

**Sha Tin District Council**  
**Minutes of the 2<sup>nd</sup> Meeting of**  
**the Traffic and Transport Committee in 2020**

**Date** : 13 March 2020 (Friday)  
**Time** : 2:30 pm  
**Venue** : Sha Tin District Council Conference Room  
 4/F, Sha Tin Government Offices

<b><u>Present</u></b>	<b><u>Title</u></b>	<b><u>Time of joining the meeting</u></b>	<b><u>Time of leaving the meeting</u></b>
Mr YUNG Ming-chau, Michael (Chairman)	DC Member	2:30 pm	8:11 pm
Mr LAI Tsz-yan (Vice-Chairman)	"	2:46 pm	8:11 pm
Mr CHING Cheung-ying, MH	DC Chairman	2:30 pm	8:11 pm
Mr WONG Hok-lai, George	DC Vice-Chairman	2:50 pm	8:11 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:30 pm	6:22 pm
Mr CHAN Nok-hang	"	3:04 pm	6:38 pm
Mr CHAN Pui-ming	"	2:30 pm	8:11 pm
Mr CHAN Wan-tung	"	2:30 pm	8:11 pm
Mr CHENG Chung-hang	"	3:07 pm	8:11 pm
Mr CHENG Tsuk-man	"	2:30 pm	6:38 pm
Mr CHEUNG Hing-wa	"	2:30 pm	8:11 pm
Mr CHIU Chu-pong	"	2:30 pm	6:48 pm
Mr CHOW Hiu-laam, Felix	"	2:30 pm	7:05 pm
Mr CHUNG Lai-him, Johnny	"	2:46 pm	8:11 pm
Mr HUI Lap-san	"	2:53 pm	7:10 pm
Mr HUI Yui-yu	"	2:30 pm	6:13 pm
Dr LAM Kong-kwan	"	2:30 pm	3:05 pm
Mr LI Chi-wang, Raymond	"	2:30 pm	6:15 pm
Mr LI Sai-hung	"	2:30 pm	8:11 pm
Mr LI Wing-shing, Wilson	"	2:30 pm	7:12 pm
Mr LIAO Pak-hong, Ricardo	"	2:30 pm	8:11 pm
Mr LO Tak-ming	"	2:30 pm	6:35 pm
Mr LO Yuet-chau	"	2:30 pm	8:11 pm
Mr LUI Kai-wing	"	2:30 pm	8:11 pm
Ms LUK Tsz-tung	"	2:30 pm	7:03 pm
Mr MAK Tsz-kin	"	2:30 pm	3:44 pm
Mr MAK Yun-pui, Chris	"	2:30 pm	8:11 pm
Mr MOK Kam-kwai, BBS	"	2:30 pm	3:44 pm
Mr NG Kam-hung	"	2:30 pm	8:11 pm
Ms NG Ting-lam	"	2:30 pm	8:11 pm
Mr SHAM Tsz-kit, Jimmy	"	2:44 pm	8:11 pm
Mr SHEK William	"	2:30 pm	8:11 pm
Mr SIN Cheuk-nam	"	2:30 pm	8:11 pm
Ms TSANG So-lai	"	2:30 pm	6:37 pm
Mr WAI Hing-cheung	"	2:30 pm	7:21 pm
Mr WONG Ho-fung	"	2:54 pm	8:11 pm
Ms WONG Man-huen	"	2:30 pm	4:40 pm

**Present**

Mr YAU Man-chun  
 Mr YEUNG Sze-kin  
 Mr YIP Wing  
 Mr LEUNG Ho-yin, Roy (Secretary)

**In Attendance**

Mr WONG Tin-pui, Simon  
 Mr YUEN Chun-kit, Derek  
  
 Mr POON Wing-hong  
 Mr LO Hoi-wing, Jeff  
 Ms TSANG Hing-kwan, Natalie  
 Mr CHAN Yau-yau, Leo  
  
 Mr LIU Chi-kwong  
 Mr CHEUNG Chun-yin, Joey  
 Mr YUEN Sze-chun  
  
 Mr CHAN Kwok-shing  
  
 Mr KO Chun  
  
 Mr MOK Man-kiu  
  
 Mr LAM Chi-chung  
  
 Mr LEE Hon-ling  
  
 Mr TAM Chun-hei  
  
 Mr LIU Wa-kei  
  
 Mr LEE Cheuk-wai  
  
 Ms CHUNG Pui-yi  
  
 Ms WU Ka-lai

**Absent**

Mr TING Tsz-yuen  
 Mr TSANG Kit

**Title**

DC Member  
 ”  
 ”  
 Executive Officer (District Council) 4,  
 Sha Tin District Office

**Time of joining  
the meeting**

2:30 pm  
 2:47 pm  
 2:30 pm

**Time of leaving  
the meeting**

3:07 pm  
 8:11 pm  
 7:15 pm

**Title**

Assistant District Officer (Sha Tin) (1)  
 Senior Executive Officer (District Council),  
 Sha Tin District Office  
 Senior Engineer/Shia Tin 1, Transport Department  
 Engineer/Shia Tin 3, Transport Department  
 Senior Transport Officer/Shia Tin, Transport Department  
 Senior Transport Officer/Ma On Shan,  
 Transport Department  
 District Engineer/ST (2), Highways Department  
 District Engineer/ST(1), Highways Department  
 Administrative Assistant/Lands,  
 District Lands Office, Sha Tin  
 Housing Manager/Tai Po, North & Sha Tin (4),  
 Housing Department  
 Sha Tin District Operations Officer,  
 Hong Kong Police Force  
 Head of Traffic Prosecution Team, Sha Tin District,  
 Hong Kong Police Force  
 Head of Sha Tin District Traffic Team,  
 Hong Kong Police Force  
 Manager (Traffic Planning),  
 The Kowloon Motor Bus Co. (1933) Limited  
 Manager (Public Affairs),  
 The Kowloon Motor Bus Co. (1933) Limited  
 Manager (Operations),  
 The Kowloon Motor Bus Co. (1933) Limited  
 Sha Tin Plant Management (Operations),  
 The Kowloon Motor Bus Co. (1933) Limited  
 Chief Public Affairs Officer,  
 New World First Bus Services Limited/Citybus Limited  
 Public Affairs Officer,  
 New World First Bus Services Limited/Citybus Limited

**Title**

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

**Application for Leave of Absence**

The Chairman said that the Secretariat had received written leave from the following members:

Mr TING Tsz-yuen                      Official commitment

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

**Minutes of the Meeting held on 6 February 2020**

(TTC Minutes 1/2020)

3.     Members unanimously approved the minutes of the meeting.

**Matters Arising**

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

(Paper No. TT 3/2020)

4.     The views of Mr LO Yuet-chau were summarised below:

- (a)     he had submitted a question on enforcement against illegal parking by the Police to the Sha Tin District Council (STDC) Meeting on 8 January this year. At that time, Mr CHING Cheung-ying, Chairman of the STDC, suggested that the Secretariat should refer the matter to the TTC on the ground that the subject was within the working scope of TTC. Before the meeting, he learnt that the question was not included in the agenda of the meeting and only the Police's reply sent to him by email was available; and
- (b)     he pointed out that the question was raised through the Council, but only received a written reply, which was no different from following up the matter with the department through his ward office on his own. Moreover, it would also be unfair to the Police if he followed up the matter at the meeting and the Police had not made any preparation.

5.     The views of the Chairman were summarised below:

- (a)     he said that Mr LO Yuet-chau had enquired with him about the agenda before the meeting, and as it involved the STDC full council meeting, he had also enquired with Mr CHING Cheung-ying. According to his understanding, Mr LO Yuet-chau had submitted his question to the STDC full council meeting on 8 January this year, which was divided into two parts, namely, the law and order in the district and illegal parking;
- (b)     at that time, Mr CHING Cheung-ying, the Chairman of the STDC, decided to include questions on law and order in the agenda of the STDC meeting. In response to the question on illegal parking, as Mr CHING Cheung-ying

had considered that the TTC Meeting was to be convened at a later time, he asked the Secretariat to pass that part of the question to the Police, who had also replied to Mr LO Yuet-chau in writing;

- (c) regarding the question not being included in the agenda of this meeting, he said that the Secretariat collected members' questions before each meeting, and would collate the questions received before the deadline and follow up with the relevant members. In drawing up the agenda for this meeting, he had confirmed with the Secretariat that he had not received any questions from members. He considered that there might have been misunderstanding in communication among various parties, which might have led to the situation; and
- (d) he said that if Mr LO Yuet-chau was not satisfied with the Police's reply, he could revise the question after the meeting and submit it to the TTC for discussion at the next meeting. Alternatively, Mr LO Yuet-chau could express his concerns during the discussion on the agenda "Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan" (Paper No. TT 8/2020) at this meeting.

6. Members noted the above documents.

### **Discussion Items**

#### **Transport Department Annual Plan 2020** (Paper No. TT 4/2020)

7. Representatives of the Transport Department (TD) gave a brief introduction of the paper.

8. Referring to the concessionary bus-bus interchange (BBI) schemes, Mr Billy CHAN pointed out that the fare for Route No. 81K at Lucky Plaza was \$4.5 while that for Route No. 47X was \$5.8. He asked why the fare for Route No. 47X could not be reduced to the same level as that for Route No. 81K in order to divert passengers. The same happened at Tai Wai Station, where fares were \$6.2 for Route Nos. 170 and 182, and \$5.8 for Route Nos. 287X, 86A and 89B.

9. The views of Mr Felix CHOW were summarised below:

- (a) regarding the review of speed limit, he had repeatedly proposed to the TD to adjust the speed limit of Ma Liu Shui Section of Tai Po Road, but this was not included in the plan. He therefore enquired about the relevant procedures and mechanism and whether the review would be triggered only after a serious accident had occurred. He pointed out that the speed limit on Tai Po Road was 70 kilometres per hour and vehicles often exceeded the speed limit and overtook the vehicles in front of them, posing danger to pedestrians crossing the road, and therefore enquired whether TD had any plan to install traffic lights;

- (b) regarding the intake of Chun Yeung Estate, the TD said that it would monitor the traffic flow after the intake, and bus services of Route No.s 48P and 285 were also provided at present. However, as the routes concerned would pass through Shan Mei Street, which was very congested, he asked the TD what adjustments it would make and what figures it had to ensure that the traffic would remain smooth after the intake; and
- (c) regarding BBI concessions, he considered that the BBI concessions or section fares offered were inadequate, and cited as an example section fares were offered only on Route No. 72A, but not other routes at Tai Po Road. He hoped that the bus company could explain this.

10. The views of Mr SIN Cheuk-nam were summarised below:

- (a) regarding the installation of traffic lights at the pedestrian crossing at On Luk Street, Ma On Shan, where a fatal traffic accident occurred before, he enquired about the timetable for the works; and
- (b) he enquired about the progress of the planned renovation of the Ma On Shan Town Centre Public Transport Interchange which was not shown on the document.

11. The views of Mr CHAN Wan-tung were summarised below:

- (a) new housing estates were gradually completed in Hin Ka, and the population was growing; however, the bus and minibuses routes had not been reviewed and adjusted for a long time. He pointed out that Hin Ka was the last stop in the district and most of the buses were already full when they arrived. As the number of bus trips had been decreasing recently in response to social conditions and there was also a serious problem of lost trips, and as the information on the bus arrival time application was not accurate, he enquired about the monitoring measures to be taken by TD;
- (b) owing to the sudden commissioning of the Tuen Mun Line, the operators of Green Minibuses (GMB) on GMB Route Nos. 803, 803K and 804 were unable to respond to the new transport arrangements in a timely manner, resulting in a difficult operating environment, yet, the TD had not discussed with the operators to improve the business environment. He did not wish to see the MTR Corporation Limited (MTR) monopolising the resources, thus reducing the choices for residents;
- (c) he pointed out that Hin Keng Estate was not covered by airport bus services;
- (d) he said there were lost trip problems on Route Nos. 85B, 87B, 286X, 281M, 88K, A41 and E42;
- (e) reflecting the problem of “ghost bus” of the Kowloon Motor Bus Company (1933) Limited (KMB), he enquired when the mobile bus stop announcement procedures would be improved; and

- (f) since the commissioning of Hin Keng Station, improvement works had been carried out to the street lights outside the station. However, there was an additional pick-up/drop off outside the bus stop, which caused danger to pedestrians who would cross the road directly. Moreover, the pedestrian traffic signals would only change when the device was pressed and he considered it necessary to improve the arrangement due to the extremely high pedestrian flow.

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

- (a) he asked whether the TD had reviewed the traffic changes in the direction from Hin Keng to Tai Wai after the commissioning of the Tuen Ma Line. He cited as an example that after the traffic lights at the crossroads facing Hin Keng Station had been adjusted, the waiting time of pedestrians was too long, resulting in a higher ratio of illegal crossings. In addition, he asked whether the TD had reviewed the traffic flow, and considered that the increase in traffic flow had also led to an increase in the number of accidents;
- (b) he asked whether, in order to reduce the traffic flow from Che Kung Miu Road to Hin Keng Street, the TD would consider making an additional right turn on Che Kung Miu Road at the car park junction of Hin Keng Estate;
- (c) he pointed out that some passengers had to wait for as long as 45 minutes for bus Route No. 85B, and requested the TD to explain the reasons for the serious problem of lost trips of Route Nos. 85B and 87B. He pointed out that not all districts were covered by the railway network, and therefore residents had high expectations of bus services;
- (d) he had repeatedly requested for BBI concessions or section fares, but considered that the TD had no intention of providing uniform section fares, and he requested the TD to provide a written reply in this regard;
- (e) he said that GMB Route Nos. 803, 804 and 803K were bundled contracts and would be terminated together if the operators ceased operation. He therefore hoped that the TD would take into account the situation of these routes; and
- (f) he opined that if the exit of the public transport interchange at Tai Wai Station was not improved, the addition of cross-boundary bus stops would only aggravate the road congestion.

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

- (a) he requested that the section fare of external routes be on par with other local routes in the district;
- (b) he requested more low-floor buses to meet the needs of the elderly and wheelchair-bound passengers of the district;

- (c) apart from stringent enforcement by the Police, he called for more effective traffic control measures to prevent illegal parking from affecting traffic flow and pedestrian safety;
- (d) on reviewing the speed limit, he disagreed that the speed limit should be lowered rashly only because a small number of drivers were not law-abiding, thus affecting traffic flow of the road. He cited as an example that the vehicle flow was severely disrupted when the speed limit was lowered to 50 kilometres per hour, after some individual drivers not abiding the law and causing traffic accidents on the section of Tai Chung Kiu Road between Jat Ming Chuen and Sand Martin Bridge. He hoped that the TD would first check with the Police whether the accidents on the road sections concerned were occasional or recurrent; and
- (e) he requested that the improvement works of the Tai Wai Station Public Transport Interchange be implemented as soon as possible so that vehicles could be diverted to Che Kung Miu Road to relieve the burden on Mei Tin Road.

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

- (a) there was a strong demand for cross-harbour bus routes and he requested that frequency of Route Nos. 980X and 682X be increased;
- (b) he requested that the service of Route No. 86P, Wu Kai Sha to Sha Tin Town Centre, and Route No. 87E, Wu Ka Sha to Yau Tsim Mong be enhanced;
- (c) he reflected the severity of lost trips of Route Nos. 40X and 99, and the circuitous path of Route Nos. 40X and A41P;
- (d) he requested the reprovisioning of an airport bus stop at Villa Athena and hoped that the airport bus routes in Sha Tin be reorganised;
- (e) regarding the enhancement of green minibus services at Whitehead, Wu Kai Sha and Kam Fai Court in Wu Kai Sha, he said that recently there was a problem of lost trips on GMB Route No. 807X, and the operator responded that it was due to the impact of the epidemic. Four trips of GMB Route No. 810A were provided in the morning and the afternoon respectively, Monday to Friday, which were welcomed by residents. Therefore, he requested that more frequent services and weekend services be provided;
- (f) on improving road networks and transport facilities, he suggested that the TD and the Police should install additional speed enforcement devices at suitable road sections in Ma On Shan to combat serious illegal road racing;
- (g) he welcomed the establishment of a terminus for Route No. 286C at Wu Kai Sha and looked forward to its early implementation; and
- (h) he requested that the frequency of Route No. X89D be increased.

15. The views of Mr YEUNG Sze-kin were summarised below:

- (a) he asked when the TD would upload the patronage figures of Route Nos. 82X and 83X for June to December 2019;
- (b) as Kwong Yuen and Kwong Hong were not covered by the MTR, residents relied on bus and minibus services for traveling. He reflected that there were serious lost trips in Route No. 82X to and from Wong Tai Sin, and the frequency of Route No. 83X to and from Kwun Tong was reduced to every 20 to 30 minutes during peak hours and every 25 to 30 minutes during non-peak hours. He enquired the KMB about the reasons for frequency reduction in view of the gradual resumption of work in the community;
- (c) the frequency of Route No. 83K between Wong Nai Tau and Sha Tin Town Centre had been reduced to every 20 to 30 minutes during peak hours and every 15 to 20 minutes during non-peak hours, and he enquired why the frequency during peak hours was lower than that during non-peak hours;
- (d) he proposed to extend the terminus of Route No. 89S from Yuen Chau Kok to Shui Chuen O;
- (e) he asked about the implementation date for the additional frequency on Route No. 980A and requested more return trips; and
- (f) he requested airport bus services be provided at Kwong Yuen and Kwong Hong.

16. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he asked why railway services were not included in the paper. As the East Rail Line had been undergoing signal upgrading works for the Sha Tin to Central Link (SCL) and the number of cars would be reduced from 12 to 9 in the future, the TD should report on the relevant progress and arrangements;
- (b) in response to the epidemic, the Government's announcement of the work-from-home arrangement had led to a reduction in the patronage of public transport, resulting in the reduction of bus and train frequencies in the past two months. In view of the resumption of work in the community, he asked whether the TD would discuss with the bus companies and the MTR to adjust the frequency to a reasonable level;
- (c) apart from reviewing the speed limit, he enquired whether additional speed enforcement devices would be installed at the road sections concerned;
- (d) KMB issued a notice on 12 February this year to adjust its frequencies, but it did not update the information on its mobile bus stop announcement system, leaving passengers confused; and



- (e) regarding the improvement for the public transport interchange at Tai Wai Station and the roundabout at Che Kung Miu Road, he hoped that the TD would conduct a review as soon as possible to cope with the future increase in traffic flow.

17. Mr Jimmy SHAM pointed out that there was no direct cross-harbour bus service to Central in Lek Yuen Estate, Fung Wo Estate, Wo Che Estate and Sha Tin Town Centre. Although the public transport policy revolved around a railway-based network complemented by bus services, the MTR service had been deteriorating with frequent signal failures and service disruptions, and residents had to go to the other side of Shing Mun River to take cross-harbour buses. He therefore requested the introduction of bus routes to Central and Sheung Wan serving Lek Yuen Estate, Fung Wo Estate, Wo Che Estate and Sha Tin Town Centre.

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

- (a) she pointed out that as the first stop of the GMB Route No. 808, which plied between Kam Ying Court and Prince of Wales Hospital (PWH) in Sha Tin, was often already full at the first stop, it was difficult for passengers to get on the minibus after that, and most of them would get off at Sunshine City. In this connection, she and Mr Chris MAK had met with the TD and minibus companies during the last term and proposed the introduction of a circular route for minibuses in Ma On Shan to divert passengers to Sunshine City so as to make it easier for passengers going to PWH to get on board. She enquired about the progress of the introduction of the route;
- (b) a passenger pointed out that the stop at Tsang Pik Shan Secondary School was cancelled on the return trip of GMB Route No. 808. She asked whether this was true and had been approved by the TD; and
- (c) she relayed that there were problems of lost trips and “skipping stops” of minibuses in Ma On Shan, and after repeated complaints, no improvement had been made, and she hoped that the TD would step up regulation.

19. The views of Mr LO Tak-ming were summarised below:

- (a) as the sectional fares for the return trip of the external routes were not aligned with those of the local routes, there was a waste of resources. He cited as an example that Route Nos. 287X and 288, both running from Sha Tin Wai to Shui Chuen O, the fare for the former was \$5.8 and that for the latter was \$4.3, resulting in passengers taking the latter route more often than the former, which was often fully occupied, whereas the former’s patronage was extremely low. In this connection, he enquired whether the KMB could adjust the relevant fares and allocate resources appropriately;
- (b) regarding the monitoring of road networks and management measures, he pointed out that Shui Chuen Au Street and Pok Chuen Street were very steep and some bus captains had complained that their wheels would skid when they drove at the bus stop at Shing Chuen House when it rained. As such, he hoped that anti-skid facilities such as anti-skid dressing would be

installed on the relevant roads to enhance road safety and protect residents; and

- (c) the service hours of Route No. 47A, serving Shui Chuen O Estate, was 7:00 am to 5:00 pm and Route No. 47X, serving Sha Kok Estate, Jat Min Chuen and Pok Hong Estate, was 5:30 am to 12:00 midnight, he enquired about the reasons for the shorter service hours of the route serving Shui Chuen O, which had a population of nearly 30 000 and a high demand for bus services.

20. The views of Mr LO Yuet-chau were summarised below:

- (a) he reflected that the waiting time for Route Nos. 86, 89X and 281A was 45, 30 and 32 minutes respectively, and some trips of Route No. 49X were “phantom buses”. The problem of lost trips of these routes was serious, and he requested the TD to follow up;
- (b) he took a test ride on the newly-launched GMB Route No. 806A to Tai Po, which took 40 minutes to travel from Wong Nai Tau to Wan Tau Tong, and considered the journey too long, and was worried that it would be suspended due to insufficient patronage. In this connection, he enquired whether the TD had compiled statistics on the patronage of the route; and
- (c) while the number of bus passengers had dropped in response to the epidemic, he considered that the TD had not proposed any relief measures to address the difficulties faced by the bus companies.

21. The views of Mr Chris MAK were summarised below:

- (a) he and Ms TSANG So-lai had met with the TD and minibuses companies to propose the introduction of a circular route GMB Route No. 808M within Ma On Shan to divert passengers to Ma On Shan Station and PWH. In view of the fact that most minibuses were already full when departing from the first stop, Kam Ying Court, he said that according to the TD, the operator would reserve seats for passengers afterwards, but the seats were often full even at the second stop at Saddle Ridge Garden, after which passengers from Lee On Estate and Kam Lung Court found it difficult to get on board. As such, he considered it necessary to introduce GMB Route No. 808M as soon as possible;
- (b) he requested that the frequency of GMB Route No. 810A be increased and that full-day service be provided to benefit residents;
- (c) he reflected that the service of GMB Route No.803 was very poor, including serious problems of “skipping stops”, drivers checking phones and smoking on board, and passengers needed to remind drivers to change the section fares of the toll machines;
- (d) he reflected the serious problem of lost bus trips;

- (e) he called for an end to the problem of illegal car racing; and
- (f) he asked for inter-company sectional interchange concessions.

22. The views of Mr Johnny CHUNG were summarised below:

- (a) he said that the problem of illegal parking in the district was serious but observed that there were still parking spaces in both outdoor and indoor car parks. In this connection, he hoped that the TD would study the utilisation rate of car parks in the district so as to formulate a corresponding parking policy;
- (b) he considered that merely tightening the no parking restriction zones would not help solve the problem and that police enforcement would be required;
- (c) he suggested that the TD should discuss with the relevant policy departments as soon as possible to regulate the use of electric scooters or “Segway”;
- (d) he said that when GMB Route No.26 arrived the junction of On Chun Street from Bayshore Towers, it would turn back to Ma On Shan Park, making it impossible for residents of Marbella and The Waterside to take the bus, and he hoped that the TD would follow up the matter; and
- (e) he enquired about the progress of the Lion Rock Tunnel (LRT) expansion project.

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

- (a) regarding the improvement works to the Tai Wai Station Public Transport Interchange, he enquired about the specific plan and whether the space would be fully utilised. Last year, the stops of two cross-boundary bus routes to Shenzhen Bay and Hong Kong-Zhuhai-Macao Bridge respectively were relocated from the Public Transport Interchange (PTI) to Tsuen Nam Road, and he enquired whether the bus routes could be relocated back to the PTI upon completion of the works;
- (b) regarding the proposed bus service between Tai Wai Station and Heung Yuen Wai Boundary Control Point, he enquired why such service could be provided if there was insufficient space at Tai Wai Station; and
- (c) the day before the meeting, a passenger complained about the serious lost trips of Route No.85, the waiting time of which was as long as 45 minutes, and he said the time of the trip concerned was 4:48 pm.

24. The views of Mr George WONG were summarised below:

- (a) regarding the installation of traffic lights at the crossings at Heung Fan Liu Street, he enquired about the progress of the works, which the TD had indicated would be completed by the end of last year; and
- (b) he considered the TD's response to the demand for bus routes too slow, citing the example of Route No. 985A, which had been full for a long time after the split of the Route No. 985 bus, but two trips were not added until late last year.

25. The views of Mr Ricardo LIAO were summarised below:

- (a) during the morning peak hours, some parents of the Stewards Pui Kei College were driving their children to school, blocking the bus stop at Siu Lek Yuen Road. In view of the upcoming intake of Greenhill Villa, he suggested that the TD should study the feasibility of widening Siu Lek Yuen Road and Kwong Sin Street to meet future demand; and
- (b) he said that GMB Route No. 808 was very important for residents in Siu Lek Yuen area to go to PWH or Ma On Shan. He had complained to the TD no minibuses of that GMB route came to the district, and pointed out that the minibus might picked up passengers at Kwong Sin Street and then turned back to the PWH. In this connection, he requested the TD to step up monitoring to ensure that the GMB Route would serve the Siu Lek Yuen area as required.

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

- (a) regarding the improvement of bus stop facilities, about three years ago, he requested the Housing Department (HD) and LINK to improve the bus stop outside Chung On Shopping Centre by installing additional seats and display boards to show the expected arrival time, and the two sides were still discussing the issues of right of way and electricity supply, and he hoped that the TD would coordinate with various departments to complete the relevant works as soon as possible; and
- (b) although the public transport policy was predominantly rail-based, and with the opening of the MTR Tuen Ma Line, the frequency of buses of Route No. 286M had become increasingly low, he felt that passengers should not be deprived of choice and therefore requested that the frequency of the line be increased.

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

- (a) the TD should urge the bus companies to install additional bus stop covers, seats and bus arrival information display panels as soon as possible. In addition, some old bus stops had been retrofitted with solar panels on the covers to provide electricity for the lights at the stops, and he enquired

whether this would be implemented at more old bus stops;

- (b) he pointed out that there was no direct bus route from Tai Wai to Hong Kong Island East and the Airport, and that the introduction of bus services to Hong Kong Island East and Route No.A42 to the Airport had been discussed at the last term of the TTC, and enquired about the progress, and said there was a strong demand from residents for airport bus services;
- (c) some residents reflected that when they took taxis, drivers would often turn right at Sha Tin Tau Road to Sun Tin Wai Estate because they were unfamiliar with the road. He once requested the TD to erect signs at the relevant road junctions to remind drivers that they should turn left when going to Fung Shing Court, but the TD replied that such signs could not be erected because Fung Shing Court was not a public housing estate or an important facility. However, he pointed out that there were road signs showing the direction to Kam Tai Court and Chevalier Garden, etc. in Ma On Shan, and he hoped that the TD could explain the reasons for that and, if possible, set up such signs as soon as possible for the convenience of the public; and
- (d) he asked when the full-day service of Route No. 982X would be available.

28. The views of Mr CHAN Pui-ming were summarised below:

- (a) the frequency of bus service of Route No.289K was extended from every 10 to 12 minutes to 30 minutes, while that of Route No.286M was extended from every 20 to 25 minutes to 40 minutes. He considered that even after the commissioning of SCL, many residents who were far away from MTR stations still relied heavily on bus services, and cited an example to illustrate that some residents need to take Route No. 286M to change at the Tate's Cairn Tunnel (TCT) Interchange Station to go to Hong Kong Island or Tseung Kwan O, and the reduction in frequency of that route greatly affected residents;
- (b) as inter-company BBI concessions were not available, the total fare for interchange among residents might be higher than that of the MTR;
- (c) he requested a full-day cross-harbour bus service via Ning Tai Road and a bus service to Tseung Kwan O via Po Tai Street during the morning and afternoon peak hours;
- (d) regarding the plan in the 2016 Policy Address to provide funding of \$80 million to bus companies to improve bus stop facilities, the installation of additional seats and bus arrival information display panels at the Po Tai Street bus stop was originally scheduled for 2018, but the relevant works had not yet been completed, and he enquired about the progress; and

- (e) many new housing estates in Ma On Shan were built on Government, Institution or Community (GIC) and short-term tenancy (STT) sites, and STT sites were mostly temporary car parks, and when the sites were used for housing construction, parking spaces would be reduced, which was also one of the reasons for the problem of illegal parking. In this connection, he hoped that the TD would assess the demand for parking spaces in the district when building housing in the future.

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

- (a) regarding the improvement works for the Tai Wai Station Public Transport Interchange, he understood that the project was implemented in response to the property development above Tai Wai Station, which was expected to be completed in 2023. A fatal traffic accident occurred there many years ago, and some residents reflected that the pedestrian crossing facilities were not safe enough. Regarding the congestion at the PTI and Mei Tin Road, he suggested that TD should study the feasibility of allowing some bus routes to bypass the PTI so as to reduce the burden on the roads;
- (b) in response to the road design of Tai Wai Station, as many taxis did not drop off or pick up passengers at the taxi stands but occupy other lanes, the traffic was seriously affected. Moreover, he reflected that the waiting space at the minibus stand of GMB Route No.68K was insufficient to accommodate a large number of passengers and prone to accidents. In this connection, he hoped that the TD would improve the relevant taxi stands and minibus stands;
- (c) regarding the frequent occurrence of accidents at the roundabout on Che Kung Miu Road where the TD re-routed the traffic lanes two years ago, he enquired about the progress of the review and whether there were other improvement options to reduce the chance of such accidents occurring;
- (d) he hoped that the TD and the bus companies would improve the sectional fares of buses, including studying the provision of fare collection machines at bus stops to allow alighting passengers to swipe their cards, etc.; and
- (e) he suggested that bus companies should adjust their remuneration packages and recruit additional staff to solve the problem of lost trips caused by insufficient bus captains.

30. The views of Mr MAK Tsz-kin were summarised below:

- (a) he had conducted a site visit with staff of the TD to the drop-off point at the main entrance of the PWH, where the improvement works were expected to commence after the Lunar New Year, and enquired about the progress of the works and whether they would be affected by the epidemic; and

- (b) in connection with the review of speed limits, he reflected that illegal motor racing often took place after 11:00 pm at Sui Wo Road and the Sha Tin section of Tai Po Road, causing noise nuisance to the residents, and enquired whether the TD would set up additional speed enforcement machines and whether the Police would step up inspections to combat such activities.

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

- (a) he reflected that the situation of lost trips of GMB Route No. 809K was very serious, and he enquired about the number of minibuses running this route at present as the company promised there would be three minibuses running at the beginning;
- (b) he reflected that the waiting time for Route No.86A in Sham Shui Po was over an hour, and there was also a problem of lost trips of Route No. 49X to Tsing Yi during the morning peak hours;
- (c) he asked when the frequency of Route No. 980A would be increased and pointed out that after the intake of Greenhill Villa, residents of Belair Gardens downstream would have difficulty getting on the bus;
- (d) he enquired about the number of vehicles involved in the redeployment of resources from Route No.86C to Route No. 286C for full-day service as proposed in last year's Bus Route Planning Programme. As compensation for the reduced frequency of Route No.86C, he suggested that Route No.286C should stop at Belair Gardens and Regal Riverside Hotel during the morning peak hours;
- (e) he enquired whether the speed limit on Tai Chung Kiu Road had been reduced from 70 to 50 kilometres per hour earlier in connection with the improvement works for the secondary traffic light, and if so, when the speed limit would be restored upon completion of the works. He pointed out that illegal motor racing activities at night had nothing to do with the speed limit and depended on the Police stepping up enforcement;
- (f) he enquired whether the frequency of Route No.798, which ran via Yuen Wo Road and extended to Chun Yeung Estate, would be increased as it was less frequent during peak hours than non-peak hours; and
- (g) he enquired why Route No.299 from Sai Kung provided a section fare of \$3.8 at Ravana Garden, but Route No.86K from Ma On Shan did not.

32. The views of Mr LUI Kai-wing were summarised below:

- (a) as motorcycles were often parked on the footpaths at Lok Shun Path, causing obstruction to road users, he asked whether the TD could provide additional motorcycle parking spaces in the vicinity; and

- (b) he reflected that there were always illegal car racing along the Sha Tin section of Tai Po Road near Jubilee Garden and The Palazzo, causing noise nuisance to residents. In this connection, he asked whether additional speed enforcement devices would be installed at that road section, and what actions had been taken by the Police to combat illegal car racing.

33. The views of Ms NG Ting-lam were summarised below:

- (a) she reflected that the frequency of Route No.82K was low, its patronage was low and it had to go through Tin Sam and Hin Keng, and most of the Tai Wai residents took the route to PWH. She requested that the frequency of bus service be increased or the route be revised. She pointed out that while the original intention of Route No.82B was to divert passengers from Route No.63K, its fare was higher than that of Route No. 63K, rendering it ineffective, and so far, Route No. 63K still skipped the shop at Mei Shing Court. In this connection, she suggested cancelling Route No.82B to increase the frequency of Route No.82K, or replacing part of Route No.82K with Route No.82B;
- (b) with the completion of a number of housing estates in Tai Wai, there was a strong demand for Route No. 46X, and many people took the route to change at the Shing Mun Tunnel Interchange to go to Tuen Mun, Tin Shui Wai and Yuen Long, while residents of Mei Lam Estate had difficulties in getting on the bus during the morning peak hours. She suggested increasing the frequency of the route or introducing bus service to Tuen Mun, Tin Shui Wai and Yuen Long;
- (c) there was a strong demand for service from Route Nos. 481B and 403X to Tai Wai during the afternoon peak hours and she requested more frequent service; and
- (d) she requested full day service of Route No.985.

34. The views of Mr WONG Ho-fung were summarised below:

- (a) regarding the installation of traffic lights at the crossings at Heung Fan Liu Street, he requested that the progress be expedited to avoid accidents; and
- (b) he enquired about the resumption of normal bus services as the community continued to resume work following the reduction in bus frequencies due to the epidemic.

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

- (a) GMB Route Nos. 26, 803, 807 and 808 were in great demand and often fully occupied during peak hours, hence he requested the TD and the operators to increase their frequency;



- (b) Route No. 286C was originally scheduled to come into service in the third quarter of last year but had not yet been implemented, and he enquired about the progress;
- (c) he reflected that there was a shortage of motorcycle parking spaces in Heng On, and motorcycles were often parked on the cycle tracks and footpaths, causing danger. He suggested to TD staff two sites for the provision of additional motorcycle parking spaces but of no avail, and considered that the TD should take the initiative to resolve the problem; and
- (d) he said that it was not necessary to purchase insurance for the use of electric scooters, making it difficult to claim compensation in the event of accidents. In this connection, he enquired whether the relevant departments had made reference to overseas experience.

36. The views of Ms WONG Man-huen were summarised below:

- (a) she enquired about the progress of the introduction of Route No.286C;
- (b) she requested the TD to strengthen the regulation of GMBs, including their routes, stops and frequencies, to ensure service quality; and
- (c) apart from Tai Chung Kiu Road, there was also the problem of illegal motor racing on Sha Tin Road towards Lion Rock, causing nuisance to residents of City One Sha Tin (City One), and she requested the TD to step up monitoring.

37. The views of Ms LUK Tsz-tung were summarised below:

- (a) she said that in February this year, the KMB issued a notice on frequency adjustment, under which Route No.284 was scheduled to run every 8 to 15 minutes during non-peak hours and 8 to 10 minutes during peak hours, but passengers actually had to wait for more than 20 minutes. She pointed out that residents in Bik Woo, Shek Mun relied heavily on the route to interchange at Sha Tin Town Centre, and the problem of lost trips had significantly affected their estimated commuting time, and requested the KMB to make improvements;
- (b) she had requested the TD to step up monitoring of public light buses (PLB) services, and reflected that the problems of skipping stop and lost trips of GMB Route Nos. 801 and 811S were serious, and residents still had to wait for 30 to 50 minutes during peak hours. In this connection, she had written to the TD, and the TD had replied that it would follow up the matter; and
- (c) regarding the installation of additional traffic lights at On Lai Street/On Ping Street, she said that the total length of On Lai Street was less than 400 metres and there were already five sets of traffic lights, and even though the road was relatively busy, the smooth flow of the road might be affected if additional traffic lights were installed. She pointed out that there was already

one set of traffic lights when vehicles turned right to On Lai Street from Tai Chung Kiu Road, and if additional traffic lights were installed at a distance of less than 80 metres, she was worried that during the morning peak hours, traffic would queue back to Tai Chung Kiu Road. In this connection, she enquired about the TD's traffic assessment of the project.

38. The views of Mr HUI Yui-yu were summarised below:

- (a) he considered that the problem of lost trips of bus service stemmed from the mechanism for frequency adjustment, and pointed out that if passengers had to wait for more than 30 minutes before they could board a bus and the occupancy rate of the route reached 85% in the busiest hour, there would be a chance to increase the frequency; however, if the occupancy rate of the route was below 85% in 30 minutes, the frequency could be reduced. He asked TD whether it was reasonable for passengers to wait for more than 30 minutes for boarding and how the criteria were arrived at;
- (b) he enquired about the mechanism for calculating the occupancy rate and how the increase or decrease in frequency would be implemented systematically;
- (c) he reflected that there were often errors in the bus arrival information mobile application and many trips disappeared for no apparent reason, and he opined that the TD should intervene and take the lead;
- (d) he considered that with the present technology, the TD should try to obtain information on lost bus trips; and
- (e) he enquired about the efficiency of the investigation into the problem of lost bus trips, and the mechanism for spot checks.

39. The views of Mr CHENG Chung-hang were summarised below:

- (a) he reflected that there was a lost trip problem of Route No. 289K and passengers had to wait 40 to 45 minutes;
- (b) he considered that there was the problem of "phantom buses" in the bus arrival information mobile application, as the bus trips appearing in the application would disappear without any reason, and he was concerned about the authenticity of the information on bus trips;
- (c) many residents would take Route No. 286M to interchange at the TCT interchange station because of the attractive fares even if the Tuen Ma Line was put into service;
- (d) he enquired when inter-company BBI concessions would be offered at the TCT interchange station;

- (e) he reflected that the problem of illegal parking was serious at Hang Tai Road, the TD could discuss with the District Lands Office, Sha Tin (DLO/ST) to identify a suitable site in the district for an additional car park; and
- (f) he pointed out that even if the offenders were prosecuted, the cost would still be lower than renting a parking space in a car park and suggested that the Police should step up enforcement.

40. The views of Mr SHEK William were summarised below:

- (a) he considered that the monitoring of GMBs should include location of minibus stand and queuing arrangement and cited as an example that the minibus stands of GMB Route Nos. 806A and 811 at City One were the same, which had caused confusion to passengers and obstructed the roads. The TD and the operators should manage queues in an orderly manner by demarcating lines;
- (b) he suggested that full-day service of GMB Route No. 811P be provided;
- (c) he relayed the problem of lost trips of GMB Route No. 804 and requested the TD to monitor it;
- (d) he asked why Route No. 682B did not stop at City One from 7:00 am to 8:15 am, and did not stop at Yu Tin Court on the return trip; and
- (e) he hoped that the TD would discuss with the bus companies on the provision of inter-company BBI concessions at TCT interchange to divert passengers, and that introduction of sectional fares by setting up octopus card readers at the interchanged should be studied.

41. The views of Mr HUI Lap-san were summarised below:

- (a) the problem of serious illegal parking at On Chun Street could not be solved solely by police enforcement. The pick-up and drop-off of school children by school buses and the passing of ambulances were obstructed by double parking. Referring to Works Notice No. NE/19/2179, he noted that a 24-hour restricted zone would be set up at On Chun Street near Po Leung Kuk Riverain Primary School and enquired about the timetable. In addition, as the On Chun Street traffic light was blocked due to illegal parking and only two to three private cars could pass through at any one time, he asked whether the TD would consider extending the green time; and
- (b) as Route No. 681 was a jointly operated route, the KMB monthly tickets could not be used on trips operated by Citybus. In this connection, he enquired whether inter-company concessions could be offered by the bus companies.

42. The views of Mr CHIU Chu-pong were summarised below:

- (a) there was a strong demand for bus service of Route No. 982X and he asked the bus company to increase frequency, especially during the morning hours;
- (b) the demand for the service from Kwun Tong to Sha Tin during the afternoon peak hours was strong, and he therefore requested bus companies to increase the frequency of Route Nos. 80X and 89B, so as to provide residents with an alternative to MTR;
- (c) he reflected that the frequency of GMB Route No. 809K had been decreasing due to insufficient patronage, and passengers travelling to Fui Yiu Ha Village and Tsok Pok Hang Village had to wait for 45 minutes as the route no longer travel via Sha Kok Street, Jat Min Chuen Street and Sha Tin Town Centre. In this connection, he urged the TD to review the contract and service level of the route and require the operator to provide service according to a fixed timetable; and
- (d) he hoped that the TD would complete the works of adding a speed table at Yat Tai Street as soon as possible and restore the crossing at Exit B of Sha Tin Wai Station.

43. The views of the Chairman were summarised below:

- (a) members had expressed views on various aspects including: lost trips of buses, speed limit, illegal parking, opening of the Tuen Ma Line, introduction of new bus and minibus routes, and daily operation;
- (b) he invited representatives of bus companies to respond to lost bus trips and frequency reduction in the light of the epidemic;
- (c) regarding the problem of lost trips reflected by members, he enquired whether there were cases where TD's approval had not been obtained;
- (d) regarding the standardisation of sectional fares for local and external routes, he asked whether the TD would reflect this to the Bus and Railway Branch and include it in the interim review of the KMB's franchise;
- (e) he reflected that the Wu Kai Sha and Tai Shui Hang were not covered by airport bus services, and that Kam Chun Court in Tai Shui Hang would soon be occupied, and he therefore enquired about the relevant arrangements;
- (f) he enquired about the progress of the improvement works at the Yuet Chuen House bus stop to cater for the use of 12.8-metre buses;
- (g) regarding the roundabout at Che Kung Miu Road, he hoped that the TD would review the traffic flow with other relevant departments, including re-negotiating with the Civil Engineering and Development Department

(CEDD) the proposal on that was suspended of the slip road to Tsing Sha Highway;

- (h) the Environmental Impact Assessment (EIA) study for the LRT improvement works commenced at the last STDC, but no report was made to the TTC during the study period. In this connection, he asked whether the TD and relevant departments such as the Highways Department (HyD) could brief the TTC on the progress and coordinate with the CEDD on the connecting arrangements of Trunk Road T4 to avoid conflict between the two projects;
- (i) briefings on Bus Route Planning Programme 2020-2021 of Sha Tin District would be held on March 30 (Monday) and 31 (Tuesday) this year from 10:00 am to 12:00 noon, with a total of two sessions for members to choose from; and

(Post-meeting note: In view of the epidemic situation, the above scheduled briefing session had been postponed.)

- (j) the improvement works for Ma On Shan Town Centre PTI were discussed at the meeting of the last term of TTC, and it was proposed that the terminus of the 9-series cross-harbour bus routes be extended to Causeway Bay. In view of the arrival of new members in Ma On Shan, he suggested that staff of the Bus and Railway Branch of the TD should brief members before commencement of the works.

4.4. Mr TAM Chun-hei, Manager (Public Affairs) of the KMB gave a consolidated response as follows:

- (a) owing to the impact of the epidemic, the KMB's patronage dropped sharply by over 40% after the Lunar New Year. In view of the suspension of classes and work-at-home arrangements, as well as the low incentive for the public to go out, the KMB decided to reduce its frequencies and had been closely monitoring the situation. In addition, in response to the recent resumption of work and higher incentive for the public to go out, the KMB greatly lowered the scale of service cut in view of the increased demand. In addition, operating staff would monitor the situation at stops and, where necessary, deploy vehicles immediately to divert passengers;
- (b) at present, the patronage during peak hours had picked up, but the situation during non-peak hours was still unsatisfactory. The KMB would allocate resources to maintain morning and afternoon peak services to ease the passenger traffic. On the issue of patronage and frequency, the KMB would be willing to discuss with the TD and its members on solutions to the problem;
- (c) as a public transport operator, the KMB had a duty to provide services to the public. Despite the current unfavourable operating environment, the KMB could only regulate costs and had no plans to lay off staff or require

them to take no-pay leave. As the situation stabilised and more people went back to work, the KMB would adjust its frequencies in the light of the actual situation;

- (d) regarding the Bus Arrival Information Mobile Application, the KMB was carrying out software enhancement and would record the relevant problems to improve the performance of the system. He pointed out that what the KMB had provided to the TD was the actual frequencies rather than records based on the Bus Arrival Information Mobile Application; and
- (e) the KMB's anti-epidemic measures include the provision of additional ventilation windows on the upper and lower levels, the introduction of atomised photocatalytic nanoparticles for medical disinfection and the provision of masks manufactured by the parent company to bus captains.

45. Mr LIU Wa-kei, Manager (Operations) of the KMB said that every day, the KMB would deploy field staff to monitor services at major interchanges and major stations during the morning and afternoon peak hours in order to keep abreast of public demand. Even if the KMB could not deploy vehicles on the same day, it would arrange for the next day as soon as possible. The KMB wished to divert passengers by arranging suitable services.

46. Mr LEE Hon-ling, the KMB Manager (Traffic Planning) gave a consolidated response as follows:

- (a) regarding the delay in the implementation dates of services already confirmed under the bus route planning programmes in the past, such as Route Nos. 980A and 286C, etc., the KMB would follow up with the TD and gradually implement the planned items with the gradual resumption of work;
- (b) some of the other routes mentioned by members were covered by the Bus Route Planning Programme this year; and
- (c) the KMB noted Members' views on the changes to Route No. 82B, service of Wo Che to Hong Kong Island and Route No. 89S and would discuss with the TD to improve the patronage of individual routes to enhance network efficiency for the convenience of passengers.

47. Ms WU Ka-lai, the Public Affairs Officer of the New World First Bus Service Limited and Citybus Limited (NWFB & Citybus) said that patronage of the NWFB & Citybus had dropped significantly by about 40% due to the epidemic, and all routes had adjusted their frequencies in response to changes in the actual passenger demand. In the past week, there was only a slight increase in patronage. When the situation and patronage improve, the original service arrangement would be resumed.

48. Ms CHUNG Pui-yi, the Public Affairs Officer of the NWFB & Citybus gave a consolidated response as follows:

- (a) in response to members' concern about the services of the 9-series, the NWFB & Citybus would closely monitor its patronage and would, if necessary, discuss with the TD and the KMB the adjustment of its service frequency when the market situation returned to normal; and
- (b) the company noticed that during the morning peak hours, most City One residents traveled to Taikoo and Quarry Bay. City One residents could take Route No. 682C, departing from City One to Taikoo, Quarry Bay and North Point, while Route No. 682B would be operated between 7am and 8am without going through the inner streets of City One to provide a quicker service.

49. Ms Natalie TSANG, Senior Transport Officer/Shu Tin of the TD gave a consolidated response as follows:

- (a) in the light of the epidemic and the sharp drop in bus patronage since late January this year, the KMB had submitted to the TD applications for service adjustments to some of its bus routes. After examining the patronage and actual operation of the relevant routes, the TD approved some of the applications, but she stressed that the relevant adjustments would be reviewed weekly according to the actual situation;
- (b) in general, the intervals of the routes, which were approved for service adjustment, could only be extended for a maximum of five minutes during the morning and afternoon peak periods, while the intervals at non-peak hours after the extension would not exceed thirty minutes;
- (c) in view of the gradual resumption of public services by the Government since 2 March this year, the TD had urged the KMB to resume normal services, especially during the morning peak hours, to meet passenger demand. In view of the current class suspension, service adjustments had been allowed on routes serving students, routes to the border control points and some routes with persistently low patronage;
- (d) in response to the current increase in service demand, the KMB had been requested to resume normal operation of the relevant routes as soon as possible. Before making service adjustments, the KMB must apply to and obtain approval from the TD and must provide services on the existing requirement before obtaining approvals;
- (e) regarding the lost trips of buses as reflected by members, the TD had recorded the routes concerned and would take follow-up actions if the routes did not operate according to the schedule approved by the TD; at the same time, the KMB was requested to keep in view its service level and she reiterated that service adjustments could only be made after the TD's approval had been obtained;

- (f) she noted members' views on the content of the TD annual plan and would convey the views to the relevant staff;
- (g) regarding the bus services from Sha Tin to the Airport and Hong Kong Island East, and to Hong Kong Island via Yuen Wo Road, relevant proposals had been put forward in this year's Bus Route Planning Programme; and regarding the introduction of new bus services and adjustments to existing route arrangements, she said that the staff of the Bus and Railway Branch of the TD were arranging briefings for members to express their views on this year's Bus Route Programme and other individual route arrangements, such as the provision of full-day service on Route No. 982X;
- (h) regarding members' suggestions and recommendations on other bus services, including improving bus stop facilities, installing solar panels at bus stops, implementing two-way section fares by tapping cards on delighting, introducing more low-floor buses and the accuracy of the bus arrival information announcement system, etc., she asked the bus companies to seriously follow up and improve the services, consider the suggestions, and report the progress to the members concerned in due course;
- (i) on the monitoring of PLB services, she noted members' views on some of the routes, including lost trips, insufficient frequency and queuing arrangements, etc., and the TD would conduct investigation of the stops and by boarding minibuses, and would follow up with the operators concerned through station surveys and boarding surveys, if necessary;
- (j) the TD appreciated members' concerns about section fares and inter-company interchange concessions, especially, the feasibility of standardising section fares within a district. She would convey the relevant views to the staff of the Bus and Railway Branch for follow-up, as to whether such arrangements would be considered in the review of bus franchises;
- (k) according to the guidelines, if the average occupancy rate of individual routes was less than 85% during the busiest half-hour of peak periods, or less than 30% during non-peak periods, the TD would consider the bus companies' application for frequency reduction; if the average occupancy rates of individual routes were over 100% and 85% respectively during the busiest half-hour and the busiest one-hour of peak periods, and over 60% during the busiest one-hour of non-peak periods, the TD would request the bus companies to consider increasing the frequency. She noted members' views on the bus frequency mechanism and would reflect them to the relevant officers;
- (l) in addition to the views of members and the public, the TD would conduct random checks to ascertain the adequacy of the carrying capacity of the routes to discuss with the bus companies on room for improvement. The TD would review the service standards of bus companies by conducting random checks on the departure records of routes at termini and situation of



passengers boarding;

- (m) regarding the commissioning of the Tuen Ma Line Phase I, the TD had been discussing with the affected operators on feasible improvement measures, such as introducing additional short-haul and express trips, with a view to implementing them as soon as possible. The trial of the short-haul service from Hin Yiu Estate to Hin Keng Station was conducted on 16 February this year;
- (n) for the relocation of the Tai Wai Station cross-boundary bus stop from Tai Wai Station PTI to Tsuen Nam Road, the date was around late 2018 to early 2019. The application for relocation of the bus stop was submitted by the cross-boundary coach company and approved by the Department after consideration. As the service was temporarily suspended due to the epidemic, the TD would review the people flow at Tsuen Nam Road and the queuing arrangements for cross-boundary coaches after the resumption of service;
- (o) as the property above the Tai Wai Station was under construction, resulting in the closure of some of the bus bays at the Tai Wai Station PTI, the TD would examine the patronage of the various routes in the PTI to decide on the deployment of the bus stops of these routes, including the arrangements for setting up a terminus for the proposed bus services connecting to the Heung Yuen Wai Boundary Control Point; and at the same time, TD would also consider arranging for some of the routes to bypass the Tai Wai Station;
- (p) the TD had earlier discussed with the operator of GMB Route No. 809K and requested the operator to make improvements, and she noted Mr CHIU Chu-pong's views on the provision of services at regular locations and time of this route; and
- (q) the TD would convey the proposal on holding briefing sessions on the improvement works to Ma On Shan Town Centre PTI to relevant personnel.

50. Mr Leo CHAN, Senior Transport Officer/Ma On Shan of the TD gave a consolidated response as follows:

- (a) regarding members' comment that the waiting time for individual bus routes had was over 30 minutes, he stressed that when bus companies applied to the TD for service adjustments, the intervals of trips of the approved routes could be extended by not over five minutes during peak and non-peak hours, and the intervals during non-peak hours would not be over 30 minutes after the extension. Therefore, the TD would follow up with the bus companies on the routes mentioned by members;
- (b) he would refer the enquiries on the improvement works to Ma On Shan Town Centre PTI to the relevant officers for follow-up;

- (c) regarding the improvement of bus stop facilities in Chung On Estate, the TD would convey members' views to the Housing Department to facilitate the latter's co-ordination with the bus companies for prompt follow up actions;
- (d) regarding the views on the services of some GMB routes, such as lost trips, "skipping stops" and drivers' attitude, the TD would follow up with the operators concerned and arrange on-site surveys to monitor the operation of individual routes;
- (e) after the meeting, the TD would continue to follow up on the feasibility of service reorganisation of GMB Route Nos. 803, 804 and 808 to meet passenger demand;
- (f) regarding the implementation of the increase in frequency of Route No.980A, an item under the Bus Route Planning Programme 2019-2020, the TD and the bus companies would monitor their operation and make timely service adjustments according to the actual demand;
- (g) on the implementation of the full-day service of Route No. 286C in the Bus Route Planning Programme 2018-2019, the TD noted Mr LAI Tsz-yan's proposal on adding en-route stops and asked for other members' views;
- (h) regarding the patronage information of the new GMB Route No. 806A, the TD had arranged to conduct a site survey and would provide the relevant information to members after the meeting; and
- (i) in response to Mr Wilson LI's comments on service enhancement of individual bus routes, he reminded the bus companies to consider making timely service adjustments according to actual passenger demand.

51. Mr POON Wing-hong, Senior Engineer/Shu Tin 1 of the TD gave a consolidated response as follows:

- (a) the review of speed limit was a routine work of the TD and the TD regularly reviewed the speed limits of roads with speed limits above 70 km/h in the district according to the mechanism, including whether the design of the roads was suitable for maintaining the speed limits, the traffic performance of the roads during the review period, the number of accidents and their causes, as well as speed monitoring. The TD would consider the above factors as a whole in reviewing whether the speed limit should be implemented and whether the speed limit should be changed and would not adjust the speed limit for individual reckless drivers. However, in the event of accidents, the TD would also review the causes of the accidents and take appropriate improvement measures. This year, the TD planned to conduct reviews for the Sha Tin Heights section of Tai Po Road and Tate's Cairn Hill Road, while other sections would be reviewed according to the annual plan;

- (b) temporary speed limits had been imposed on the relevant sections of Tai Chung Kiu Road in connection with the junction improvement works and the speed limit would be restored to the original 70 km/h upon completion of the works;
- (c) regarding the traffic problem of Chun Yeung Estate, the TD and the members concerned had conducted site visits and made reports, and had taken improvement measures at the relevant locations, including designating a 24-hour no-loading/unloading zone outside Shan Mei Street bus terminus and the Sha Tin Galleria, as well as adding double yellow lines outside Chun Yeung Estate. The TD was considering improving the design of the junction of Shan Mei Street and Sui Wo Road to enhance traffic flow, and would complete the design and conduct local consultation as soon as possible;
- (d) regarding the installation of traffic lights at the pedestrian crossing at On Luk Street, the TD had issued a works notice to the Highways Department (HyD) and the works were expected to commence in the second quarter of this year and be completed within this year. During the construction period, the traffic lanes would be narrowed and two traffic lanes would be reinstated after completion of the works to maintain smooth traffic flow;
- (e) regarding the pedestrian crossing at Hin Keng Station after its commissioning, the TD had been following up on the issue and would review the pedestrian crossing and light signal settings. He pointed out that after adjusting the light positions, different modes could be used at different times of the day;
- (f) the TD would constantly review and implement effective traffic control measures to maintain a smooth flow of traffic;
- (g) on road safety, the TD would review the restrictions on loading/unloading of goods and passengers before they cross the road and consider adding double yellow lines;
- (h) regarding the improvement works to the Tai Wai Station PTI, the TD had issued a works notice to the HyD, which included providing additional exits at the interchange to Che Kung Miu Road to relieve the pressure on Mei Tin Road, as well as reconfiguring the taxi stand and general pick-up and drop-off points to improve the situation of taxis occupying other locations;
- (i) regarding road safety in Shui Chuen O, he said that the HyD was following up by conducting anti-skid tests and taking corresponding improvement measures;
- (j) regarding the shortage of parking facilities and the utilisation of public car parks, the TD would provide additional parking spaces in suitable developments under the “single site, multiple use” model, and make reference to the parking demand in the district and the utilisation of existing

car parks to calculate the actual demand and provide suitable parking spaces in new developments;

- (k) the TD was commissioning a consultancy study on electric scooters to make proposals on the use of electric mobility devices in Hong Kong and related regulatory measures, which was expected to be completed by the middle of this year;
- (l) the LRT improvement works, which were being undertaken by the HyD, were now at the investigation and environmental assessment stage. The study commenced in the second quarter of last year and was expected to be completed in the third quarter of 2021, after which the detailed design would be carried out and the improvement works would be taken forward progressively;
- (m) regarding the installation of traffic lights at the crossings at Heung Fan Liu Street, of the different views on the design of the project received from the local community last year, and the TD had explained to that person and issued a works notice to the HyD;
- (n) regarding the traffic problem at Siu Lek Yuen Road, the TD would conduct a review and follow up with Mr Ricardo LIAO after the meeting;
- (o) he would follow up the issue of signage with Mr CHAN Nok-hang after the meeting;
- (p) regarding the traffic safety problem at the roundabout on Che Kung Miu Road, the TD had earlier adopted short-term measures to improve safety by re-designating it as a double white line. The Department was considering adding a double white line and would provide a dedicated lane for turning left from Mei Tin Road to Che Kung Miu Road in the property development above the Tai Wai Station to improve road safety and traffic congestion. A traffic consultant was being commissioned to conduct a comprehensive review of the congestion and road safety at the roundabout;
- (q) the HyD had commenced the works to improve the passenger drop-off area at the main entrance of the PWH and hoped to complete them shortly;
- (r) regarding the shortage of motorcycle parking spaces, the TD would continue to identify suitable locations for additional parking spaces;
- (s) in respect of combating illegal motor racing, the TD was installing a new batch of speed detectors and red light cameras, and would inform the Police of the locations concerned so that enforcement action could be arranged;

- (t) for the additional traffic signal works at On Lai Street/On Ping Street, the TD had to strike a balance between traffic safety and traffic flow. Improvements to the Tai Chung Kiu Road junction would be carried out at the same time, and the CEDD would also carry out improvement works at nearby junctions to alleviate traffic problems in the area;
- (u) regarding the improvement works at the Yuet Chuen House bus stop to cater for the use of 12.8-metre buses, the TD had earlier invited bus companies to conduct trial runs and some of the 12.8-metre buses were already in use. The TD would arrange with the HyD for further improvement works to be carried out to cater for other 12.8-metre buses;
- (v) for the connection of Mei Tin Road with Trunk Road T4, the CEDD would review the capacity of Tai Wai roundabout in conjunction with the T4, and if the capacity was found to be insufficient, the CEDD would consider various measures, including the construction of a bridge by using the existing Mei Tin Road to reserve a connection point; and
- (w) regarding the works to install a speed table at Yat Tai Street, the TD was reviewing the tests, particularly the views of bus companies. If all went well, the next stage of works was expected to commence in May this year.

52. The Chairman asked members whether they agreed to deal with the provisional motion proposed by him.

53. The members agreed to discuss the provisional motion proposed by the Chairman.

54. The Chairman proposed the following provisional motion.

“The Traffic and Transport Committee (TTC) of the Sha Tin District Council is deeply concerned about the serious problem of lost bus trips and the improper supervision of the Bus and Railway Branch of the Transport Department (TD), and therefore requests the Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, New World First Bus Services Limited and Citybus Limited, from the third meeting of the TTC in 2020 onwards, to submit reports to the TTC on lost trips of bus routes that terminate in or travel via the Sha Tin District, in order to facilitate the joint supervision by District Council Members, the public and the TD with a view to ensuring the quality of public transport services.”

Mr CHAN Pui-ming, Ms LUK Tsz-tung, Mr LUI Kai-wing, Mr MAK Tsz-kin, Mr Felix CHOW, Mr SIN Cheuk-nam, Ms NG Ting-lam, Ms TSANG So-lai, Mr HUI Lap-san, Mr Johnny CHUNG, Mr CHENG Chung-hang, Mr WAI Hing-cheung, Mr YIP Wing, Mr Raymond LI, Mr LAI Tsz-yan, Mr CHING Cheung-ying, Mr George WONG, Mr CHAN Nok-hang, Mr Billy CHAN, Mr SHEK William, Mr Jimmy SHAM, Mr NG Kam-hung, Mr LO Tak-ming, Mr LO Yuet-chau, Mr Ricardo LIAO, Mr CHAN Wan-tung, Mr LI Sai-hung, Mr CHEUNG Hing-wa, Mr Wilson LI, Mr HUI Yui-yu, Mr CHIU Chu-pong, Mr YEUNG Sze-kin and Mr WONG Ho-fung seconded the motion.

55. The Chairman asked members whether they agreed to the provisional motion in paragraph 54.

56. Members unanimously agreed to the provisional motion in paragraph 54.

Attendance of Government Departments and Organisations to Committee Meeting and Submission of Information Papers to the Committee  
(Paper No. TT 9/2020)

57. The Chairman gave a brief introduction as follows:

- (a) this paper briefed members on the arrangements of attendance of TTC meetings by Government departments and relevant organisations and the submission of information documents to the TTC;
- (b) under the existing arrangements, the TD would assign two Senior Transport Officers, one Senior Engineer and related engineers of the New Territories Regional Office by invitation; the HyD would assign a District Engineer for Sha Tin by invitation; the Lands Department (LandsD) would assign an Administrative Assistant/Lands (District Land Office) on of DLO/ST by invitation; the Police would assign an Operations Officer of Sha Tin Police District by invitation; and the Housing Department (HD) would assign a Housing Manager of the relevant district by invitation to attend the TTC meeting;
- (c) although the KMB and the NWFB & Citybus had not listed the representatives to attend TTC meetings by invitation in the document, for the current meeting, the KMB would Manager (Traffic Planning), Manager (Public Affairs) and Manager (Operations), while the NWFB & Citybus would send the Chief Public Affairs Officer and Public Affairs Officer to attend the meeting of the TTC by invitation. He hoped that the bus companies would continue with the arrangements;
- (d) he said that at present, MTR did not send representatives to attend the TTC meetings, and it was stated in the document that MTR would not send representatives to attend every meeting. However, he pointed out that prior to the merger of the Kowloon-Canton Railway Corporation and the Mass Transit Railway Corporation, representatives would attend the TTC meetings; and
- (e) he invited members to consider whether MTR should attend the TTC meetings and whether relevant government departments and organisations should submit relevant information documents to the TTC.

58. Mr CHAN Pui-ming said that according to the arrangement of the last term of TTC, MTR attended most of the meetings by invitation only. As a stakeholder, MTR should have attended the meetings to offer its views on issues such as the management of the Ma On Shan Rail Station and subways, and the construction of pedestrian cover outside Fo Tan Station, etc. However, as MTR did not attend every meeting, which made it difficult for members to ask questions and

follow up, he considered that MTR should send a permanent representative to the TTC.

59. The Chairman asked members whether they agreed to proceed with his provisional motion.

60. Members agreed to discuss the Chairman's provisional motion.

61. The Chairman proposed the following provisional motion:

“Background

Before the merger of the Mass Transit Railway (MTR) and the Kowloon-Canton Railway Corporation (KCRC) systems, the KCRC had sent a permanent representative to the meetings of the Traffic and Transport Committee (TTC) of the Sha Tin District Council to communicate with Members about daily operation, railway projects and development. After the merger of the MTR and KCRC in 2008, the Mass Transit Railway Corporation Limited (MTRCL) decided to cancel the concerned arrangement on their own. There are currently 14 heavy railway stations in the Sha Tin District, accounting for 14.5% of the total 96 heavy railway stations throughout the territory. The number is the highest among all 18 districts. According to the Annual Transport Digest 2019 of the Transport Department, the MTR and the Airport Express carry an average of about 4.97 million passengers per day, which are the most important public transport systems. The Hong Kong Government even owns 75.28% shares of the MTRCL, and both the Secretary for Transport and Housing and the Commissioner for Transport are the Non-Executive Directors of the MTRCL.

Motion

The TTC of the Sha Tin District Council urges the Government, as the largest shareholder of the MTRCL, to demand that the MTRCL send representatives to the TTC meetings. If the MTRCL refuses to send representatives to the meetings, then the Transport and Housing Bureau should send related representatives instead, and submit the “report on MTR operation and works progress”, to allow Members to grasp the situation of the MTR operation and railway projects.”

Mr CHAN Pui-ming, Mr MAK Tsz-kin, Ms LUK Tsz-tung, Mr LUI Kai-wing, Mr Felix CHOW, Ms NG Ting-lam, Mr SIN Cheuk-nam, Ms TSANG So-lai, Mr HUI Lap-san, Mr Johnny CHUNG, Mr CHENG Chung-hang, Mr WAI Hing-cheung, Mr YIP Wing, Mr Raymond LI, Mr LAI Tsz-yan, Mr CHING Cheung-ying, Mr George WONG, Mr CHAN Nok-hang, Mr Billy CHAN, Mr SHEK William, Mr Jimmy SHAM, Mr NG Kam-hung, Mr LO Tak-ming, Mr LO Yuet-chau, Mr Ricardo LIAO, Mr CHAN Wan-tung, Mr LI Sai-hung, Mr CHEUNG Hing-wa, Mr HUI Yui-yu, Mr YEUNG Sze-kin, Mr WONG Ho-fung and Mr CHIU Chu-pong seconded the motion.

62. The Chairman asked members whether they endorsed to the provisional motion in paragraph 61.

63. Members unanimously endorsed to the provisional motion in paragraph 61.

**Information Item**

Progress Report of the Transport Department  
(Paper No. TT 5/2020)

64. Ms Natalie TSANG said that the document was the first progress report submitted by the TD in the new term of the STDCs. Progress reports would be provided at each meeting of the TTC to keep members informed of the adjustments to the relevant public transport services and the implementation of plans for traffic management.

65. Mr SIN Cheuk-nam said that the resurfacing works for the disabled parking spaces at Hang Kwong Street, Ma On Shan, had been completed but the grit materials used in the resurfacing works were scattered all over the street. He requested the relevant departments to step up project supervision to avoid recurrence.

66. Mr LI Sai-hung said that the bus stop at Tai Wai New Village had been cancelled due to the diversion of Route No. 81 and residents nearby were greatly affected. He enquired about the progress of the reprovisioning of the bus stop as indicated by the TD.

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

- (a) he had earlier found that the direction of the “secondary traffic light” at the junction of Sha Tin Rural Committee Road, Sha Tin Wai Road and Tai Chung Kiu Road had changed. He enquired whether the TD carried out regular inspections; and
- (b) he enquired about the number of “secondary traffic light” at Tai Chung Kiu Road that required improvement works, and the respective numbers of works that had been completed and incomplete.

68. The views of Mr WONG Ho-fung were summarised below:

- (a) he enquired about the progress of the consultation document issued by the TD in February 2019 on the routing of Route No. 81 bound for Jordan via Chik Fai Street and Mei Fai Street; and
- (b) he said that some residents of Mei Tin Estate had reflected that they had to get off at Mei Tao House in Mei Lam Estate when taking Route No.81 bound for Wo Che , which was too far away, and enquired whether there could be a stop at Mei Fai Street or other locations in Mei Lam Estate.

69. Mr CHEUNG Hing-wa said that for the additional traffic signs at Che Kung Miu Road and Tai Wai Roundabout in Tai Wai, he said that a yellow directional sign to the MTR Hin Keng Station had been erected at the exit of Che Kung Miu Road towards Hin Keng, but the sign was only fixed with sandbags. He asked whether TD would erect the sign with iron poles instead.



70. The views of Mr George WONG were summarised below:

- (a) at present, there was a stop at Mei Fai Street for Route No. 81 bound for Jordan, but residents of Mei Tin Estate had to get off at Mei Lam Estate on the return trip bound for Wo Che, and he asked whether a stop could be set up at Mei Fai Street; and
- (b) he reflected that Route No. 985 was in great demand and requested for a full day service.

71. Mr Wilson LI reflected that there was only one trip of the newly introduced Route No. 682X during the morning and afternoon peak hours respectively, which was insufficient. Therefore, he requested the NWFB to increase the frequency.

72. Mr CHING Cheung-ying enquired about the occupancy rate of Route No. 68S during the morning and afternoon peak hours respectively.

73. The Chairman asked whether the patronage surveys for GMB Route Nos. 803K, 803 and 804 would be affected by the epidemic. He enquired about the situation as the operators concerned had applied for fare increase in view of the difficult operating environment.

74. Ms Natalie TSANG gave a consolidated response as follows:

- (a) last year, the TD conducted a local consultation on the provision of a stop at Tai Wai New Village of Route No. 81 bound for Jordan, and the then Members of the Wo Che and Lek Yuen objected to the proposal. The TD understood that there was a strong demand from passengers for the additional stop and would consult the new Members of the constituencies concerned again;
- (b) the TD noted the proposed stop at Mei Fai Street for Route No. 81 bound for Wo Che. As the proposal would affect the journey time and route, the TD would discuss the feasibility with the bus company;
- (c) she would convey the views to the Bus and Rail Branch of the TD regarding the request for full-day service of Route No. 985;
- (d) regarding the patronage surveys on GMB Route Nos. 68S, 803K, 803 and 804, she said that the overall public transport patronage had dropped significantly due to the impact of the epidemic of COVID-19, and that field surveys would be arranged in due course to assess the changes in patronage of the relevant routes after the patronage and travel pattern of passengers had returned to normal and stable levels, during which the operation of the routes would be closely monitored; and
- (e) on the day of the commissioning of GMB Route No. 68S on 14 February this year and the Monday immediately following, the TD conducted a site visit. The occupancy rate of the route was fair might be due to the impact of the epidemic and the fact that passengers were yet to adapt to the new route

and related arrangements. She hoped the occupancy rate would increase after the epidemic.

75. The responses of Mr Leo CHAN were summarised below:

- (a) the TD had received fare increase applications from the operator of GMB Route 803-series, including Route Nos. 803, 803K, 804 and 805S, and was examining the operational and financial information and documents submitted; and
- (b) the TD noted the views on increasing the frequency of Route No. 682X. As the route was a newly introduced service, the TD would closely monitor the passenger demand together with the bus company and review the situation in the light of changes in patronage.

76. The responses of Mr POON Wing-hong were summarised below:

- (a) he would follow up with the HyD on the materials for the surfacing of parking spaces for the disabled;
- (b) regarding the improvement works of “secondary traffic light” on Tai Chung Kiu Road, he said that the works at the junction of Sha Tin Rural Committee Road had been completed, and the works at the junction of Fo Tan Road were underway. The remaining junction locations included Sha Kok Street, the exit to Belair Gardens and Lion Rock Tunnel Road, and the whole project was expected to be completed within this year; and
- (c) regarding the yellow sign installed at the Tai Wai roundabout, he said it was a temporary traffic sign to provide information to motorists to coincide with the opening of the Hin Keng MTR Station and would be removed after motorists got used to the arrangement.

77. The Chairman said that there had been a change of Members in the Wo Che, Lek Yuen, Mei Tin and Mei Lam, which involved in the provision of the stop for Route No. 81 at Tai Wai New Village. He therefore suggested that TD should consult the new Members again and make suitable changes to the route for the benefit of the residents.

### **Information Papers**

#### **Report on the Progress of Works of the Highways Department** (Paper No. TT 6/2020)

78. The views of Mr Ricardo LIAO were summarised below:

- (a) he said that many traffic signs and traffic lights had been affected by the social incidents but had not been repaired; and

- (b) he pointed out that the direction of traffic signals at the junction of Tai Chung Kiu Road and Sha Tin Rural Committee Road were wrong and hoped that the relevant departments would follow up.

79. The Chairman said that the Electrical and Mechanical Services Department (EMSD) was responsible for the maintenance of the traffic signals but no representative of EMSD was present at the meeting, and he therefore asked the HyD to relay the view to the relevant departments for follow-up.

80. Members noted the above documents.

Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin  
(Paper No. TT 7/2020)

81. Members noted the document.

Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan  
(Paper No. TT 8/2020)

82. The views of Mr Ricardo LIAO were summarised below:

- (a) although the document listed the figures of prosecutions against offences in different locations, the number of locations listed in different months was different, making it difficult to make comparisons;
- (b) the document did not reflect the situation of prosecution against illegal parking at other locations, such as Siu Lek Yuen Road near Hong Lam Court and Kwong Yuen Estate Bus Terminus;
- (c) he opined that the document did not accurately reflect the serious problem of illegal parking in Sha Tin, e.g. the number of prosecution against illegal parking at Kwei Tei Street from August to September 2019 was 1 177, but the number dropped abruptly afterwards, making it difficult to make comparisons;
- (d) as he had received complaints from residents late at night about vehicles obstructing the fire escape, he reported the case to the Police for action. When the Police arrived at the scene, they only prosecuted the vehicle involved, but not the other offending vehicles. At that time, the Police told him that as it was late at night and the traffic flow was relatively light, the other offending vehicles did not cause serious obstruction to the traffic, and hence they exercised discretion in handling the case. In this connection, he asked whether this was the Police's usual law enforcement criteria; and
- (e) he considered that the noise generated by illegally modified vehicles in motion was a great nuisance to the residents.

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

- (a) the problem of illegal parking had become increasingly serious recently, e.g. the problem of illegal parking in Tai Wai was no longer concentrated in the vicinity of Tai Wai Road and Tsuen Nam Road, but had spread to areas such as Chik Wan Street and Chik Tai Lane, etc., which he attributed to the decrease in prosecution work by the Police;
- (b) he highlighted that illegal parking was also prevalent on the flyover at Tsuen Nam Road and outside Tung Wah Group of Hospitals Sin Chu Wan Primary School, especially during holidays;
- (c) he hoped that the Police would step up enforcement to deal with the problem of illegal parking; and
- (d) he enquired when the Police posted notices at Chui Tin Street earlier to remind motorists not to park illegally, how effective the notices were, and if the results were satisfactory, whether consideration would be given to posting the notices at other places.

84. The views of Mr MAK Tsz-kin were summarised below:

- (a) he pointed out that the number of illegal parking prosecutions on Kwei Tei Street from August to September 2019 was nearly 1 200, which was a big difference from the number in the following months, and he hoped that the Police would explain the reasons;
- (b) apart from Kwei Tei Street, he pointed out that the problem of illegal parking at Shan Mei Street, another street in Fo Tan, was also serious, and buses travelling from Sui Wo Court to Fo Tan Road were often blocked. As there was a big difference in the prosecution figures between Shan Mei Street and Kwei Tei Street, he asked why the Police did not step up enforcement at Shan Mei Street, and whether the double yellow line road sections did not require Police enforcement; and
- (c) he enquired about the number of inspections conducted by the Police in the past few months, and hoped that the figures could be set out in future documents to enable members to monitor the prosecution work of the Police.

85. The views of Mr CHENG Chung-hang were summarised below:

- (a) he asked whether the Police's enforcement against illegal parking would target at specific roads in certain months. He asked why the figures were not shown in the document as the problem of illegal parking on Hang Tai Road was very serious;

- (b) he pointed out that there were different types of illegal parking vehicles on Hang Tai Road blocking the sight of pedestrians, and there were even large vehicles parked at the drop-off and pick-up areas of school buses, posing danger to school children after school resumed; and
- (c) he hoped that the Police would increase the number of prosecutions against illegal parking vehicles.

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

- (a) he had repeatedly discussed with the Police the problem of illegal parking in Sha Tin Town Centre, and the situation had not improved despite the Police's utmost efforts in enforcement. He had suggested to the Police how best to prosecute the largest number of illegal parking vehicles, but unfortunately the Police had not accepted his suggestion;
- (b) he had received a number of complaints about the traffic in Sha Tin Town Centre, citing the example that the complaints he had received about Sha Tin Plaza in the past two months were all about traffic problems. He had visited the site to confirm the complaints. In addition, there was serious double parking at the site, and the vehicles inside would honk incessantly when they were blocked by vehicles parked outside, causing noise nuisance and affecting the residents upstairs;
- (c) he said that it was rare to see police officers and traffic wardens dealing with parking offences in Sha Tin Town Centre, instead he had witnessed four officers working together on a traffic accident. He therefore asked how the Police would use its resources effectively;
- (d) some residents had complained that a private car had been parked at Mei Tin Road for six months, but the Police had still not handled the case;
- (e) he said that motorists would leave their vehicles illegally parked at Sha Tin Plaza and go to supermarkets, banks and shopping malls; and the car park entrance of New Town Plaza was also flooded with illegally parked vehicles in the past, and the situation had now spread to Royal Park Hotel, which was very serious, and enquired how the Police could make improvements; and
- (f) even if additional traffic wardens could not be deployed in Sha Tin, he considered that the Police should actively enforce the law.

87. The views of Mr WONG Ho-fung were summarised below:

- (a) he asked what places were included in the paper as "other locations in Tai Wai Town Centre". It was obvious that the number of such items was relatively large and he suggested that they be listed separately;

- (b) there were illegal parking at Heung Fan Liu Street at night and at the end of the road, many large vehicles were illegally parked overnight, and he hoped that the Police would follow up;
- (c) vehicles often illegally parked at the bus stop at Heung Fan Liu Street near Mei Chi House, causing obstruction to members of the public waiting for buses;
- (d) the slow lane of the section of Mei Tin Road near Shing Mun River Bridge was subject to frequent illegal parking by large vehicles, which obstructed traffic and caused danger; and
- (e) apart from issuing fixed penalty tickets, he asked whether the Police would take more stringent actions, such as towing away the offending vehicles, so as not to obstruct traffic.

88. The views of Mr Johnny CHUNG were summarised below:

- (a) one of the illegal parking blackspots in Ma On Shan, i.e. On Chun Street near Ma On Shan Park, was not listed in the paper. At night, large vehicles were often parked illegally at the pedestrian crossing, obstructing pedestrians and blocking the sightlines of road users; and
- (b) he considered that the Police's enforcement efforts on traffic prosecutions were inadequate. He said he organised screening for residents at Ma On Shan Plaza yesterday. When the screening ended, the Police ignored the illegally parked vehicles on the roadside, but investigated him for organising the event instead. He considered that the Police should allocate resources to combat livelihood issues such as illegal parking in order to maintain smooth road traffic flow.

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

- (a) the number of prosecutions against illegal parking at Chui Tin Street was 218 from August to September 2019, 221 from October to November, and 780 from December to January this year. While he understood the reasons behind the fluctuation in the number of prosecutions, he considered that 780 cases was still far from reflecting the actual situation, which might be five or ten times higher. He therefore hoped that the Police would continue to enforce the law, and that at least 1 500 prosecutions had to be made at Chui Tin Street in two months before the situation could be alleviated;
- (b) the Police should implement e-ticketing in Sha Tin as soon as possible; and
- (c) there should be more traffic wardens in Sha Tin to assist the Police in enforcement. He pointed out that vehicle owners could not park their vehicles indiscriminately on the ground of insufficient parking spaces and therefore requested the Police to take vigorous enforcement actions.

90. The views of Mr LUI Kai-wing were summarised below:

- (a) he enquired whether the prosecution figures for Shan Mei Street had included the area of the cooked food market, where private cars often parked illegally and even occupied bus stops;
- (b) apart from industrial areas, the problem of illegal parking had also spread to Lai Ping Road at Cove Hill, and after site inspections, he found that the situation was so serious that vehicles had to drive against the traffic lanes when bypassing illegal parking vehicles, thus posing danger to traffic;
- (c) he hoped that the Police would conduct regular inspections and prosecute illegally parked vehicles;
- (d) he hoped that the document could include the number of prosecutions for traffic offences in Cove Hill and Fo Tan Mid-Levels; and
- (e) he asked whether the Police had tested the effectiveness of e-ticketing in Fo Tan, which was far away from the city centre and had more hilly roads and rural areas.

91. The views of Mr Felix CHOW were summarised below:

- (a) the number of prosecutions at Kwai Tei Street was particularly high in August and September 2019. He would like the Police to explain whether it was because the problem of illegal parking there was more serious or whether the Police had concentrated their enforcement efforts there. In view of the problems at Chun Yeung Estate, he expected that the number of prosecutions there would remain high in future;
- (b) “other prosecution figures” was listed in the paper and it was hard to understand what were included, he therefore hoped that the Police would provide a breakdown of the different types of prosecution to facilitate members’ understanding of the Police’s enforcement work in respect of the relevant offences;
- (c) given the congestion caused by many trucks loading and unloading goods in the Fo Tan industrial area during the morning hours, the Police should deploy staff to patrol and disperse the stalled vehicles so as to ease the traffic congestion;
- (d) as there were many residential buildings and narrow roads along Lok King Street, once the illegal vehicles were double-parked or occupied the bus stops, the pick-up and drop-off of passengers of buses would be affected. Even reporting to the Police could not solve the problem in time, and he therefore hoped that the Police would step up enforcement; and

- (e) there was a construction site near Lai Ping Road which was frequented by large vehicles. The illegally parked vehicles in the area posed a danger to pedestrians crossing the road and he therefore hoped that the Police would step up patrols in the area.

92. The views of Mr George WONG were summarised below:

- (a) he said there were a lot of prosecutions made in “Other locations in Tai Wai Centre” as stated in the paper and he suggested that the Police should list out the locations with a high number of prosecutions;
- (b) he enquired about the number of traffic wardens in Sha Tin and the possibility of increasing manpower, and considered that even the implementation of e-ticketing would not be of much help if there was insufficient manpower;
- (c) the problem of illegal parking at Heung Fan Liu Street, Mei Tin Road and Pik Tin Street was serious. Mei Tin Road near Mei Chung Court were flooded with illegal parking vehicles at night, and there was a case in which a vehicle was illegally parked at a bus stop for two days without being heeded. Therefore, he hoped that the Police would step up enforcement; and
- (d) it was his understanding that the e-ticket would first be used by traffic wardens and he asked when it would be extended to other law enforcement officers.

93. The views of Mr CHEUNG Hing-wa were summarised below:

- (a) he hoped that the Police would step up enforcement to reduce traffic accidents caused by illegal parking;
- (b) the minibus stand outside Carado Garden at Tin Sam Street were flooded with illegally parked vehicles, blocking the sightlines of people waiting for minibuses;
- (c) he enquired about the enforcement of the Police in respect of the single yellow line at Fu Tin Lane, and pointed out that the area was full of illegally parked vehicles which blocked the sightline of pedestrians crossing the road; and
- (d) as there was no parking restriction zone at the junction of Tin Sam Street near Fu Kin Street, there were often large vehicles parked illegally, affecting vehicles turning right from Fu Kin Street to Tin Sam Street. He hoped that the Police would pay attention to this.



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

- (a) there had been recent improvements in the illegal parking situation at Wu Kai Sha Station PTI, and he hoped that the Police would continue with their enforcement work;
- (b) at night, Lok Wo Sha Lane was flooded with illegally parked vehicles, and the vibrations caused by the passing of large vehicles caused false alarms of the anti-theft systems of the vehicles parked on the roadside, which affected the residents of the Double Cove and Seanorama;
- (c) there was a serious problem of illegal parking at On Chun Street near Villa Athena; and
- (d) he had recently relayed to the Police several times the problem of illegal parking at the entrance of Wu Kai Sha Village, hoping that the Police would step up enforcement, and pointed out that the illegal parking vehicles not only blocked traffic lights, but also affected the access of emergency vehicles.

95. The views of Mr YEUNG Sze-kin were summarised below:

- (a) the number of parking offences prosecuted at Kwong Sin Street in August to September 2019, October to November 2019 and December 2019 to January this year was 131, 80 and 111 respectively. He said that there were already more than 30 vehicles illegally parked on Kwong Sin Street in one night, and considered the prosecution efforts insufficient. He pointed out that there were actually spare parking spaces in the nearby car parks, and hoped that the Police would step up enforcement on Kwong Sin Street to increase the costs of illegal parking and guide drivers to park their cars at legal locations;
- (b) a fatal traffic accident occurred at Ngau Pei Sha Street in April last year, in which several heavy vehicles were parked illegally at the scene of the accident, resulting in a head-on collision between a taxi and a private car, resulting in one death and two injuries. The situation had improved for the time being after the accident when the Police stepped up prosecution against illegal parking at the location for several weeks. He asked why the Police took active enforcement actions only after the accident; and
- (c) he asked whether traffic wardens were required to be accompanied by police officers for enforcement purposes.

96. The views of Mr CHAN Wan-tung were summarised below:

- (a) the illegal parking situation in the area around the roundabout at Che Kung Miu Road in Hin Ka was greatly improved after adding double yellow lines. However, the road section near the traffic lights without double-yellow lines outside Hin Keng MTR Station were already full of illegally parked

vehicles, and the area around the roundabout towards Sha Tin Water Treatment Works was also full of illegally parked vehicles;

- (b) the road section near Sha Tin Water Treatment Works in Tei Lung Hau was full of illegally parked vehicles, and some of the vehicle owners could not be contacted, and the situation could not be improved even if the Police took enforcement actions. As there would be slope works in the vicinity and the road had to be cleared, he enquired how the Police would deal with the illegally parked vehicles in the area; and
- (c) the pavement along Hin Tin Street was also occupied by illegally parked vehicles at night, and the emergency vehicular access outside Helen Liang Memorial Secondary School (Sha Tin) was often obstructed by illegally parked vehicles, and it was hoped that the Police would take follow-up actions.

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

- (a) there were more and more large trucks among the illegally parked vehicles in Hin Keng Estate;
- (b) there were serious problem of illegal parking at night outside Fu Kin Street, Hin Keng Street, Hin Tin Street, Che Kung Miu Road and Tin Sum Police Station;
- (c) he said that there was an open space at Hin Keng Street and he was liaising with the relevant departments to discuss the provision of a car park there. In this connection, he enquired about the Police's views and hoped that the Police would discuss with other departments;
- (d) at present, the reporting of illegal parking was handled by 999 emergency hotline, as the problem of illegal parking was serious, he was concerned about the capacity of the hotline and he hoped that the Police would take the initiative to deal with the problem of illegal parking;
- (e) he considered that parking on double yellow lines was in defiance of the law. He asked whether the Police could simply tow away the offending vehicles, otherwise the problem would go on forever; and
- (f) large vehicles often parked illegally at the junction of Che Kung Miu Road near Hin Tin Playground, blocking the sightline of pedestrians crossing the road and causing danger.

98. The views of Mr SHEK William were summarised below:

- (a) he hoped that the Police would set out the dates of prosecution in the paper to examine whether enforcement actions were effective in deterring vehicles that were always parked illegally;

- (b) there were many double-parked vehicles at Tak Yi Street near Sunshine Grove at night, obstructing the vehicular access to the car park. He therefore hoped that the number of prosecutions made there would be set out in the paper;
- (c) Chap Wai Kon Street near Sha Tin Industrial Centre and Siu Lek Yuen Fire Station was flooded with illegally parked container trucks and coaches, affecting the pick-up passengers at bus stops; and
- (d) apart from the traffic teams, he hoped that police officers on patrol could also prosecute illegal parking vehicles.

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

- (a) as the roundabout near Chung On Estate near Chung Ping House was flooded with illegal parking vehicles which obstructed the access of buses, he hoped that the Police would step up law enforcement and set out in the paper the number of prosecutions instituted in Chung On Estate; and
- (b) he found that people often park and wash their motorcycles at the taxi stand opposite Chung On Shopping Centre, and hoped that the Police would take a proper look at the situation.

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

- (a) the problem of illegal parking at Yi Shing Square had become increasingly serious, and he hoped that the Police would step up enforcement actions;
- (b) he asked apart from traffic teams and traffic wardens, what police officers serving in other positions, would participate in law enforcement, as well as the time and number of prosecutions per day;
- (c) he pointed out that the number of prosecutions in Sha Tin, Tai Wai and Ma On Shan was only listed in the paper in a general way at the beginning of the last term of the TTC, and it was only after the requests of different members of the last term that the number of locations listed in the paper kept increasing, and he considered that it was time to review the contents and approach of the document;
- (d) he asked whether the Police could simply tow away the offending vehicles at certain locations, such as at traffic lights or narrow roads; and
- (e) he said that illegal car racing caused noise nuisance and asked whether the Police would prosecute the persons concerned based on the recordings of road video cameras.

101. The views of Mr LO Yuet-chau were summarised below:

- (a) he considered the Police's earlier replies to his questions inadequate, and said that he had never seen unauthorised vehicles being towed away by the Police at Kwong Sin Street and Chui Yan Street;
- (b) members were unable to contact the Police Community Relations officers to deal with the problem of illegal parking at present and had to call the 999 emergency hotline directly, which they considered would hinder normal rescue work;
- (c) even outside the Siu Lek Yuen Operational Base was full of illegally parked vehicles and he had repeatedly reflected the situation to the Police Community Relations Unit;
- (d) as far as he knows, there were only three traffic wardens in Sha Tin District, and he had only seen traffic wardens enforcing the law at Chui Yan Street one morning in November last year and outside the Sha Tin Government Offices before today's meeting;
- (e) he hoped that the Police would step up enforcement to reduce the impact of illegal parking on the public; and
- (f) on the introduction of e-ticketing, he enquired how the Police would deal with cases where a vehicle did not display a valid vehicle licence or deliberately covered up the QR code on the licence.

102. The views of Mr CHAN Pui-ming were summarised below:

- (a) there were generally three reasons for illegal parking: inadequate parking spaces due to planning problems, drivers not exercising self-discipline on themselves, and the fact that the cost of being prosecuted for parking illegally was lower than the car parking fees, and he considered that tackling the problem of illegal parking depended on the stepping up of enforcement by the Police;
- (b) he enquired whether Sha Tin would be among the police districts where e-ticketing would be introduced in April, and whether the presentation of the paper could be modified;
- (c) regarding the introduction of e-ticketing, he enquired whether, apart from prosecuting drivers for parking offences, the Police would prosecute drivers for failing to display their licences if they deliberately covered or defaced the QR codes on their licences, and whether the Department of Justice (DoJ) had been consulted on whether the QR codes were required to be displayed on the licences; and

- (d) he asked how the Police would deal with the case where the vehicle owner failed to pay the fixed penalty on time and had moved away from the registered address.

103. The views of Mr SIN Cheuk-nam were summarised below:

- (a) on the introduction of e-ticket, he asked whether the Police would increase the relevant enforcement manpower; and
- (b) the introduction of e-ticket would avoid handwritten errors which would affect prosecution and most importantly, reduce parking offences. He therefore asked how the Police would assess the effectiveness of the scheme.

104. The views of the Chairman were summarised below:

- (a) initially, the paper only set out the number of prosecutions in Sha Tin Town Centre, but it was only after years of repeated requests for additional locations that the paper was extended to its current length. Both he and the Vice-Chairman considered that the paper had to be adjusted, but the specific approach would have to be discussed with members and the Police;
- (b) he understood that the Police had to deploy police resources to deal with the earlier social incidents. The situation had been alleviated now and that the Police should re-engineer their efforts in prosecuting traffic offences;
- (c) he asked when the Sha Tin Police District would implement e-ticketing;
- (d) regarding the change of District Commander of Sha Tin District, he asked whether the Police would arrange for the new District Commander to meet with members to give a briefing on the Police's work in traffic control in Sha Tin District, as well as combating illegal parking and illegal motor racing;
- (e) in response to members' questions, he enquired whether a written reply could be provided after the meeting for members to follow up if the Police's response was not readily available; and
- (f) he enquired whether it was possible for the Police to arrange a meeting prior to the implementation of e-ticketing in Sha Tin to brief members on the relevant enforcement arrangements, as well as to exchange views on the problem of illegal parking in Sha Tin and review how the paper could be revamped.

105. Mr KO Chun, Sha Tin District Operations Officer of the HKPF gave a consolidated response as follows:

- (a) traffic safety was one of the Police's top operational priorities and the Police had been adopting a multi-agency approach to hold every road user accountable. The police would also take enforcement actions against

violations of Selected Traffic Enforcement Priorities (STEP) (including traffic jams). The objective of STEP was to reduce the number of fatalities and serious injuries in traffic accidents, rectify irresponsible behavior of road users causing obstruction to traffic, and address community concerns in particular in response to irresponsible behavior of road users;

- (b) the Police launched the “e-ticketing Pilot Scheme” in Wan Chai, Tseung Kwan O and Sham Shui Po Police Districts on 16 March this year, and would collaborate with the TD on the application of QR code technology to facilitate enforcement. After consultation with the Traffic Branch Headquarters, the scheme was scheduled tentatively to be rolled out in Sha Tin Police District, including Sha Tin, Tin Sum and Ma On Shan Divisions, from 23 March this year;
- (c) regarding the worsening traffic congestion problem in the district, the Transport Advisory Committee (TAC) published a report in 2014 proposing targeted traffic measures. Apart from stepping up enforcement on an on-going basis, the Police also made good use of resources and collaborated with other parties. Enforcement would focus on deterring motorists causing serious traffic congestion and endangering road safety; and
- (d) he considered that the co-ordinated efforts of publicity, education and law enforcement were effective. The Police would be happy to discuss with members and flexibly deploy resources to different areas to take enforcement action accordingly.

106. Mr LAM Chi-chung, Head of Sha Tin District Traffic Team of the HKPF gave a consolidated response as follows:

- (a) regarding “e-ticketing Pilot Scheme”, he said that prosecution would require the application of the Global Positioning System (GPS) on smart phones and law enforcement officers were equipped with printers to print the tickets. As it was necessary to test the collaboration of smart phones, printers and computer systems, the pilot scheme was first implemented in Wan Chai, Tseung Kwan O and Sham Shui Po Police Districts. If the results were satisfactory, the system would be extended to other police districts;
- (b) he said that traffic wardens in Sha Tin District worked five days a week. Taking into account factors such as manpower and leaves, the number of traffic wardens who could be deployed to perform duties fluctuated from shift to shift. He hoped that the introduction of electronic fixed penalty tickets would enhance prosecution efficiency; and
- (c) the “e-ticketing Pilot Scheme” was tentatively scheduled to be launched in Sha Tin District on 23 March this year. The Police would brief members through the Police Community Relations Unit when the implementation date was confirmed and the relevant equipment was available.

107. Mr MOK Man-kiu, Head of Traffic Prosecution Team, Sha Tin District of the HKPF gave a consolidated response as follows:

- (a) in arranging briefings for members before the implementation of the “e-ticketing Pilot Scheme”, he said there was a tentative implementation date for the pilot scheme in Sha Tin District and the Police hoped to make the devices available for use by frontline law enforcement officers as soon as they were available in order to enhance prosecution efficiency. As time was needed for liaison with members, the progress of implementation of the pilot scheme in Sha Tin District might be delayed, which would in turn reduce the effectiveness of enforcement, which was undesirable. He therefore could not promise to arrange relevant briefings for members before the implementation of the pilot scheme. However, he was able to conduct briefings for members through the Police Community Relations Unit, possibly after the implementation of the scheme; and
- (b) he would liaise with the Police Community Relations Unit to make arrangements for members to meet with the new Commander.

108. The Chairman asked members whether they agreed to proceed with provisional motion proposed by Mr Ricardo LIAO.

109. Members agreed to discuss the provisional motion proposed by Mr Ricardo LIAO.

110. Mr Ricardo LIAO moved the following provisional motion.

“Background

Some of the DC Members of the Sha Tin District, after taking office since 1 January, have received complaints from residents one after another about the serious problem of illegal parking in the district. In some cases, access for firefighting and rescue, bus stop access and barrier-free crossings, etc., were blocked by illegally parked vehicles, and thus access of motorists and residents was severely obstructed. Apart from causing inconvenience to residents, such situations also imposed danger to them.

Motion

Since the problem of illegal parking in many places in the Sha Tin District is severe and increasingly uncontrollable, seriously obstructing the access of road users and posing potential danger, the Traffic and Transport Committee of the Sha Tin District Council urges the government to take the following actions:

1. Hong Kong Police Force
  - A. to step up inspection of illegal parking black spots and initiate prosecution proactively;
  - B. zero tolerance to illegal parking and to issue Fixed Penalty Tickets to all illegally parked vehicles;
  - C. to step up prosecution against vehicles occupying public parking spaces without paying in accordance with the law (purchase of parking time);

- D. to step up prosecution against vehicles parked at public parking spaces for over 24 consecutive hours under Section 8 of Road Traffic (Parking) Regulations (Cap. 374C, the Laws of Hong Kong);
- E. to step up the publicity against illegal parking;
- F. to contact DC Members of the Sha Tin District on a regular basis to gain an understanding of the illegal parking problem in various constituencies; and
- G. to submit the breakdown of the number of Fixed Penalty Tickets issued in various constituencies to the Traffic and Transport Committee of the Sha Tin District Council;

2. Transport Department

- A. to inspect illegal parking black spots in the district and study the provision of additional no-stopping zones;
- B. to review the restriction time period and locations of the existing no-stopping zones in the Sha Tin District and to study the extension of the no-stopping restriction time period; and
- C. to review the number and locations of the existing public parking spaces in the Sha Tin District and to study the provision of additional public parking spaces;

3. Lands Department

- A. to inspect public parking spaces in the district on a regular basis and to initiate prosecution and clearance operation against vehicles with expired vehicle licences which have occupied public parking spaces for an extended period of time; and
- B. to carry out clearance operation against abandoned vehicles on government land.”

Mr YEUNG Sze-kin, Mr CHAN Wan-tung and Mr LO Yuet-chau seconded the motion.

1 1 1 . Mr CHING Cheung-ying fully supported the spirit of the provisional motion. However, he was concerned about the practicality of items 1F and 1G which requested the Police to contact STDC Members on a weekly basis and to provide monthly figures on illegal parking in each constituency.

1 1 2 . The views of the Chairman were summarised below:

- (a) regarding the increase in the number of public parking spaces in item 2C of the motion, the TD was bound by the Hong Kong Planning Standards and Guidelines;
- (b) he asked the Police whether the quoting of the law in item 1D was correct ; and
- (c) regarding the clearance of vehicles occupying public parking spaces or government land in items 3A and 3B, he asked whether the DLO/ST or the Police would be responsible.



113. Mr LAM Chi-chung said that the law quoted in item 1D of the motion was correct.

114. Mr YUEN Sze-chun, Administrative Assistant/Lands of the DLO/ST gave a consolidated response as follows:

- (a) the disposal of abandoned vehicles was already covered by relevant legislation. If an abandoned vehicle was found on non-road government land, the DLO/ST might treat it as a general case of unlawful occupation of government land after the Police had confirmed that the vehicle was not a missing vehicle, and would prioritise the cases according to the nature;
- (b) for abandoned vehicles on roads, the relevant departments were discussing with a view to clarifying the division of labour in dealing with the problem and improving the procedures to deal with the problem more effectively; and
- (c) designated parking areas were also part of the road. As mentioned above, in the past, District Lands Offices would regard such cases as unlawful occupation of government land. The relevant departments were discussing with a view to clarifying the division of labour in handling the problem and improving the procedures to deal with the problem more effectively.

115. Mr POON Wing-hong said that the Police was responsible for the law enforcement against illegal parking and the TD was mainly responsible for designating parking spaces in accordance with the Road Traffic (Parking) Regulations (Cap. 374C).

116. Mr CHAN Pui-ming suggested that the proposal to revise the Hong Kong Planning Standards and Guidelines for the increase in the parking space ratio in housing developments.

117. Mr Ricardo LIAO accepted members' suggestions and amended his provisional motion as follows:

“Background

Some of the DC Members of the Sha Tin District, after taking office since 1 January, have received complaints from residents one after another about the serious problem of illegal parking in the district. In some cases, access for firefighting and rescue, bus stop access and barrier-free crossings, etc., were blocked by illegally parked vehicles, and thus access of motorists and residents was severely obstructed. Apart from causing inconvenience to residents, such situations also imposed danger to them.

Motion

Since the problem of illegal parking in many places in the Sha Tin District is severe and increasingly uncontrollable, seriously obstructing the access of road users and posing potential danger, the Traffic and Transport Committee of the Sha Tin District

Council urges the government to take the following actions:

- A. to step up inspection of illegal parking black spots and initiate prosecution proactively;
- B. zero tolerance to illegal parking and to issue Fixed Penalty Tickets to all illegally parked vehicles;
- C. step up prosecution against vehicles occupying public parking spaces without paying in accordance with the law (purchase of parking time);
- D. to step up prosecution against vehicles parked at public parking spaces for over 24 consecutive hours under Section 8 of Road Traffic (Parking) Regulations (Cap. 374C, the Laws of Hong Kong);
- E. to step up the publicity against illegal parking;
- F. to contact DC Members of the Sha Tin District on a regular basis to gain an understanding of the illegal parking problem in various constituencies;
- G. to submit the breakdown of the number of Fixed Penalty Tickets issued in various constituencies to the Traffic and Transport Committee of the Sha Tin District Council;
- H. to inspect illegal parking black spots in the district and study the provision of additional no-stopping zones;
- I. to review the restriction time period and locations of the existing no-stopping zones in the Sha Tin District and to study the extension of the no-stopping restriction time period;
- J. to review the number and locations of the existing public parking spaces in the Sha Tin District and to study the provision of additional public parking spaces;
- K. to inspect public parking spaces in the district on a regular basis and to initiate prosecution and clearance operation against vehicles with expired vehicle licences which have occupied public parking spaces for an extended period of time;
- L. to carry out clearance operation against abandoned vehicles on government land;
- M. to revise the “Hong Kong Planning Standards and Guidelines” so as to increase the parking space ratio in housing developments.”

Mr YEUNG Sze-kin, Mr CHAN Wan-tung and Mr LO Yuet-chau seconded the motion.

118. The Chairman asked members whether they endorsed the provisional motion in paragraph 117.

119. Members unanimously endorsed the provisional motion in paragraph 117.

**Date of next meeting**

1 2 0 . The next meeting was scheduled to be held at 2:30 pm on 21 April 2020 (Tuesday) in the STDC Conference Room.

(Post-meeting note: Due to the epidemic situation, the next meeting was postponed to 2:30 pm on 27 April 2020 (Monday) in the STDC Conference Room.)

1 2 1 . The meeting was adjourned at 8:11 pm.

Sha Tin District Council Secretariat  
STDC 13/15/45

June 2020