



Sha Tin District Council

Report on the meeting of the
Traffic and Transport Committee held on 13 March 2020

(1) The Committee discussed the following:

- (i) “Transport Department Annual Plan 2020” and passed 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.” (Unanimously passed);

- (ii) the attendance of government departments and organisations to Committee meeting and submission of information papers to the Committee, and passed 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.” (Unanimously passed);

- (iii) “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan” submitted by the Hong Kong Police Force, with the following provisional motion passed:

“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.” (Unanimously passed).

(2) The Committee noted the following:

- (i) responses of government departments and organisations to matters arising from the previous meeting;
- (ii) progress report of the Transport Department;

- (iii) report on the progress of works of the Highways Department; and
- (iv) “Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin” submitted by the Housing Department.

Sha Tin District Council Secretariat
STDC 13/55/45

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