI Sai-wing	2:30 pm	3:46 pm
Mr LI Wing-shing, Wilson	2:30 pm	6:23 pm
Mr MAK Yun-pui	2:30 pm	3:34 pm
Mr MOK Kam-kwai, BBS	2:30 pm	5:47 pm
Mr NG Kam-hung	2:46 pm	6:23 pm
Ms PONG Scarlett Oi-lan, BBS, JP	2:30 pm	6:23 pm
Mr PUN Kwok-shan, MH, JP	2:30 pm	5:52 pm
Mr SIU Hin-hong	2:30 pm	4:15 pm
Mr TING Tsz-yuen	3:57 pm	6:18 pm
Mr TONG Hok-leung	2:30 pm	6:23 pm
Ms TSANG So-lai	2:30 pm	5:58 pm
Ms TUNG Kin-lei	2:30 pm	6:23 pm
Mr WAI Hing-cheung	2:30 pm	6:23 pm
Mr WONG Fu-sang, Tiger	2:30 pm	6:23 pm
Mr WONG Hok-lai	2:30 pm	6:23 pm
Mr WONG Ka-wing, MH	2:30 pm	6:17 pm
Ms WONG Ping-fan, Iris	2:30 pm	6:23 pm
Mr WONG Yue-hon	2:30 pm	6:23 pm
Mr YAU Man-chun	2:30 pm	6:23 pm
Mr YIP Wing	2:30 pm	6:23 pm

	Mr YIU Ka-chun, MH	2:46 pm	6:23 pm
	Ms YUE Shin-man	2:30 pm	6:23 pm
	Mr YUNG Ming-chau, Michael	2:30 pm	6:23 pm
Secretary :	Ms LAM Hang-ching, Dorothy	Senior Executive Officer (District Council) (Atg) / Sha Tin District Office	

**In Attendance**

Ms CHAN Yuen-man, Amy, JP  
Mr WONG Tin-pui, Simon  
Mr WONG Shek-hay, Sebastian  
Mrs MAK LAU Wai-mun, Josephine

Mr CHAN Hoi-kong, Harbour

Mr Sean LIN

Mr SO Chi-hung

Ms HO Yuet-ping, Jolie

Mr YIP Siu-ming, Michael

Mr WONG Kwok-wai, Wilson  
Mr YUEN Sze-chun

Mr YUEN Tat-yung, Zorro

Ms CHU Ha-fan, Jessica

Mr CHIU Hak-pui, Christopher

Ms LO Lai-fong, Jackie

Ms CHAN Siu-kin, Ester

Mrs LEE CHEUNG Yat-wai, Gloria

Mr LAI Wing-chi, Derek

Ms YIP Sau-mei, Joyce

Ms CHIANG Lam

Mr CHAN Kai-lam, Allan

Ms NG Suk-min

Ms CHENG Siu-ling, Katy

**Title**

District Officer (Sha Tin)  
Assistant District Officer (Sha Tin) (1)  
Assistant District Officer (Sha Tin) (2)  
District Commander (Shatin) /  
Hong Kong Police Force  
Division Commander (Tin Sum) /  
Hong Kong Police Force  
Police Community Relations Officer (Shatin  
District) / Hong Kong Police Force  
OC Task Force (Tin Sum) /  
Hong Kong Police Force  
OC (District Intelligence Section) (Shatin) /  
Hong Kong Police Force  
SP (Investigation and Support Division)  
(Traffic NTS) / Hong Kong Police Force  
District Lands Officer (Atg) / Sha Tin  
Administration Assistant /  
Lands (District Lands Office, Sha Tin)  
Chief Engineer / North 2 / Civil Engineering  
and Development Department  
District Planning Officer (Sha Tin, Tai Po and  
North) / Planning Department  
Principle Transport Officer / New Territories 1  
/ Transport Department  
District Leisure Manager (Sha Tin) /  
Leisure and Cultural Services Department  
Deputy District Leisure Manager (District  
Support) Sha Tin / Leisure and Cultural  
Services Department  
District Social Welfare Officer (Shatin) /  
Social Welfare Department  
District Environmental Hygiene  
Superintendent (Sha Tin) / Food and  
Environmental Hygiene Department  
Chief School Development Officer (Shatin) /  
Education Bureau  
Senior School Development Officer (Shatin) 5  
/ Education Bureau  
Chief Manager (Management) (Tai Po, North  
and Shatin) / Housing Department  
Senior Liaison Officer (East) /  
Sha Tin District Office  
Chief Liaison Officer / Sha Tin District Office

**In Attendance**

Ms NING Fung-jin, Jeanny

Mr WONG Chun-wai, Edmund

Mr HO Kin-nam, David

**Title**

Liaison Officer i/c (W)2 /

Sha Tin District Office

Senior Liaison Officer (3) /

Sha Tin District Office

Executive Officer I (District Council)1 /

Sha Tin District Office

**In Attendance by Invitation**

Ms CHAN Mable, JP

Ms HO Wai-yin, Irene

Mr YIP Koon-keung, Ken

Mr WONG Kok-ming, David

**Title**

Commissioner for Transport

Assistant Commissioner / New Territories /

Transport Department

Senior Traffic Engineer / Shatin 1 /

Transport Department

Architect (Works)8 /

Home Affairs Department

**Action**

The Chairman welcomed Members and representatives from government departments and organisations to the fifth meeting of this year.

2. The Chairman, on behalf of the Sha Tin District Council (STDC), welcomed the following representatives to the meeting: Ms Mable CHAN, Commissioner for Transport; Ms Irene HO, Assistant Commissioner / New Territories; Mr Ken YIP, Senior Traffic Engineer / Shatin 1 and Mr Christopher CHIU, Principle Transport Officer / New Territories 1 of the Transport Department (TD); and Ms CHIANG Lam, Senior School Development Officer (Shatin) 5 of the Education Bureau.

**Member's Application for Leave of Absence**

3. The Chairman said that the STDC Secretariat received application for leave of absence in writing from the following Member after the meeting had started:

Mr TING Tsz-yuen

Official commitment

(Post-meeting note: Mr TING Tsz-yuen joined the meeting at 3:57 pm.)

4. The Council approved the application for leave of absence submitted by the Member above.

**Confirmation of the Minutes of the Meeting Held on 26 July 2018**

(STDC Minutes 4/2018)

5. The Council confirmed the above minutes unanimously.

**Visit of Commissioner for Transport**

(Paper No. STDC 73/2018)

6. The Chairman welcomed Ms Mable CHAN to the meeting and invited her to briefly introduce the work of the TD.

7. Ms Mable CHAN said that she was pleased to come to the STDC to directly communicate with Members and listen to their views. The TD would briefly introduce the district traffic and transport matters mentioned by Members and report the progress. She would then respond to Members' views on the relevant matters. She invited Ms Irene HO to briefly introduce the work of the TD.

8. Ms Irene HO introduced the work of the TD, with the following main points:

- (a) the public transport strategy of the territory would continue to focus on public transport services and a rail-based approach. Besides developing railway networks, the TD also aimed to maintain a balance among the operating environments of other public transport services to promote the complementarity of the advantages of various services and to provide comprehensive and diverse services to the public. The TD would provide a more efficient and expansive public transport network to the public through measures such as adding, streamlining or reorganising bus routes and providing new bus-bus interchange schemes. Besides, "Transport for All" and environmentally-friendly measures were some other public transport strategies;
- (b) "Smart Mobility" was promoted to strengthen traffic and transport management by utilising technology. For instance, more traffic detectors had been installed on major routes to provide more real-time traffic information for members of the public to select suitable routes; the all-in-one mobile application, "HKeMobility", was launched in July this year to help members of the public to search for and select the most appropriate travel arrangement; display panels were installed at sheltered bus stops to provide real-time bus information; efforts were made to create a more pedestrian-friendly environment and to encourage walking, so as to reduce driving, traffic congestion and air pollution; car park operators were encouraged to provide the public with real-time information on available parking spaces; a new generation of on-street parking meters would be put into service starting from 2019 to 2020; and studies on the automatic toll collection system for tunnels had been carried out;
- (c) feasibility studies had been conducted on different automated parking systems; studies would also be conducted on installing smart sensors at traffic light junctions and on optimising the changing time of traffic lights. Tests were expected to commence in 2021;
- (d) regarding the enhancement of road networks, the Government had started the expansion works to convert the dual two-lane carriageway at Tai Po Road (Sha Tin Section) to dual three-lane, with expected completion in 2023. The Government was also carrying out an investigation study on Trunk Road T4, which would be connected to Tsing Sha Highway and Shing Mun Tunnel (SMT) Road to the west and Sha Tin Road to the east, providing a road linking West Kowloon, Tsuen Wan and Ma On Shan. The study and the whole project were expected to be completed in 2020 and 2026 respectively;

- (e) the Government suggested a series of measures early this year to enhance 8 intersections and 3 roundabouts in the district. The improvement works at 5 of the intersections had already been completed, while the remaining 3 involved civil works and were expected to be completed next year. The Civil Engineering and Development Department (CEDD) was conducting a feasibility study on the enhancement works at the Shek Mun Roundabout, which was expected to be completed in 2020. The TD also planned to convert the roundabouts at the junction of Sai Sha Road and Wu Kai Sha Road and the junction of Ning Tai Road and Hang Ming Street into spiral roundabouts, which were expected to be completed early next year;
- (f) the TD submitted proposals to the Traffic and Transport Committee (TTC) of the STDC in the middle of this year for enhancing safety measures at Tai Chung Kiu Road. The TD would implement short-term measures, including the addition of road traffic signs and improvements to road markings, at 7 intersections at Tai Chung Kiu Road from Lion Rock Tunnel Road to Siu Lek Yuen Road. The works were expected to be completed in 2019. The installation works of red light cameras at Tai Chung Kiu Road southbound and the junction of Sha Tin Wai Road and Sha Tin Road were expected to be completed by the end of this year and mid-2019 respectively. The TD would also make further improvements at multiple intersections, including adding traffic lights to pedestrian crossings and optimising the location of traffic lights. The works were expected to be completed by the end of 2020;
- (g) the road markings works at the roundabout at Che Kung Miu Road in Tai Wai were completed in mid-September this year, thereby improving road safety with clearer instructions for motorists;
- (h) regarding the improvement of pedestrian safety while crossing the roads, the TD was planning to install traffic lights at the exit of the bus terminal in New Town Plaza, On Ping Street and the intersection of On Lai Street and On Sum Street. The works were expected to be completed gradually between early next year and 2020;
- (i) under the “Universal Accessibility” Programme, there were a total of 15 retrofitting projects of barrier-free access facilities in the Sha Tin District. One of them had been completed, 8 were on-going and expected to be completed step by step between the end of this year and mid-2021, and the remaining 6 in the design phase were expected to commence gradually starting from 2019;
- (j) the TD was planning to improve the arrangements for the Tai Wai Station Public Transport Interchange to facilitate members of the public to use various modes of public transport. The preliminary proposal was to move the taxi stand eastward and the relevant spot would be converted to a general pick-up and drop-off area. The emergency exit of the existing bus terminal would be converted to a general exit in order to greatly shorten the journey of Route No. 80K. The TD would plan the relevant arrangements in detail and consult local communities. The works were expected to be completed in the first quarter of next year;

- (k) the TD understood that Members were concerned that the platform of the minibus waiting area outside the Prince of Wales Hospital (PWH) in Sha Tin was too high. The project originally involved removing 8 trees; however, as 4 of them had just been knocked down during the typhoon, the TD was studying ways with the Highways Department to speed up the progress. In terms of long term measures, the TD was studying the option of converting the cycle track outside the PWH's main entrance into a green minibus (GMB) stop and would consult the STDC upon completion of a concrete plan;
- (l) the TD would continue to increase the number of public parking spaces in the Sha Tin District and had requested that additional public parking spaces be provided in government development projects in the district, such as the sports centre in Area 103, Ma On Shan and the Tai Wai Complex. The TD would also add on-street parking spaces and continue to use government land without any long-term development plan yet in the district as temporary car parks;
- (m) regarding public transport services, the bus companies added 24 new routes in the past 3 years, mainly serving new development areas, such as Shui Chuen O, Shek Mun and Wu Kai Sha. They also implemented 144 service improvement initiatives on 73 existing routes. The TD would gradually implement the confirmed measures under the Sha Tin District Bus Route Programme 2018-2019, including adding 8 new routes that served Hong Kong Island, Kowloon and the New Territories, enhancing the service frequency of 7 routes, expanding the services of 2 routes that connected Sha Tin to New Territories West and Kowloon to whole-day services, etc.;
- (n) there were 3 main directions on the planning of the public transport services in the Sha Tin District in the next 5 years:
  - (i) to strengthen public transport services in a timely manner in accordance with the population growth of the district. The population in the Sha Tin District, including areas like Fo Tan, Tai Wai, Shek Mun, Kwong Yuen and Ma On Shan, was expected to increase by over 50 000, as a number of housing units would be completed in the next 5 years. The TD and the bus companies would propose services for the Bus Route Planning Programme each year, such as providing new routes or strengthening existing services to meet the demand for transport services;
  - (ii) with the Shatin to Central Link (SCL) coming into operation, the TD would consult the TTC regarding the reorganisation plans in respect of the public transport services in due course. The TD would closely monitor passengers' travel patterns and changes in demand and implement the re-organisation plans in phases within 6 months after the operation of the SCL commenced, so as to ensure that all services would meet most of passenger demands; and
  - (iii) the TD would further strengthen the bus services along the Tsing Sha Highway Sha Tin section in response to passenger demands.

- (o) regarding passenger facilities, seats and display panels providing real-time bus information would be installed at suitable bus stops under Government funded projects. Bus companies had already installed seats at around 80 bus stops and would install display panels at around 10 bus stops. The remaining works would be completed in phases in 2020 depending on on-site circumstances and technical constraints;
- (p) further to the trial scheme of the low-floor public light bus (PLB) on the Hong Kong Island earlier this year, the second low-floor PLB was put into service on 28 May 2018 as a trial operation for the New Territories GMB Route No. 808 to run between Kam Ying Court and the PWH. The TD would closely monitor the operation and review the effectiveness of the scheme by the end of this year. If the scheme was feasible, the TD and the transport industry would further promote low-floor PLBs;
- (q) the Policy Address last year set out that improvement works would be implemented as a pilot scheme at covered public transport interchanges to provide a better waiting area for passengers. The TD chose to implement the pilot scheme in the Ma On Shan Town Centre Public Transport Interchange. The improvement works included the implementation of a waiting arrangement that segregated vehicles and pedestrians and the provision of air-conditioned waiting rooms and passenger facilities. The TD was reviewing the details of the works and would consult the TTC later; and
- (r) the TD would continue to listen to the public's needs, enhance the transport facilities and public transport services in the district and maintain close communications with the STDC regarding traffic and transport services in the Sha Tin District. It would discuss relevant matters with Members in a timely manner and listen to their views.

9. The Chairman thanked Ms Irene HO for briefly introducing the work of the TD and invited Members to express their views. As he believed that a lot of Members would wish to speak, he would only arrange 1 round of opinions and reminded Members to be concise and avoid repetition.

10. The views of Mr LI Sai-wing were summarised below:

- (a) he hoped that the TD would review its manpower arrangements in the Sha Tin District;
- (b) the traffic from Ma On Shan to Sha Tin Town Centre was often congested; he therefore suggested building a bypass that connected the North District or Tai Po directly to urban areas to reduce the traffic load in the Sha Tin District. A time-of-use tariff programme could also be adopted by tunnels to divert traffic;
- (c) Ma On Shan had a serious shortage of parking spaces. Over 1 000 vehicles were illegally parked on the streets at night. He suggested building a public car park underneath the Ma On Shan Sports Ground to meet the demand;

- (d) shared-bicycles casually placed on the streets by their users caused road blockage. Although the TD had released the relevant Code of Practice, he opined that comprehensive ancillary facilities were necessary and that regulation by legislation would be required in the long term. He suggested that the Government select operators through a tendering exercise and set up parking poles for bicycles at designated locations;
- (e) he hoped that the Government would reduce the tax on electric vehicles to enhance their appeal; and
- (f) he hoped that the Government would take the lead in promoting automated parking measures in government car parks, in the hope that such measures would gradually be adopted by private car parks as well.

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

- (a) the problem of illegal parking plagued Ma On Shan due to a shortage of parking spaces and high rentals for monthly parking spaces. He hoped that the TD could speed up the study on automated car parks and implement the relevant measures in Ma On Shan to improve the problem of parking space shortage;
- (b) the traffic from Sha Tin to urban areas was usually very congested. The typhoon, Mangkhut, that just hit the territory further revealed the commuting problems from Sha Tin and the New Territories East to urban areas. Due to the population growth in the New Territories East, the TD should consider building a tunnel or trunk road to relieve the traffic from Sha Tin to urban areas;
- (c) he suggested widening the Tate's Cairn Highway to alleviate the traffic from Ma On Shan to urban areas;
- (d) he hoped that the TD would discuss with all bus companies the option to implement cross-company bus-bus interchange concessions at the Tate's Cairn Tunnel (TCT) Bus Interchange to provide greater convenience to members of the public; and
- (e) he thanked Mr YAU Kung-yuen, Corwin, for his assistance in improving the bus services in Ma On Shan. He said that a whole-day cross-harbour bus service and bus services to Tai Po and Cheung Sha Wan were still unavailable in the district.

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

- (a) he first commended Ms Irene HO, Ms KWOK Wai-ying, Candy, Ms FUNG Wai-kwan, Louisa, Mr Corwin YAU, Mr HO King-chung, Mr TSANG Kwong-fook, Andrew and Mr TONG Cheung. According to the Sha Tin District Office, the Sha Tin District could be divided into 4 areas, namely East 1 (Ma On Shan), East 2 (Wong Nai Tau to Chun Fung), West 1 (Royal Ascot to Sha Tin Town Centre) and West 2 (Tai Wai). Regarding the bus routes in the Sha Tin District, he had the following opinions:



- (i) he opined the following regarding the series 9 cross-harbour bus routes via the Western Harbour Crossing (WHC). For East 1 Area, he requested that Route Nos. 980X and 981P provide whole-day cross-harbour services and return trips and extend their services to the Wan Chai area, so as to serve the residents of Ma On Shan. For East 2 Area, as Route No. 182 via the Cross Harbour Tunnel in Hung Hom lacked appeal, he requested that Route No. 982X provide whole-day cross-harbour services and return trips and extend its services to the Wan Chai area. For West 1 and 2 Areas, cross-harbour bus routes were not provided;
  - (ii) regarding cross-harbour bus services via the Eastern Harbour Crossing (EHC), Route No. 682 should serve the whole of Ma On Shan (East 1 Area); Route No. 682B currently did not stop at Jat Min or Chun Fung in East 2 Area; and West 1 and 2 Areas lacked bus services to Chai Wan via the EHC; and
  - (iii) regarding airport bus services, Route No. A41P could basically cover the whole of the East 1 Area, except Double Cove and the Yan On Estate area; no airport services served Wong Nai Tau or Shui Chuen O Estate in East 2 Area; Sha Tin Town Centre was the only place in West 1 Area that had airport bus services; and Tai Wai was served by “E” routes and Hin Keng lacked “A” routes in West 2 Area. He opined that switching routes to get to the airport was not ideal.
- (b) he said that the traffic from Ma On Shan to urban areas was often affected by the congestion at Shek Mun Interchange and asked when the TD would finish relevant works. He opined that the root of the problem lay in the fact that the 2 international schools respectively located at On Muk Street and On Muk Lane were always packed with private cars driving students to and from school, and hence the road were blocked;
  - (c) a lot of trucks were currently parked at the car park on Hang Chi Street. He asked how the Transport and Housing Bureau (THB) would handle these trucks when the car park was resumed for property development; and
  - (d) he asked how the TD would handle the many illegally parked vehicles on Yau On Street and Yau Ting Street.

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

- (a) he first thanked Mr HO Ming-yin, Jim. The problem of illegal parking was serious in the Sha Tin District due to the shortage of parking spaces. For instance, over 100 vehicles were illegally parked on Sha Tin Tau Road and Chui Tin Street every night, affecting pedestrians and buses;
- (b) the traffic was often congested on Kowloon-bound Tai Po Road. Regrettably, Trunk Road T4 would only be completed in 2026, which was why residents opposed the reclamation works at Ma Liu Shui;

- (c) he hoped that bus companies would expand interchange concessions in Sha Tin and standardise the concessions between local routes and outbound routes;
- (d) the transport ancillary facilities of the new development areas in Sha Tin were not ideal initially;
- (e) he hoped that bus companies would provide a circular bus route between Sha Tin Wai and Tai Wai MTR Station to ease Tai Wai's pressure as a transportation hub;
- (f) he hoped that bus information display panels would be installed at all bus stops to provide information on departure schedules; and
- (g) as the stairway that currently connected Sun Tin Wai Estate to Greenview Garden was very steep, he hoped that the TD would improve the situation and suggested that an escalator be installed in the long term.

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

- (a) she thanked Mr Ken YIP, for his assistance in improving the transport issue at the roundabout at Che Kung Miu Road in Tai Wai. However, the new road markings might pose potential traffic risks. She therefore hoped that the TD would take more effective improvement measures, such as adopting the overseas practice of installing traffic lights;
- (b) Mei Tin Road and Heung Fan Liu Street had always been traffic accident black spots in the district. She hoped that the TD would take more effective improvement measures;
- (c) even though the TD suggested providing 240 parking spaces in the proposed Tai Wai Complex, this could not solve the shortage of on-street metered parking spaces in Tai Wai town centre. She hoped that the TD would add relevant parking spaces at suitable locations to ease the problem of illegal parking;
- (d) she opined that the transport policy of a railway-based network complemented by bus services was not applicable to Tai Wai. As Tai Wai MTR Station was the last East Rail Line station in the New Territories and would soon become the interchange of 3 railway lines, its high patronage would make it very difficult for residents to board trains; on the contrary, the bus network in Tai Wai was relatively well-designed. She had always fought for cross-harbour bus routes for Tai Wai residents, including whole-day services to and from Central, Sheung Wan or the Eastern District;
- (e) there were insufficient Tai Wai-bound bus routes via the SMT and passengers often could not board buses at the SMT bus interchange. She hoped the TD would improve the situation; and
- (f) she said that GMB Route Nos. 63 and 64 had inadequate services and hoped that the TD would make improvements.

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

- (a) illegal road racing activities often took place on Trunk Road T7 at night on Fridays and holidays and caused noise nuisance to residents. He hoped that the TD would cooperate with the police to handle the problem and that the TD would study the option of installing noise barriers to mitigate the noise;
- (b) he said that minibus services were inadequate in Ma On Shan. For instance, minibuses of Route Nos. 803 and 808 departing from their termini were always full and passengers could not board the minibuses even at the first few en-route stops. However, most of the passengers who boarded at the termini would get off at midway en-route stops. He therefore suggested providing minibus interchange concessions to improve the situations; and
- (c) he suggested that the TD make good use of the space below footbridges for motorcycle parking spaces.

16. The views of Mr Victor LEUNG were summarised below:

- (a) after Typhoon Mangkhut had hit the territory, most roads got blocked by collapsed trees. He suggested that the TD study the implementation of a notification mechanism to inform members of the public of traffic conditions under relevant situations, so that the public could make travel arrangements accordingly;
- (b) he relayed the problem of parking space shortage in the Sha Tin District and hoped that the TD could look into automated parking systems as soon as possible to alleviate the problem. However, he was against the Government allocating some estate parking spaces for public use, as this would not be favorable to the estate residents; and
- (c) he opined that it was necessary to comprehensively review the facilities at bus stops, including dealing with problems like water leakage.

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

- (a) he commended the TD staff for their assistance in the improvement of the public transport interchange at Tai Wai MTR Station, so that Route No. 80K could go directly onto Che Kung Miu Road without making any detours. However, he opined that it was not ideal that cross-boundary buses and taxis were using the same access and that shuttle buses and general vehicles were using the same passenger drop-off and pick-up area. He hoped that the TD could make adjustments;
- (b) he hoped that smart traffic light devices could be installed as soon as possible to assist the elderly in crossing the road;

- (c) due to the shortage of parking spaces for large vehicles and commercial vehicles in the Sha Tin District, he suggested that the TD study the options of building car parks underneath parks or leisure venues;
- (d) he hoped that a new airport bus route via Hin Keng Street, Tin Sam Street and Eagle's Nest Tunnel (ENT) could be added;
- (e) traffic accidents often happened in the northbound section of Hung Mui Kuk Road near Tin Sam Street. He therefore hoped that the TD would implement road safety measures;
- (f) he hoped that the TD could improve the waiting facilities at bus stops, such as extending the length of the benches to match that of the bus stop; and
- (g) he opined that the TD should review bus and minibuses fares.

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

- (a) the CEDD had carried out improvement works on Trunk Road T4, including the enhancement works at the Shek Mun Roundabout and the expansion of On Sum Street, to allow more vehicles to access the Shek Mun business area. The traffic was congested on On Ping Street because of the storage premises there, thus preventing vehicles from accessing On Sum Street, buses and minibuses from approaching their stops, and eventually other vehicles from entering the Shek Mun business area;
- (b) she relayed that the pedestrian light facilities installed on On Lai Street and On Ping Street were not helpful to vehicles turning onto On Lai Street and hoped that a left turning lane would be added to Tai Chung Kiu Road for that purpose, so as to ensure better connectivity;
- (c) upon the completion of the works at the On Ming Street roundabout, 4 traffic lanes would be combined into only 1 in On Muk Street, leading to traffic congestion. She hoped that the TD could improve the situation;
- (d) relevant STDC working groups had previously conducted a study on the illegal parking problem in the Sha Tin District and suggested that large car parks be built in locations such as Tai Wai, Wong Chuk Yeung Street in Fo Tan, the Shek Mun business area and Ma On Shan, to provide affordable parking spaces and to improve the relevant problem. The STDC also asked the police to strengthen enforcement actions against illegal parking; and
- (e) she suggested that the TD install countdown timers for traffic lights as soon as possible.

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

- (a) he commended the TD staff. For Sha Tin residents who wished to take the first train of the High Speed Rail at 7:00 am, Bus Route No. W3 was the only option

to get to the station. He suggested that the TD and the MTR Corporation Limited (MTRCL) discuss the adjustment of the departure time of the first train, so as to facilitate residents' travel arrangements;

- (b) regarding "Transport for All", he hoped that the TD would introduce low-floor PLBs as soon as possible to serve residents in need;
- (c) he opined that the existing traffic conditions could only be alleviated if Trunk Roads T2 and T4 complemented each other;
- (d) based on the existing road markings at the Tai Wai roundabout, there was not enough time for vehicles entering the roundabout from Hung Mui Kuk Road via the middle lane to exit it in the Mei Lam direction. He hoped that the TD would handle the issue; and
- (e) he suggested opening some restricted sections of the TCT to provide short connecting trips to the Kwong Hong area for residents' convenience.

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

- (a) he commended Mr Ken YIP, Mr Jim HO and Mr HU Yue-ming, Alan and hoped that the TD would install a speed table at the pedestrian crossing at Yat Tai Street as soon as possible;
- (b) the services of Bus Route Nos. 89B, 80X and 40X were not frequent enough. He hoped that the TD would not neglect the needs of the residents of Pok Hong Estate due to the enhancement of bus services for Shui Chuen O Estate;
- (c) he hoped that a bus route that went directly from the areas of Pok Hong Estate and Sha Kok Estate to the Shatin Hospital could be provided for the convenience of wheelchair users and the elderly;
- (d) he hoped that the TD would study the extension of the pedestrian green time in the Sha Tin District and implement it in the district as soon as possible; and
- (e) he hoped that the noise barriers on Trunk Road T4 near Pok Hong Estate could be extended.

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

- (a) he commended Mr Jim HO. He relayed that a lot of the bicycle parking spaces had been occupied by shared-bicycles and hoped that the TD would introduce legislation to regulate such bicycles;
- (b) he opined that, since the Government was a major shareholder of the MTRCL, it should negotiate with the MTRCL to provide motorcycle parking spaces under bridges on the company's premises;
- (c) he hoped that the TD could adopt smart traffic light systems as soon as possible

and install countdown timers in seconds underneath traffic light signals;

- (d) he hoped that the TD would carefully consider the application of the Kowloon Motor Bus Company (1933) Limited for a 8.5% fare increase;
- (e) he hoped that whole-day services of Route No. 982X could be provided and that its return trip terminus could be extended to Wan Chai;
- (f) he hoped that whole-day services of Route No. 47A could be provided without affecting the existing services of Route No. 47X; and
- (g) regarding the aftermath of the typhoon in the territory, he hoped that the TD and relevant departments would co-ordinate their work properly and adopt suitable measures to prevent chaos from happening again.

22. The views of Mr CHAN Nok-hang were summarised below:

- (a) he commended Mr Jim HO, Mr Corwin YAU, Mr Ken YIP and Mr Alan HU. He asked the TD to provide the research data and information on the extension of the pedestrian green time and the smart traffic light systems for reference. He also opined that countdown timers should be installed at all pedestrian lights in the Sha Tin District;
- (b) he hoped that the TD would add bus routes that ran from Chun Shek Estate to the Eastern District and the airport;
- (c) he hoped that the TD would follow up on the installation works of seats and bus information display panels at bus stops and study the applicability to old bus stop shelters;
- (d) he opposed the increase in bus fare, as it would add to the public's burden; and
- (e) the typhoon paralysed the operation of Tai Wai MTR Station. After the SCL became operational, the existing 12-car trains would be modified to 9-car trains. He asked that the TD consider if the new train services could withstand the impacts of future typhoons.

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

- (a) he believed that vertical parking garage could solve the problem of shortage of parking spaces;
- (b) he hoped that traffic detectors would be installed along major trunk roads as soon as possible to monitor the traffic conditions, and bus companies would be informed of the traffic conditions after typhoons; and
- (c) he hoped that the TD would take measures to divert the traffic from TCT and Lion Rock Tunnel to Tsing Sha Highway, with a view to alleviating the Kowloon bound traffic congestion of the two tunnels.

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

- (a) he first commended the staff of the TD. He hoped that the TD would study the construction of covers at TCT Bus Interchange as soon as possible to shelter the public from sunshine and rain;
- (b) he suggested that the Government construct the fifth vehicular tunnel connecting Sha Tin with the urban area, which linked Sha Tin with Lantau Island and the Greater Bay Area via Tsing Yi, in order to ease the traffic burden on the New Territories East and the North District;
- (c) he suggested utilising the space under the bridge of Ma On Shan Line for provision of parking spaces;
- (d) he hoped that the TD would build a footbridge connecting Ma On Shan Town Centre and the proposed heated swimming pool complex;
- (e) he opined that a bus circular route connecting the upper and lower part of Ma On Shan was needed; and
- (f) he suggested that the TD study extending the bus-bus interchange concession to an inter-company scale.

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

- (a) she was worried that the crossing facilities at Hin Keng Station would not be able to accommodate the pedestrian flow after the commissioning of the SCL. Therefore, she hoped that a footbridge across Che Kung Miu Road would be constructed to facilitate residents' access to the MTR station ;
- (b) she asked the TD how the automated parking system would be implemented and how the problem of shortage of parking spaces in Tai Wai could be solved;
- (c) she hoped that the bus services at Hin Keng would not be reduced because of the commissioning of the SCL; and
- (d) there used to be a display panel showing the departure time at each bus stop at Hin Keng Bus Terminus. However, there was only one integrated display panel after the completion of improvement works. She hoped that the TD would conduct a review.

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

- (a) in view of the population growth of the Sha Tin District, he hoped that cross-harbour bus routes could be introduced at Shek Mun, Kwong Yuen and Yu Chui;
- (b) with regards to the improvement works of the minibus stop at the entrance of the

PWH, he hoped that the progress could be expedited because of the collapse of trees after typhoon;

- (c) regarding the safety measures at Tai Chung Kiu Road, he opined that most traffic accidents happened at midnight and were mainly caused by red light jumping. He hoped that the TD would install red light cameras at the junction between Fo Tan Road and Sha Tin Road; and
- (d) he opined that the major obstacle to the promotion of electric vehicles was the provision of ancillary facilities instead of related taxes. He suggested providing additional electric vehicle charging facilities and encouraging public transport companies to use electric vehicles.

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

- (a) he commended Ms Irene HO, Mr Jim HO, Mr Corwin YAU and Mr Ken YIP. The TD had taken decisive action earlier to revoke the operating licence of an underperforming GMB operator. It showed that the TD had taken appropriate action to maintain proper GMB services;
- (b) he hoped that the TD could improve the road safety of Tai Chung Kiu Road and implement the short, medium and long-term measures suggested earlier;
- (c) the aftermath of the typhoon had exposed that the coordination of government departments had to be improved. For example, the communication on traffic condition, resumption of bus routes or GMB routes. The communication with Members should also be strengthened;
- (d) he hoped that the TD would review, improve and strengthen the Airport bus and cross-harbour bus services in the Sha Tin District;
- (e) he hoped that the TD would construct a large scale car parking facility to solve the problem of shortage of parking spaces in the Sha Tin District;
- (f) he hoped that the TD would expedite the works at Tai Po Road (Sha Tin Section) and Trunk Road T4 to alleviate traffic congestion; and
- (g) he hoped that the TD would introduce a supplementary route of Route No. 680 to serve the areas of Kwong Yuen, Shek Mun, which would head for the TCT directly after passing through Yu Chui Court. He said he would put forward a provisional motion.

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

- (a) he said that Yau On Street was often congested. The access and safety of residents of Lakeview Garden were thus affected. He had discussed solutions with the TD, including prohibiting the entry of vehicles over 10 metres long, as well as prohibiting vehicles from parking at certain road sections from 7:00 am to 12:00 midnight. He hoped that the TD would expedite the process;



- (b) the open-air car parks in Tai Wai and Six Mei Area (i.e. May Shing Court, Mei Chung Court, Mei Park Court, Mei Ying Court, Mei Tin Estate, Mei Lam Estate) had been developed into housing estates gradually and the number of such car parks was decreasing. Therefore, there was a shortage of parking spaces in the area and thus worsening the problem of illegal parking. He opined that the additional parking spaces in the proposed Tai Wai Complex could not solve the problem within a short period of time. He hoped that the TD would increase the parking spaces for commercial vehicles and improve the situation with the help of technology;
- (c) the population of Six Mei Area kept growing. Therefore, he hoped that bus companies would continue to increase the bus frequency. He also requested the provision of whole-day service of Route No. 985 and the return trip of Route No. 81 to travel via Mei Fai Street to provide service for Six Mei Area;
- (d) he pointed out that residents of Tai Wai often could not board the buses bound for the Airport because the bus stops in Tai Wai were the last few ones in the Sha Tin District of the bus route. It was time-wasting and unreasonable that residents had to go to the Sha Tin Town Centre first and then changed buses. Therefore, he requested for improvement of the concerned services; and
- (e) he requested the introduction of bus routes from Sha Tin to Island East.

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

- (a) the problem of traffic congestion in the Sha Tin District kept worsening, and the construction of major transport and road infrastructures could not catch up with the population growth. She opined that apart from constructing Trunk Road T4, she also hoped that the TD would study how to solve the traffic congestion problem in the district shortly;
- (b) she hoped that the works of hillside escalator link at Saddle Ridge Garden would commence as soon as possible; and
- (c) she said that the lost trip problem of GMB Route Nos. 803 and 808 was serious. She hoped that the TD would perform the monitoring role better. She also hoped that Route No. 89S would be extended to the PWH as soon as possible so that residents could go there for medical consultation more easily.

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

- (a) he thanked the staff of the TD for performing their duties and serving members of the public during typhoon. He also commended Mr Jim HO;
- (b) regarding the TD's strategy on public transport, namely railway-based network complemented by bus services, he opined that the two elements should be separated. The suspension of bus services after typhoon had brought impact to the residents of Tai Wai, which had shown the importance of bus services to the

residents in the area. However, most of the bus routes serving Tai Wai were feeder routes instead of cross-districts routes. There had been no direct cross-harbour bus services to the Central and Western District in Six Mei Area all along. Meanwhile, there were only 4 stops in Tai Wai for Route No. E42 and the stops were the last ones in the Sha Tin District, making it difficult for residents of Tai Wai to get on board. He hoped that an A-series route from Tai Wai to the Airport could be introduced;

- (c) he opined that the increase in supply of parking spaces could not catch up with the growing demand. Parking spaces had only become a tool for speculation activities and the problem of illegal parking had worsened because of the shortage of parking spaces;
- (d) fatal traffic accidents had happened at Heung Fan Liu Street and Mei Tin Road. Although the traffic flow and pedestrian flow there had not met the TD's standard for improving crossing facilities, he hoped that the TD would give priority consideration to public safety and take improvement measures; and
- (e) residents in Tai Wai heavily relied on GMBs to access Tai Wai MTR Station. However, the frequencies of GMB Route Nos. 63A, 63B and 63K were insufficient to meet the demand. He hoped that the TD could make improvements as soon as possible.

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

- (a) the population of Sha Tin Town Centre and Tai Wai was expected to increase by 30 000 in the coming 5 years. He hoped that more A-series Airport bus routes could be introduced;
- (b) he said that Tai Po Road was always congested. Apart from widening Tai Po Road, he also hoped that the TD would study other measures that could help accommodate the traffic flow from the North District and Tai Po, such as the construction of bypasses. Therefore, the traffic would head for Tsuen Wan or other parts of the New Territories West directly without passing through Sha Tin;
- (c) he suggested that the TD limit the number of new vehicle licences issued as the supply of parking spaces could not catch up with the growth in vehicles; and
- (d) he hoped that the TD would increase the frequency of Route No. 798 departing from Sha Tin at peak hours.

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

- (a) he would like to know the feasibility of introducing automated parking system in Hong Kong;
- (b) he said it was difficult for residents to get on buses bound for the Airport at Hin Keng. He did not want residents to change buses for a few times either. Therefore, he hoped that the TD would review the Airport bus routes in the Sha Tin District;

- (c) as far as he was aware, electric mobility devices were banned on roads. He asked the TD how such situation would be dealt with; and
- (d) after the closure of the car park at Hin Tin, more than a dozen of hearses and a lot of commercial vehicles were left there. He asked how the TD would handle the parking problem of such vehicles. He also hoped that the TD would deal with the matters related to the issuing of vehicle licences and car parking.

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

- (a) she thanked the staff of the TD, including Mr Corwin YAU, for their long and dedicated service to the residents of the Sha Tin District;
- (b) she said that the TD had revoked the operating licence of an underperformed GMB operator, which reflected that the TD played an important role in monitoring. Meanwhile, the GMB service in Kwong Yuen area, especially that of Route No. 808, was unsatisfactory. She hoped that the TD would effectively discharge its monitoring role;
- (c) the operation of Kwong Yuen Bus Terminus had been affected due to illegal parking, and buses and private cars were obstructed. She hoped that additional parking spaces could be provided in the district in the long run;
- (d) she hoped that the TD and bus companies could provide whole-day bus services from Kwong Yuen to Ma On Shan; and
- (e) she hoped that the TD and bus companies would introduce Airport bus services departing from Kwong Yuen and Kwong Hong as soon as possible.

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

- (a) he asked the TD whether it would curb the number of vehicles;
- (b) he opined that illegal parking of shared bicycles was very common. Bicycle sharing services, irrespective of whether the rental systems were with parking poles or not, could only be introduced after a long period of study. He suggested that parking spots be set up at public housing estates to facilitate the rental and return of bicycles by members of the public. He opined that such a measure could address the needs of most of the residents;
- (c) he said that the 2 bus stops of Route No. 80K at Chui Tin Street had yet to be retrofitted with benches. He opined that there was sufficient space for retrofitting 3 rows of benches for use by the elderly who went to attend medical check-ups; and
- (d) regarding the provision of covers to walkways, he opined that as there were a few entrances and exits along Hung Mui Kuk Road, the Government's standard of measuring the pedestrian flow at fixed spots was not applicable. He suggested that apart from measuring the pedestrian flow at fixed spots, the

Government could also measure in specific areas, so that more residents could be benefitted.

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

- (a) she first commended the staff of the TD. The existing transport facilities could not accommodate the growing population of the North District and New Territories East. Apart from constructing Trunk Road T4 and widening Tai Po Road, she suggested that the TD study the feasibility of constructing tunnels, so that the vehicles from the North District and Tai Po could go to the urban area directly without travelling via Sha Tin;
- (b) as the future population growth of the Sha Tin District concentrated in Fo Tan, she suggested widening the concourse and platforms of the Fo Tan MTR Station;
- (c) she hoped that the construction of Fo Tan Complex could be expedited to provide cultural and recreational facilities to the public, and several floors of the complex would be reserved for car parks;
- (d) she said that cross-harbour bus services via WHC and direct Airport bus services were needed in the Fo Tan Area;
- (e) as for bus stops that could not be retrofitted with benches, she suggested modelling on the approach in London by retrofitting benches which were smaller than the TD's standard; and
- (f) she demanded that the GMB route serving Wong Chuk Yeung Village provide 2 trips in the morning, afternoon and at night respectively.

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

- (a) he first commended the staff of the TD, and he hoped that the TD would increase the manpower in the Sha Tin District;
- (b) he mentioned the problem of shortage of parking spaces in the Sha Tin District;
- (c) regarding traffic congestion at Tai Po Road, he suggested introducing bus-only lane there and appealing to the public to use public transport modes;
- (d) he believed that the demand still could not be met even after the completion of Trunk Road T4. He hoped that the TD would take other more effective measures;
- (e) the problem of illegal motor racing was serious at Sai Sha Road in Ma On Shan. He hoped that the TD would install additional speed enforcement cameras and install noise barriers in the vicinity of Double Cove and Lake Silver;
- (f) he reminded the TD that it had to be cautious when replacing conventional roundabouts with spiral road roundabouts;

- (g) he requested whole-day service of Route Nos. 980X and 981P to be introduced and that the routes travel to Hong Kong Island from Wu Kai Sha via Tsing Sha Highway; and
- (h) he requested the service of Route No. A41P to be strengthened to serve the residents of Villa Athena.

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

- (a) he first commended Mr Jim HO and Mr Corwin YAU. He said that the frequencies of Route Nos. 86A and 89B were not regular, while the buses of Route No. 80X to Kwun Tong were often full. He requested the frequencies of these routes to be increased;
- (b) he hoped that the TD would look into the problems concerning section fares. The bus fare of Route No. 86K to Sha Tin at Regal Riverside Hotel and Belair Garden was \$6.1, which was unreasonable;
- (c) he requested that the return trip of Route No. 982X be extended to Wan Chai, and the departure point of Route No. 980A be relocated to Wong Nai Tau to shorten the journey. He also requested that the frequency of Route No. 798 during peak hours be increased; and
- (d) he hoped that the TD would expedite the works under the “Universal Accessibility” Programme to benefit more residents.

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

- (a) he first commended Mr Jim HO. He said that there had been heavy traffic at Shui Chuen Au Street before and caused safety risks. However, after the completion of To Shek Street, drivers then tended to use this road. He hoped that the TD would make the traffic flow more balanced with a view to enhancing road safety; and
- (b) the frequency of Route No. 287X was irregular, which was difficult for residents of Shui Chuen O Estate to interchange to this route at ENT. They had to interchange to other routes to Sha Tin first, and then had to take Route No. 288 to Shui Chuen O Estate. He opined that it showed that Route No. 288 had achieved a streaming effect, and thus its frequency should be increased. Additional bus routes that travelled via Shui Chuen O Estate should also be provided.

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

- (a) new housing estates would be gradually completed in Fo Tan Area. However, the shortage of parking spaces in the area had given rise to a serious illegal parking problem. He suggested that the TD discuss with the Leisure and Cultural Services Department the introduction of automated parking system or

increasing parking spaces at the sports centre at San Mei Street;

- (b) he hoped that an overnight minibus route would be introduced in Sui Wo Area; and
- (c) he hoped that the TD would inform Members of when the feasibility study of the works of hillside escalator link in Sui Wo Area would start.

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

- (a) the location of the proposed heated swimming pool complex in Ma On Shan Area 103 was currently a public car park, which was designated for large commercial vehicles. Although 200 to 300 parking spaces would be provided in the proposed complex, the large vehicles parking at the public car park would be forced to park in other areas in the district, and thus this would cause impacts. He hoped that the TD would provide additional parking spaces for large vehicles in the district; and
- (b) he hoped that the TD would review the operating area of New Territories taxis, and suggested relaxing the boundary of the operating area for the convenience of members of the public.

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

- (a) he commended Mr Jim HO, Mr Ken YIP, Mr CHIU Sung-ko and Mr Alan HU. He hoped that the TD would deal with the problem of shortage of parking spaces for large vehicles in Tai Wai as the area was now under rapid development;
- (b) he said that A-series Airport bus service was needed in Tai Wai Area. Route No. 46X was the only bus route that travelled to Tai Wai via SMT. He hoped that the TD would introduce more routes;
- (c) he requested that a bus route travelling from Tai Wai to the Island East via TCT and EHC be introduced. He also hoped that the TD would capitalise on the use of ENT; and
- (d) he hoped that the TD would review the frequencies of Route Nos. 85, 286X and 287X.

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

- (a) he hoped that the TD would formulate proper overall planning for the Sha Tin District; and
- (b) he said that bus services were suspended at the first working day after the passage of Typhoon Mangkhut. He hoped that the TD would discuss with bus companies and make compensation to the users of monthly passes.

43. The views of the Chairman were summarised below:

- (a) 33 Members had just spoken. He believed that Members were all concerned about the TD's work;
- (b) he first commended the staff of the TD. He quoted the bicycle parking spot outside Exit A of Tai Wai MTR Station as an example, and opined that the TD should review the existing mechanism and improve the efficiency of settling problems;
- (c) he opined that the TD could follow the example of Guangzhou Information Centre (廣州信息中心), which monitored the traffic in the city by the use of data, and monitored the operations of aviation, maritime and land transport by big screens, with a view to carrying out targeted improvement measures; and
- (d) he hoped that the TD would draw on the experience of Ma On Shan Line, and the department should not rely too heavily on railways and overlook other transport facilities when formulating transport policies. He also asked the TD whether it had any plan to cut bus routes after the commissioning of the SCL.

44. Ms Mable CHAN gave a consolidated response as follows:

- (a) the TD would not become complacent after receiving commendations. The TD would maintain its professionalism and strive for additional manpower in the district;
- (b) the construction of roads each year could never catch up with the growth in vehicles, and the shortage of parking spaces was a territory-wide problem;
- (c) the population of the Sha Tin District in the future would increase by 50 000, which concentrated in areas including Four Mei Area (i.e. May Shing Court, Mei Chung Court, Mei Tin Estate, Mei Lam Estate), Shek Mun, Ma On Shan, etc. Sha Tin was served by 2 major railways, namely the East Rail Line and the Ma On Shan Line, and over 180 bus routes and over 60 GMB routes. Although under the current transport policy, railways were the backbone, the TD would not overlook bus and GMB services. GMB had played an important part when roads were blocked after the passage of typhoon. Buses had also eased the burden when the railways had reached the full capacity;
- (d) the TD would deal with the traffic problems in the district carefully. The first one would be On Lai Street and On Muk Street in Shek Mun, while the second one would be the Subsidised Sale Flats Project at Kwei Tei Street, Fo Tan, at which the TD would not let the congestion of bus routes worsen. The third one would be the traffic problem at TCT, which the TD would handle carefully and report to the STDC later;
- (e) the THB and the TD would actively study diverting the traffic flow evenly among the 6 tunnels. Apart from the 3 harbour-crossing tunnels, the 3 tunnels connecting the New Territories with the urban area were also included. The diversion of traffic flow would be to a large extent subject to whether the

congestion at the bottlenecks of the trunk roads of Sha Tin could be alleviated. The TD would also study the feasibility of charging vehicles different fees in different periods with a view to diverting traffic flow;

- (f) regarding the problem of car parking, the TD was studying short, medium and long-term solutions. They consisted of 6 approaches, including providing additional parking spaces for motor cycles at roadsides and under flyovers; requesting developers to provide underground parking spaces for commercial vehicles in suitable private properties or shopping malls; building public car parks at comprehensive government land and government complexes; striving to provide the maximum permissible number of parking spaces in both public and private housing developments by discussing with the Housing Department and Planning Department; discussing with the Lands Department on requiring operators of short-term tenancy public car parks to provide a certain number of parking spaces for commercial vehicles; and studying the feasibility of automated parking system, and the STDC would be consulted on the result as appropriate;
- (g) with regard to bicycle sharing, the TD would reach an agreement with the operators, under which they would be required to strengthen the management by the use of technology. The TD would issue related code of practice, under which the operators would be self-regulated. The Government would also exercise the statutory powers under the Summary Offences Ordinance and the Land (Miscellaneous Provisions) Ordinance to remove illegally parked bicycles. If the code of practice failed to regulate the operators effectively, the TD might introduce legislative regulation;
- (h) the TD would review the bus services connecting the Sha Tin District with the Airport and the Island East. Besides, as the SCL would be commissioned soon, the TD would handle the relevant Public Transport Re-organisation Plan carefully, and brief the STDC on the relevant arrangements as early as possible;
- (i) regarding Smart Mobility, the TD had made good use of technology and put forward various measures, including: first, the TD had received positive feedback from the pilot scheme on video pedestrian detection devices (smart traffic lights) on the Hong Kong Island, and the pilot scheme was currently being carried out in different districts; second, the TD was striving for the full coverage of major trunk roads by electric monitoring system; third, the TD had integrated 3 mobile applications into 1, through which real-time information of parking spaces of over 260 car parks was disseminated. The TD also wished to disseminate more traffic information through this platform; fourth, the TD was discussing with bus companies to disseminate bus information through the websites of the TD and the Government, as well as mobile applications. The TD would report the progress to the STDC in due course;
- (j) the design of the Tai Wai MTR Station Public Transport Interchange was a preliminary idea. The TD would continue the discussion on the layout and arrangement with Members. The TD hoped that the Public Transport Interchanges at Tai Wai Station and Ma On Shan Town Centre could be



developed into smart bus stations, where Wi-Fi network and real-time information would be provided. Vehicle-pedestrian segregation measures would also be implemented so that passengers would not need to inhale exhaust fumes while waiting for buses. The TD wished to carry out a pilot scheme at Ma On Shan Town Centre Public Transport Interchange;

- (k) the typhoon had brought some insights to the TD. The TD would conduct a review properly, including deepening the cooperation with other departments, as well as improving the dissemination of information. She thanked various government departments for their dedicated effort in clearing the fallen trees on major trunk roads including Sai Sha Road, Route Twisk and Tai Po Road, so that 95% of bus routes were resumed 2 days after the passage of typhoon. The TD hoped that communication could be strengthened in future to serve the primary objective of resuming public transport as soon as possible; and
- (l) she thanked Members for their commendations and persuasion. She hoped that the service of the TD would keep on progressing.

45. The Chairman thanked Ms Mable CHAN for her responses to Members' questions and opinions.

46. Members agreed to discuss the provisional motion raised by Mr YIU Ka-chun after Ms Mable CHAN, Ms Irene HO and Mr Ken YIP had left the meeting.

47. Mr YIU Ka-chun put forward the following provisional motion :

“The Sha Tin District Council welcomes the visit of the Commissioner for Transport. The Council requests the Transport Department to face up to the following issues and hopes that the Transport Department will follow up the issues actively:

1. to introduce bus services connecting Tai Wai and Fo Tan with the Airport and study the improvement of the existing Airport bus services in the Sha Tin District for the convenience of members of the public;
2. to make good use of Route 8 and Tate's Cairn Tunnel and introduce more bus routes which provide whole-day service for the Sha Tin District;
3. in view of the serious shortage of parking spaces in the Sha Tin District, to study the construction of a large scale automated parking system in the Sha Tin District;
4. in view of the serious traffic congestion in the Sha Tin District, the Council requests the Transport Department to expedite the works of widening of Tai Po Road (Sha Tin Section), construct Trunk Road T4 and study the construction of additional tunnels as soon as possible, in order to alleviate the traffic congestion in the district;
5. requests the widening of Tate's Cairn Tunnel Bus Interchange and installation of toilets;
6. to urge franchised bus companies to provide more interchange concessions

(including inter-company ones);

7. to monitor bus and GMB fares, and strengthen the monitoring of their frequencies in order to improve the services.”

Ms YUE Shin-man seconded the motion.

48. The Chairman asked Members whether they agreed to endorse the provisional motion in paragraph 47.

49. The Council unanimously endorsed the provisional motion in paragraph 47.

### **Discussion Item**

The Sha Tin District Council (STDC) to Serve as Event Supporter  
(Paper No. STDC 74/2018)

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

- (a) as far as he was aware, the objective of the Asia Powerboat Association was to establish Hong Kong as the main centre and training base for powerboat racing. The association had planned to hold “Asia Powerboat Race Hong Kong 2018” (Powerboat Race) in Ma On Shan for 3 days in a row, during which Ma On Shan Park and Ma On Shan Waterfront Promenade would be used. He opined that using Ma On Shan Park and Ma On Shan Waterfront Promenade for Powerboat Race for 3 consecutive days would hinder residents of the district from using the related facilities during the above period, and thus would cause great impact on the residents;
- (b) according to his experience, many running activities held in Ma On Shan Park and Ma On Shan Waterfront Promenade in the past were complained by residents of the district, who said that such activities caused much nuisance to them. He cited an example that a running activity was held in the vicinity of Ma On Shan Waterfront Promenade. A large amount of rubbish was left along the promenade after the activity ended, which caused serious disturbance to residents;
- (c) he pointed out that the Government had never positioned Ma On Shan as a centre of international sports events. Even though Members were supportive of holding more sports events in the Sha Tin District, he opined that Members should not agree with the STDC’s serving as the event supporter of Powerboat Race; and
- (d) he opined that the organiser of Powerboat Race had not provided the STDC with adequate information. Moreover, it was still not clear whether the event would be successfully held. He suggested opposing the holding of Powerboat Race in Ma On Shan, and opposing the STDC’s serving as the event supporter of Powerboat Race.

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

- (a) he opined that Powerboat Race would be held in the waters near Ma Liu Shui, Tolo Harbour, which could reflect that the waters were valued for various sports. This echoed his earlier objection to the reclamation of Ma Liu Shui;
- (b) he opined that it was acceptable that Powerboat Race would be held for 3 consecutive days as proposed. However, he hoped that related parties would control the noise of the event, including the time of making noise, the volume and the direction of spreading of noise, so as to minimise the impact on the residents in the vicinity;
- (c) he opined that powerboat racing was a new event which was worth watching and recommending to the residents of the district. It could also promote diversified development of local sports; and
- (d) based on the consolidated information of Powerboat Race, he was inclined to support the event.

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

- (a) there was kaito ferry service to outlying islands at Ma Liu Shui Ferry Pier. He would like to know whether the waterways and safety of kaito would be affected by Powerboat Race;
- (b) he would like to know whether the organiser of Powerboat Race had conducted any traffic impact assessment on the impact on the vicinity for the event;
- (c) he would like to know whether police assistance would be needed to maintain the order of marine traffic during Powerboat Race. He also enquired about emergency rescue plans for possible accidents;
- (d) as far as he was aware, the organiser of Powerboat Race was a private commercial organisation. The organisation had only invited the STDC to consider serving as the event supporter of Powerboat Race. However, it did not explain the details of the event to Members. He opined that the organisation's attitude towards consultation needed to be improved;
- (e) according to the information provided to the STDC by the organiser of Powerboat Race, Yacht Party VIP tickets would be sold. Ticket holders could board the yacht of the organiser during the event and watch the race in Tolo Harbour. Lunch and drinks were included. Besides, ticket holders would have the opportunity to take photos with international motorboat racers and "racing girls", and enjoy music festival for free by showing the VIP tickets. An opening ceremony and a parade of powerboats, luxury cars, bikini girls, samba dancers, etc. would be held during the event. He was very worried about the noise nuisance caused to the residents of the district by the music festival, and also the public order during the event;
- (f) the event would occupy public spaces and require public resources, and this

would involve social costs. He would like to know how the organiser of Powerboat Race would reward the community; and

- (g) he suggested that this event and other events that had invited the STDC to serve as event supporter be dealt with separately, so that Members could consider whether they would agree with STDC's serving as the event supporter of individual events.

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

- (a) as the Chairman of the Culture, Sports and Community Development Committee, he supported organising more sports events in the Sha Tin District. In his opinion, whether it was cycling, long-distance running or powerboat races, they could all motivate members of the public to exercise more often, and provide them with the opportunities to have a first-hand experience of the fun and advantages of doing exercise. However, he would only support the STDC in serving as the event supporter of Powerboat Race provided that the daily life of residents of the district would not be affected by the event. He hoped that the organiser of Powerboat Race would be invited to explain to Members, if possible, the specifics of the event, traffic arrangement, the use of Ma On Shan Waterfront Promenade, etc; and
- (b) he asked whether the organiser of Powerboat Race was a commercial or non-profit-making organisation.

54. Mr WONG Yue-hon opined that Powerboat Race involved a commercial element. Therefore, it was not appropriate for the STDC to serve as the event supporter of the event. He urged Members to consider the issue carefully.

55. The Chairman said that it was an established practice that the STDC would not invite the relevant organisation to send representatives to the meeting. Besides, he added that the papers aimed at asking Members to consider whether they would agree to the STDC's serving as the event supporter of the concerned event, instead of asking Members to consider whether they would approve the holding of the event.

56. Mrs Josephine MAK, Deputy District Commander (Shatin) of the Hong Kong Police Force said that the police had yet to receive the application submitted by the organiser of Powerboat Race.

57. The Chairman invited the Council to vote on whether the STDC would serve as the event supporter of Powerboat Race, and whether it would authorise the exhibition of the STDC logo in the related publicity activities and on the publicity materials.

58. Mr James CHAN requested that the names of Members who casted affirmative votes and dissenting votes be recorded. 4 Members supported his proposal.

59. The Council rejected the proposal to let the STDC serve as the event supporter of Powerboat Race and to authorise the exhibition of the STDC logo in the related publicity activities and on the relevant materials of the Powerboat Race by 1 affirmative vote, 17

dissenting votes and 8 abstention votes. The details were as follows:

Member who casted an affirmative vote (1)

Mr TONG Hok-leung.

Members who casted dissenting votes (17)

Mr James CHAN, Mr CHING Cheung-ying, Mr LAI Tsz-yan, Ms LAM Chung-yan, Mr LI Sai-hung, Mr Wilson LI, Mr NG Kam-hung, Mr TING Tsz-yuen, Mr WAI Hing-cheung, Mr WONG Hok-lai, Mr WONG Ka-wing, Ms Iris WONG, Mr WONG Yue-hon, Mr YAU Man-chun, Mr YIP Wing, Mr YIU Ka-chun, Mr Michael YUNG.

Members who abstained from voting (8)

Ms CHAN Man-kuen, Mr CHIU Man-leong, Mr HO Hau-cheung, Mr Alvin LEE, Ms Scarlett PONG, Ms TUNG Kin-lei, Mr Tiger WONG, Ms YUE Shin-man.

60. The Council unanimously endorsed the STDC's serving as the event supporter of " 'Neighbourhood First' 18 Districts Neighbourhood Reunion Dinner 2019" (" '鄰舍第一' 2019 年全港 18 區鄰舍團年飯") organised by the Hong Kong Federation of Youth Groups, "Hong Kong Cancer Day 2018" organised by the Hong Kong Anti-Cancer Society, and "The Society for the Advancement of Family Social Responsibility Launching Ceremony cum Carnival" organised by the Society for the Advancement of Family Social Responsibility, and the authorisation for exhibition of the STDC's logo in the publicity activities and on the publicity materials of the related events.

61. Mr Michael YUNG said he just learnt from the supplementary information provided by the Police that the organiser had yet to submit to the police the application for organisation of the event. He would like to know what follow-up actions the Police would take regarding the proposed Powerboat Race.

62. The Chairman asked the Police to respond to Mr Michael YUNG's enquiry after the meeting.

Updated Delegation List of the STDC's Duty Visit to Malaysia  
(Paper No. STDC 75/2018)

63. The Council unanimously endorsed the updated delegation list of the STDC's duty visit to Malaysia.

64. The Chairman wished Ms Scarlett PONG and Ms YUE Shin-man a successful trip.

**Funding Application**

2018-2019 District Facilities and Improvement Works Proposals  
(Paper No. STDC 76/2018)

65. The Council unanimously endorsed the above paper.

**Information Items**

Reports of Committees under the STDC

District Facilities Management Committee  
(Paper No. STDC 77/2018)

Culture, Sports and Community Development Committee  
(Paper No. STDC 78/2018)

Education and Welfare Committee  
(Paper No. STDC 79/2018)

Development and Housing Committee  
(Paper No. STDC 80/2018)

Traffic and Transport Committee  
(Paper No. STDC 81/2018 and STDC 81A/2018 )

Health and Environment Committee  
(Paper No. STDC 82/2018)

Finance and General Affairs Committee  
(Paper No. STDC 83/2018)

66. The Council noted the 8 reports above.

Financial Account of the STDC (as at 17 September 2018)  
(Paper No. STDC 84/2018)

67. The Council noted the above paper.

**Information Paper**

Report of the District Management Committee  
(Paper No. STDC 85/2018)

68. The Council noted the above paper.

**Date of Next Meeting**

69. The next meeting was scheduled to be held at 2:30 pm on 22 November 2018 (Thursday).

70. The Chairman thanked government departments for their dedication in handling various restoration work in the Sha Tin District after the passage of Typhoon Mangkhut. He encouraged relevant government departments to keep up the efforts and finish the restoration work above.

71. The meeting was adjourned at 6:23 pm.

Sha Tin District Council Secretariat  
STDC 13/15/50

November 2018