

(Confirmed minutes)  
(Translation)

**Sai Kung District Council**  
**Traffic and Transport Committee**  
**Minutes of the Second Meeting in 2020**

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Date: 12 March 2020 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<b><u>Present</u></b>	<b><u>From</u></b>	<b><u>To</u></b>
Mr LAM Siu-chung, Frankie (Chairman)	9:30 a.m.	5:40 p.m.
Mr YU Tsun-ning (Vice-Chairman)	9:30 a.m.	5:40 p.m.
Ms CHAN Ka-lam, Debby	9:30 a.m.	5:40 p.m.
Mr CHAN Wai-lit	9:30 a.m.	4:15 p.m.
Mr CHAN Yiu-chor, Andrew	9:30 a.m.	5:40 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	1:30 p.m.
Mr CHENG Chung-man	9:30 a.m.	5:40 p.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	5:40 p.m.
Mr CHEUNG Mei-hung, Chris	9:30 a.m.	4:15 p.m.
Mr CHEUNG Wai-chiu	9:50 a.m.	5:40 p.m.
Mr CHOI Ming-hei	9:30 a.m.	4:15 p.m.
Mr CHUN Hoi-shing	9:30 a.m.	5:40 p.m.
Mr CHUNG Kam-lun	9:30 a.m.	5:40 p.m.
Mr FAN Kwok-wai, Gary	9:30 a.m.	5:40 p.m.
Mr FUNG Kwan-on	9:30 a.m.	5:40 p.m.
Mr HO Wai-hong, Stanley	9:30 a.m.	5:40 p.m.
Mr LAI Ming-chak	9:30 a.m.	5:40 p.m.
Mr LAI Wai-tong	9:30 a.m.	5:40 p.m.
Mr LAU Kai-hong	9:30 a.m.	5:40 p.m.
Mr LEE Ka-yui	9:30 a.m.	5:40 p.m.
Mr LEE Yin-ho, Ryan	9:30 a.m.	5:40 p.m.
Ms LEUNG Hin-yan	9:40 a.m.	5:40 p.m.
Mr LEUNG Li	9:30 a.m.	5:40 p.m.
Mr LUI Man-kwong	9:30 a.m.	5:40 p.m.
Mr LUK Ping-choi	9:30 a.m.	5:40 p.m.
Mr OR Yiu-lam, Ricky	9:30 a.m.	5:40 p.m.
Mr TSE Ching-fung	9:30 a.m.	5:40 p.m.
Ms WONG Cheuk-nga, Valerie	9:30 a.m.	5:40 p.m.
Mr YIP Brandon Kenneth	9:35 a.m.	5:25 p.m.
Ms LAM Yu-ching, Linda (Secretary)	Executive Officer (District Council) 2, Sai Kung District Office	

### **In Attendance**

Miss WONG Ching-hang, Joey	Assistant District Officer (Sai Kung)2, Sai Kung District Office	
Mr LO Ka-kit, Sunny	Liaison Officer i/c (Tseung Kwan O) South, Sai Kung District Office	
Mr LI Kin-yip, Charles	Senior Transport Officer/Sai Kung, Transport Department	
Mr WAN Yuen-hung, Eddie	Senior Transport Officer/Public Pier, Transport Department	
Mr LEUNG Kwok-hang, Michael	Transport Officer/Sai Kung, Transport Department	
Mr MA Chi-hung, Daniel	Engineer/Pedestrian Improvements, Transport Department	
Ms LAW Wai-ka, Rica	Engineer/Sai Kung, Transport Department	
Mr WONG Ka-lam, Matthew	Engineer/Special Duties 1, Transport Department	
Mr NG Kin-fung	District Engineer/Tseung Kwan O, Highways Department	
Mr TSE Leung-yau	District Engineer/Sai Kung, Highways Department	
Mr CHAN Kun	Chief Inspector of Police Tseung Kwan O District Operations, Hong Kong Police Force	
Mr YUNG Kin-sik, Ron	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force	
Mr AU Kwong-yui	OC District Traffic Team (Tseung Kwan O), Hong Kong Police Force	
Mr SHEK Chi-man	Sub-unit Commander (Operations Support) (Sai Kung Division), Hong Kong Police Force	
Ms HUI Ka-yee, Judy	Senior Transport Officer/Bus/NTE, Transport Department	} For agenda item II(B)
Mr YUEN Kin-hang, Tom	Transport Officer/Bus/NTE, Transport Department	
Ms WONG Po-wan, Christine	Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited	} For agenda items II(B), III, IV and V
Ms KWONG Ching-yan, Vivian	Manager (Operations), Kowloon Motor Bus Company (1933) Limited	
Mr TAM Tsun-hei, Jeff	Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited	
Mr SIN Chi-yin, Mistral	Manager (Planning), New World First Bus Services Limited/Citybus Limited	
Mr WONG Ka-chung, Calvin	Chief Planning Officer, New World First Bus Services Limited/Citybus Limited	
Mr LEUNG Suen-wai, Albert	Operations Manager, New World First Bus Services Limited	
Ms CHUNG Pui-yi, Penny	Chief Public Affairs Officer, New World First Bus Services Limited/Citybus Limited	
Ms WAI Yin-mei, Stephanie	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	} For agenda item VII

### **Welcome Remarks**

The Chairman welcomed all Members and representatives of government departments and organisations to the second meeting of the Traffic and Transport Committee (TTC) of Sai Kung District Council (SKDC) in 2020, in particular Mr Eddie WAN, Senior Transport Officer/Public Pier of Transport Department (TD) and Ms Vivian KWONG, Manager (Operations) of Kowloon

Motor Bus Company (1933) Limited (KMB).

2. The Chairman said no application for absence from meeting had been submitted to the Secretariat. A total of 22 motions, 4 questions had been received and 1 item had been referred for discussion at the meeting.

**I. Confirmation of Minutes of the 1<sup>st</sup> Traffic and Transport Committee Meeting held on 16 January 2020**

3. The Chairman said the Secretariat had not received any proposed amendment before the meeting. There being no other proposed amendment, the Chairman declared that the above minutes were confirmed.

**II. New Items**

**(A) Working Groups under TTC**

4. The Chairman suggested TTC establish two standing working groups and one non-standing working group in the current term. One of the proposed standing working groups was Working Group on Road Safety in Sai Kung District and its terms of reference were to co-ordinate road safety promotional activities and related matters in Sai Kung district and to offer advice on safety issues related to cycle tracks and pavements in Sai Kung district. Another proposed standing working group was Working Group on Bus Routes in Sai Kung District and its terms of reference were to discuss the bus route development for Sai Kung district in 2020-2023 and to review the existing bus services in Sai Kung district. For the non-standing working group, the Chairman proposed the establishment of Working Group on Illegal Parking in Sai Kung District and its terms of reference were to discuss the problem of illegal parking in the District and the corresponding law enforcement actions taken by the Police, concern about the management responsibility of illegal parking involving private land and explore feasible control measures and to offer advice on the supply of parking spaces in different areas of the District.

5. Mr CHUNG Kam-lun was in support of the establishment of the above three working groups. He suggested that matters related to bus should not be discussed repeatedly at the meetings of the working group and TTC. Hence, he proposed that the scope of work of the Working Group on Bus Routes in Sai Kung District should be as follows:

- Regarding discussion of the bus route planning programme for the year, Members currently could only know the content of and offer suggestions on the Bus Route Planning Programme submitted by TD from January to March every year, and the role of Members was rather passive. It was hoped that Members were able to participate in the discussion and raise views on the district-wide bus route planning when the bus companies submitted the Bus Route Planning Programme for the following year to TD from June to July every year.
- Regarding discussion on all bus-related matters, reference should be made to the practice of District Facilities Management Committee (DFMC) that matters handled by a working group would not be repeatedly discussed at the meetings of DFMC.

6. The Chairman agreed that the Working Group on Bus Routes in Sai Kung District and TTC should not discuss bus-related matters repeatedly.

7. There being no objection from Members, the Chairman declared that the establishment of

the above two standing working groups and one non-standing working group under TTC and their terms of reference were endorsed.

8. The Chairman said the Secretariat would send an email after the meeting to invite Members to join the working group, and the membership list of the working group would be endorsed by TTC at the next meeting.

(Post-meeting note: As respective working groups needed to convene a meeting within a short period of time, the Chairman agreed that the membership list of the working group would be circulated.)

9. There being no objection from Members, the Chairman declared that working groups under TTC would only have a Convenor according to the past practice.

10. The Chairman said respective working groups might need to convene a meeting within a short period of time. He suggested following the practice of the full council of SKDC, i.e. the Convenor of the working group would be elected by a show of hands. A nomination for the election of the Convenor would be made by a Member and seconded by another Member, and then the Convenor of the working group would be elected by a show of hands. A candidate had to obtain a simple majority vote, i.e. a higher number of valid votes cast excluding abstentions but not necessarily more than half of the valid votes cast, in order to be elected as the Convenor.

11. There being no objection from Members, the Chairman declared that the above proposal would be adopted.

12. The Chairman declared that the election of the Convenor of the Working Group on Bus Routes in Sai Kung District began.

13. Mr Gary FAN nominated Mr LAI Wai-tong as the Convenor of the Working Group on Bus Routes in Sai Kung District. The nomination was seconded by Messrs CHUN Hoi-shing, CHUNG Kam-lun and LUI Man-kwong.

14. Mr LAI Wai-tong accepted the nomination.

15. There being one nomination and no objection from Members, the Chairman declared that Mr LAI Wai-tong was elected uncontested as the Convenor of the Working Group on Bus Routes in Sai Kung District.

16. The Chairman declared that the election of the Convenor of the Working Group on Road Safety in Sai Kung District began.

17. Mr CHOI Ming-hei nominated the Vice-Chairman as the Convenor of the Working Group on Road Safety in Sai Kung District, which was seconded by Messrs Gary FAN and LUI Man-kwong.

18. The Vice-Chairman accepted the nomination.

19. There being only one nomination and no objection from Members, the Chairman declared that the Vice-Chairman was elected uncontested as the Convenor of the Working Group on Road Safety in Sai Kung District.

20. The Chairman declared that the election of the Convenor of the Working Group on Illegal Parking in Sai Kung District began.

21. Mr LAI Ming-chak nominated the Chairman as the Convenor of the Working Group on Illegal Parking in Sai Kung District, which was seconded by Messrs LUI Man-kwong and LAI Wai-tong.

22. The Chairman accepted the nomination.

23. There being one nomination and no objection from Members, the Chairman declared that he himself was elected uncontested as the Convenor of the Working Group on Illegal Parking in Sai Kung District.

24. The Chairman proposed that the term of office of various standing working groups should be two years., i.e. from the date of election to 31 December 2021, and the Convenor of the working group would be re-elected at the end of the term of office. There being no objection from Members, the Chairman declared that the above proposal would be adopted.

**(B) Bus Route Planning Programme 2020 - 2021 for Sai Kung District  
(SKDC(TTC) Paper No. 2/20)**

25. The Chairman welcomed:

- Ms Judy HUI, Senior Transport Officer/Bus/NTE, TD
- Mr Tom YUEN, Transport Officer/Bus/NTE, TD
- Mr Mistral SIN, Manager (Planning), New World First Bus Services Limited/Citybus Limited (NWFB/Citybus)
- Mr Calvin WONG, Chief Planning Officer, NWFB/Citybus
- Mr Albert LEUNG, Operations Manager, NWFB
- Ms Penny CHUNG, Chief Public Affairs Officer, NWFB/Citybus

26. Ms Judy HUI, Senior Transport Officer/Bus/NTE of TD, introduced the programme.

27. As an item under Matters Arising (Bus) and six motions were related to the above item and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request the Transport Department to introduce bus routes between Tiu Keng Leng and Ma On Shan as soon as possible (under Matters Arising)**

**Proposal to provide a stop of the newly introduced bus route no. 797 in Tiu Keng Leng  
(SKDC(TTC) Paper Nos. 5/20, 39/20 and 70/20)**

28. The Chairman said the motion was moved by Mr LEUNG Li and seconded Mr CHAN Wai-lit.

29. Members noted the written reply from NWFB.

**Proposal to provide a stop of the newly introduced KMB route no. 98 in Tiu Keng**

**Leng**  
**(SKDC(TTC) Paper Nos. 6/20, 61/20 and 70/20)**

30. The Chairman said the motion was moved by Mr CHAN Wai-lit and seconded by Messrs LEUNG Li and Brandon YIP.

31. Members noted the written reply from KMB.

**Request for diverting the planned route nos. 98 and 797 via Hang Hau or Tseung Kwan O South**  
**(SKDC(TTC) Paper Nos. 7/20, 40/20 and 70/20)**

32. The Chairman said the motion was moved by Mr LAI Ming-chak and seconded by he himself, Messrs Gary FAN, LEUNG Li, CHUNG Kam-lun, LUI Man-kwong, FUNG Kwan-on, CHUN Hoi-shing and LAI Wai-tong.

33. Members noted the written reply from NWFB.

**Request for providing whole-day services of the planned bus routes operating between Wu Kai Sha and Hong Sing Garden and between Shek Mun and Choi Ming Public Transport Interchange**  
**(SKDC(TTC) Paper Nos. 8/20, 41/20 and 70/20)**

34. The Chairman said the motion was moved by Mr LAI Ming-chak and seconded by he himself, Messrs Gary FAN, LEUNG Li, CHUNG Kam-lun, LUI Man-kwong, FUNG Kwan-on, CHUN Hoi-shing and LAI Wai-tong.

35. Members noted the written reply from NWFB/Citybus.

**Request for introducing bus service between Wu Kai Sha and Tseung Kwan O and retaining the planned route in the Bus Route Planning Programme 2018-19**  
**(SKDC(TTC) Paper Nos. 9/20, 42/20 and 70/20)**

36. The Chairman said the motion was moved by Mr Ricky OR and seconded by Messrs LEE Ka-yui, TSE Ching-fung, Ms Valerie WONG, Messrs LUK Ping-choi, Andrew CHAN, CHENG Chung-man and Ryan LEE.

37. Members noted the written reply from NWFB/Citybus.

**Request Citybus to propose a truncated routing of route no. A28 for shortening journey time and increasing bus frequency**  
**(SKDC(TTC) Paper Nos. 10/20, 43/20 and 70/20)**

38. The Chairman said the motion was moved by Mr LAI Wai-tong and seconded by he himself, Messrs Gary FAN, LEUNG Li, CHUNG Kam-lun, LUI Man-kwong, LAI Ming-chak, CHUN Hoi-shing and FUNG Kwan-on.

39. Members noted the written reply from Citybus.

40. Members noted the written reply from TD to the above six motions.

41. Mr Chris CHEUNG welcomed the proposal to introduce bus route nos. 98 and 797 in this year's Bus Route Planning Programme. Regarding the motion for proposing to extend route nos. 98 and 797 infinitely and to add stops en route, he expressed strong opposition and dissatisfaction. He continued that many bus and minibus routes serving Hang Hau, Tiu Keng Leng and Tseung Kwan O directly reached or were operated via Kwun Tong or Kowloon East. After Tseung Kwan O Tunnel Bus-bus Interchange (BBI) was commissioned, more bus-bus interchange options would be provided in the above areas. Nonetheless, there was no direct bus service from LOHAS Park and Oscar by the Sea to Kwun Tong although there was fast-paced development and ever-increasing population in LOHAS Park. Route no. 796S was the only bus route operating from Oscar by the Sea to Kwun Tong, but its service hours had been shortened by TD and NWFB and the whole-day service had been cancelled. He considered that the opportunity brought by bus-bus interchanges at BBI should be fully utilised by expediting implementation of interchange concessions instead of adding stops en route and extending the routes unreasonably as the latter would reduce the competitiveness of the routes.

42. Mr LEUNG Li said after the service frequency of bus route no. 796S had been greatly reduced to four departures per day, there was no direct bus service to Kwun Tong in Tiu Keng Leng. He therefore suggested fully utilising the resources of the newly introduced route no. 797 by setting up a stop in Tiu Keng Leng. He hoped that Members would not accuse each other; instead, they should request the bus company put their resources into planning routes. Taking route no. 796X as an example, its service had been extended to LOHAS Park due to its development. He reflected that once there was MTR service disruption, residents in Tiu Keng Leng had no other direct transport service to and from Kwun Tong industrial area. Besides, he believed that if the bus company considered extending route no. 296A to Tiu Keng Leng, most of the problems would have been solved.

43. Mr LAI Ming-chak said currently more than ten bus routes serving Hang Hau, Po Lam, Tseung Kwan O South and Tiu Keng Leng had been extended to LOHAS Park in view of its development. Bus routes in the district were planned from a district-wide perspective with consideration of the needs of different areas. He pointed out that currently no bus route in Hang Hang was operated via BBI, neither were there any direct bus services from Tseung Kwan O South and Tiu Keng Leng to BBI. He commented that route nos. 98 and 797 should draw reference from the routings of route nos. 798 and 290 series in order to serve more areas, so that the routes could attract considerable passenger demand upon their introduction, and the next step would be to increase the bus frequency and optimise the operation of the routes. For the routes from Wu Kai Sha to Hong Sing Garden and from Shek Mun to Choi Ming Public Transport Interchange (PTI), it was stated in the Bus Route Planning Programme that only one departure would be provided in the morning and in the afternoon respectively. He opined that it was difficult to accumulate passengers and suggested that whole-day services of the routes be provided. In the meantime, he suggested extending the bus service to and from Shek Mun to the area near Hong Kong Science Park. He also supported that route nos. 98 and 797 should be operated via Tseung Kwan O South, Hang Hau or Tiu Keng Leng to increase the patronage, so that residents in those areas had a new transport service option and could reach BBI or Kowloon Bay directly.

44. Mr CHAN Wai-lit said there was no whole-day bus service directly from Tiu Keng Leng to Ngau Tau Kok or Kowloon Bay, and route no. 796S only provided two departures at 5:30 a.m. and 6 a.m., but some commuters could not use the relevant service. He reflected that although the service frequency of green minibus (GMB) route no. 110 from Tiu Keng Leng to Kowloon Bay was 15 to 30 minutes, but the route was operated by an insufficient number of vehicles and

had frequent lost trips, so very few residents would choose to take minibus to and from Kowloon Bay. Besides, both route nos. 98 and 797 were operated in both bounds from LOHAS Park to Kwun Tong and Kowloon Bay. He doubted whether the patronage of the routes was sufficient to support their operation. It was hoped that the bus companies could better deploy resources and consider diverting one of the routes to operate via Tseung Kwan O South or Tiu Keng Leng for the convenience of residents.

45. Mr LAI Wai-tong said the service areas of route nos. 98 and 797 were similar and he was worried whether the patronage of the routes could support operation of whole-day service. There was a serious shortage of transport services near Chi Shin Street in Tseung Kwan O South where new residential estates would be completed as bus routes mainly provided long-haul bus services with a lack of short-haul bus routes to and from Kwun Tong. Hence, he hoped that one of the routes, i.e. route no. 98 or 797, could be operated via Tseung Kwan O South and Tiu Keng Leng for the convenience of residents, so that they could directly reach Kwun Tong and interchange at BBI or Millennium City. On the other hand, he welcomed enhancement of airport bus services in Tseung Kwan O South by Citybus. Yet, the routing of the airport bus route no. A28 in the Bus Route Planning Programme was rather circuitous, it was hoped that the bus company would explore the possibility of truncating the route or shortening the journey time.

46. Mr LUI Man-kwong said Members hoped to fully utilise resources by raising the motion regarding route nos. 98 and 797. He doubted whether patronage from LOHAS Park area could support the operation of both routes and hoped that TD would explain why two routes were operated to provide services between LOHAS Park and Kwun Tong. He opined that there was passenger demand for direct bus service to Kwun Tong in other areas of Tseung Kwan O, therefore, Member put forward different routing proposals. In the Bus Route Planning Programme, the routing of route no. A28 was rather circuitous, it was hoped that TD would consider truncating the route.

47. Mr Edwin CHEUNG said the routing of the bus route between Tiu Keng Leng and Kwun Tong was rather circuitous and was not an attractive option. In Tiu Keng Leng, currently only route no. 796S provided four departures daily to Kwun Tong. Apart from the proposal to provide an additional stop of route no. 797 in Tiu Keng Leng, he suggested considering to increase the bus frequency of route no. 796S, especially during commuting hours, and to extend the route to Kwun Tong Business Area, so as to provide services in areas beyond MTR network. Moreover, he commented that after the BBI was completed, provision of shuttle bus service with service frequency of about five minutes between Tiu Keng Leng and BBI could be considered, so that residents could change to route no. 98, 797 or 796S to Kwun Tong at the BBI.

48. Mr CHUNG Kam-lun was of the view that the Bus Route Planning Programme this year should include connecting routes at BBI. He understood that bus routes serving LOHAS Park were needed to connect with BBI, but the problem was whether the patronage from LOHAS Park could support the operation of both routes. He opined that the problem should be solved through inter-company interchange concessions. If inter-company interchange concessions were not provided, passengers needed to decide on taking bus routes of a particular bus company before starting the first leg of the journey instead of deciding on the routes in accordance with the sequence of bus arrival at BBI, and the situation was unreasonable. The fact that two bus companies suggested operating route nos. 98 and 797 without co-ordination was not the best practice. Besides, he remarked that inter-company interchange concessions should also be provided for bus routes between Tseung Kwan O and Ma On Shan, if not, its patronage was insufficient for supporting the operation of the routes. Lastly, he suggested that the motion raised

by him on introduction of a bus route from Po Lam and Hang Hau to Kwun Tong via Tseung Kwan O Tunnel should be discussed together.

49. Mr TSE Ching-fung said he raised a motion to request NWFB to provide whole-day service of route no. 796S at the meeting, and he opined that the motion could be discussed together. With the continuous population growth in Tseung Kwan O South, residents who wanted to travel to Kwun Tong by bus had to walk for 15 minutes to Sheung Tak and take route no. 296A. TD commented that after the BBI was completed, residents could take bus route no. 796X to BBI and change to a bus route to Kwun Tong, but he believed that residents would choose to take MTR instead of wasting time on waiting for a bus. It was difficult to understand why there was still no basic whole-day bus service in both bounds from Tseung Kwan O South and Tiu Keng Leng to Kwun Tong. With the recent social movements, it was believed that fewer residents would choose to take MTR. He hoped that TD would consider Members' views prudently.

50. The Chairman declared that the motions raised by Messrs CHUNG Kam-lun and TSE Ching-fung would be discussed together.

**Request for providing whole-day service of NWFB route no. 796S and diverting the route via Tseung Kwan O South  
(SKDC(TTC) Paper Nos. 11/20, 44/20 and 71/20)**

51. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Messrs Ricky OR, LEE Ka-yui, Ms Valerie WONG, Messrs LUK Ping-choi, Andrew CHAN, CHENG Chung-man and Ryan LEE.

52. Members noted the written replies from NWFB and TD.

**Request KMB to introduce whole-day bus service connecting Po Lam with Hang Hau and operating trips to and from Kwun Tong via Tseung Kwan O Tunnel  
(SKDC(TTC) Paper Nos. 12/20, 62/20 and 72/20)**

53. The Chairman said the motion was moved by Mr CHUNG Kam-lun and seconded by he himself, Messrs Gary FAN, LEUNG Li, LAI Ming-chak, LUI Man-kwong, FUNG Kwan-on, CHUN Hoi-shing and LAI Wai-tong.

54. Members noted the written replies from KMB and TD.

55. Ms Judy HUI of TD gave a consolidated response as follows:

- To tie in with the commissioning of BBI as well as the population growth and demand for transport services in LOHAS Park, TD and the bus companies suggested introducing route nos. 98 and 797. As both routes had a stop at BBI, not only could residents in LOHAS Park enjoy direct bus service to and from Kowloon East, residents in other areas of Tseung Kwan O could also take the above routes at BBI, which consequently enlarged the bus network in various areas. After the BBI was commissioned, existing bus routes that were operated via Tseung Kwan O Tunnel would include an additional stop at BBI. By that time, residents could take existing bus routes to BBI and change to route no. 98 or 797. KMB and NWFB would also provide concessions for passengers taking routes operated by them. After the two routes were introduced, TD would closely monitor the demand and patronage of the routes. If needed, TD and the bus companies would make

corresponding adjustments to the bus services.

- In view of the re-routing of route nos. A26 and A26P, the routing of route no. A29P in Kwun Tong would be adjusted and extended to LOHAS Park throughout the day. Meanwhile, it was proposed to change the route number to route no. A28. At present, there were three airport bus routes in Sai Kung district, namely route nos. A29, A29P and E22A, which largely met the demand for airport bus services in Tseung Kwan O. Although route no. A29P was diverted to operate via Po Tat Estate and On Sau Road, it would not greatly increase the journey time. Even if the route was extended to LOHAS Park, it was expected that the adjustment had slight impact on passengers in Tseung Kwan O South. With the above service adjustment, more passengers in Tseung Kwan O would be able to enjoy direct and whole-day bus service to the airport. After the bus service was introduced, TD would gather and study the relevant operational data. If needed, TD and the bus company would make service adjustments as appropriate to meet the passenger demand.
- Some years earlier, adjustments to the bus frequency of route no. 796S were made due to the constantly low patronage. TD was aware that new residential estates would be completed in Tseung Kwan O and would continue to monitor the passenger demand with the bus companies. When needed, bus service adjustments would be made as appropriate. With the soon-to-be-commissioned BBI, residents would be able to use existing bus services to reach the BBI and change to route no. 98 or 797 to Kwun Tong and Kowloon Bay.

56. Mr Mistral SIN, Manager (Planning) of NWFB/Citybus, gave a consolidated response as follows:

- In view of the residential intakes of new residential estates in LOHAS Park and the completion of BBI, NWFB suggested introducing route no. 797. If the route was extended, it would reduce the attractiveness of the service to passengers. Hence, NWFB hoped to maintain the direct routing of route no. 797 from LOHAS Park to BBI, and residents in other areas of Tseung Kwan O could use existing bus services to BBI and take route no. 797 after the BBI was commissioned. In addition, NWFB would continue to actively study the provision of bus service from Hang Hau to BBI.
- Regarding the proposal to shorten the journey time of route no. A28 put forward by Members, it would affect boarding and alighting passengers on Po Lam Road North and residents in Shun Lee Estate according to the routing of route no. A29, and the number of affected passengers was more than half of the patronage of the route. Hence, Citybus had to further study the matter. The service frequency of route no. A28 would be significantly increased for the convenience of residents in Tseung Kwan O South. If residents hoped to use a faster means to arrive at the airport, they could consider taking Citybus route no. E22A; after the completion of the BBI, residents could also take NWFB route no. 796X to BBI and change to route no. A29 to the airport.
- Regarding Members' concern about the problem of the service frequency of route no. 796S, residents in Tseung Kwan O South and other areas could take other NWFB routes to reach the BBI after its completion and then change to route no. 797 to Kwun Tong. NWFB hoped to study whether service adjustments to route no. 797 were needed after the BBI was commissioned and after knowing more about the new mode of taking buses.

57. Ms Christine WONG, Manager (Planning and Development) of KMB, gave a consolidated response as follows:

- If route no. 98 was diverted to operate via Tiu Keng Leng, the routing would become circuitous and the journey time would increase considerably, which affected passengers boarding and alighting at Tseung Kwan O Industrial Estate and LOHAS Park. KMB had been concerned about the bus services in Tiu Keng Leng and had been studying the provision of more appropriate bus services in Tseung Kwan O South. Through minor adjustments to the existing services, it was hoped that the routes would serve residents in the respective areas, such as slightly extending route nos. 296A and 296D that depart from Sheung Tak, which reduced the impact on existing passengers while making it convenient for outbound passengers in Tiu Keng Leng. KMB hoped that Members would understand the positioning of different bus routes and service adjustments were made under the circumstances that impact existing passengers was kept to the minimal.
- KMB currently provided a number of direct bus routes to different parts of Kowloon in Hang Hau and Po Lam. Regarding the proposal to introduce direct short-haul bus routes from Hang Hau and Po Lam to BBI, KMB would further study the matter.

58. Ms Valerie WONG said route nos. 98 and 797 mainly served LOHAS Park and hoped that TD would not duplicate resources. Currently, there was no direct bus route to BBI in Hang Hau, she hoped that TD would consider diverting one of the above routes to operate via Hang Hau.

59. Ms LEUNG Hin-yan said currently there was no direct bus service to BBI and Kwun Tong in Hang Hau. She commented that the bus service mentioned by the bus company a moment ago and a direct bus service to the destination were two different matters. Residents needed to board in Hang Hau and the bus had to ply via Po Lam and the area on the hill before reaching various areas in Kowloon. She hoped that TD and the bus companies would respond to Hang Hau residents on how they can benefit from the soon-to-be-completed BBI.

60. Mr Francis CHAU welcomed the introduction of two new bus routes to BBI. However, he considered that the routings of the two routes were rather long and the fares were high. Secondly, he opined that if interchange concessions were only provided on bus routes operated by the same bus company, it would affect the operation of the routes and would reduce their attractiveness. It was hoped that TD and the bus companies would continue to study provision of inter-company interchange concessions. Thirdly, he hoped that TD would provide direct bus services from each area to BBI and suggested adjusting the existing services, such as extending route no. 296A or 296D to operate via Tiu Keng Leng and providing regularised service of route no. 98A or splitting the route with some departures maintaining the existing routing while the other departures operating from Hang Hau and Po Lam to BBI. Lastly, he was of the view that residents in Tseung Kwan O Industrial Estate or LOHAS Park had demand for short-haul bus routes, such as route no. 296E to and from Hang Hau. If the bus route was circuitous, it would reduce the attractiveness of the route to passengers boarding at the starting point. He expressed that currently many bus routes were extended to LOHAS Park and suggested TD and the bus companies study rationalisation of those routes to avoid an increase in fares due to a long routing.

61. Mr Edwin CHEUNG enquired about the bus-bus interchange arrangements of BBI, such as the fare arrangements for residents taking a long-haul route with higher fare and changing to route no. 98 or 797 at BBI. He believed that if interchange concessions were not provided, residents travelling to Kwun Tong would not change to the above two routes at BBI. He hoped that TD and the bus companies would implement the interchange concessions as early as possible and suggested operating an express bus route in both bounds from Tiu Keng Leng to BBI.

62. Mr LEUNG Li said if inter-company interchange concessions were not provided, residents in Tiu Keng Leng and Tseung Kwan O South could only continue to mainly use services provided by NWFB, and it would be difficult to give full play to the function of BBI. He enquired whether it was feasible to introduce the concessions. If not, he hoped to understand the reasons and the corresponding solutions of TD. He anticipated that a direct bus route from Tiu Keng Leng to Kwun Tong Business Area could be provided. As KMB expressed that the company kept an open mind on extending route no. 296A to Tiu Keng Leng. He hoped that TD and KMB would discuss the implementation of service adjustments and the relevant timetable.

63. Mr LAI Wai-tong commented that the major transport problem of Tseung Kwan O was a lack of inter-company interchange concessions. He reflected that if residents in Tseung Kwan O South did not intend to take MTR, they could choose to walk to Sheung Tak to take route no. 296A. Interchange concessions were offered to passengers of route no. 296A when changing to a large number of bus routes at Millennium City in Kwun Tong. He opined that one of the reasons for the insufficient patronage of route no. 796S was the absence of a large bus-bus interchange network. He continued to ask KMB about the statistics of passengers who enjoyed interchange concessions on route no. 296A and asked TD to co-ordinate various bus companies to discuss the provision of inter-company interchange concessions and direct bus service from Tseung Kwan O South to Kwun Tong. Besides, he knew that the bus company objected to the provision of a cross-harbour bus route in Tseung Kwan O South and hoped that the bus company would respond to whether interchange concessions on the existing bus route no. 690 at BBI would be enhanced after BBI was commissioned.

64. Mr CHUNG Kam-lun doubted why tendering was not required for the introduction of route nos. 98 and 797. He hoped that TD would explain why some bus routes required tendering procedures while some other bus routes did not undergo the same procedures. He enquired whether the two routes could be amalgamated into one and if the requirement of offering inter-company interchange concessions could be included in the tender terms. He made similar enquiries about the two bus routes between Tseung Kwan O and Ma On Shan. Besides, he understood that some Members objected to the arrangement of splitting the route between Tseung Kwan O and Ma On Shan as mentioned in the Bus Route Planning Programme. In his opinion, splitting the route could enhance the efficiency of bus service. Moreover, he suggested that the route between Shek Mun and Choi Ming PTI be diverted to operate via University Station before heading to Hong Kong Science Park, so as to achieve the effect of connecting with the East Rail Line.

65. The Chairman made an enquiry to TD about the tendering procedures of bus routes.

66. Ms Judy HUI of TD gave a consolidated response as follows:

- Route nos. 98 and 797 were proposed by two bus companies respectively, and the routes would be introduced only after consultation and considering local views. TD also suggested introducing a bus route in both bounds from Tseung Kwan O to Ma On Shan and Wu Kai Sha in view of local development and opinion. After collecting and consolidating views on the routing, bus companies would be invited to submit bus service proposals. In developing bus routes in different areas, TD had to consider the existing bus network in the area and how residents could benefit most from the new bus services. For instance, it would be considered whether the new route operated by a particular bus company could offer bus-bus interchange network or concessions to passengers before deciding on issuing an open invitation for franchised bus companies to submit bus service

proposals or deciding on the introduction of a bus route newly proposed by a bus company for TD's consideration.

- The Government had been encouraging bus companies to offer more fare concessions to reduce the transport expenses of passengers. However, bus companies had to bear the reduction in fare revenue when offering interchange concessions. Regarding the interchange concessions at BBI, TD had been communicating with the bus companies and hoped that they would offer more fare concessions. Nonetheless, interchange concessions on bus routes operated by the same company were offered, including interchange discount in the form of a free ride or fare difference. TD estimated that after BBI was commissioned, the travelling pattern of passengers would change. By that time, an overall review of bus routes in all areas would be conducted. If there was a rise in patronage of some routes, TD and the bus companies would discuss the corresponding adjustments to the bus services to meet passenger demand.

67. Ms Debby CHAN was puzzled about TD's proposal to introduce two routes to Wu Kai Sha and Shek Mun and remarked that fewer residents needed to commute to Ma On Shan directly. She suggested that the route be diverted to operate via University Station or Hong Kong Science Park where more residents went to work, meanwhile, it was also convenient for passengers to go to Tai Po, Sheung Shui, etc. by changing to the East Rail Line. Since many areas were scattered in different parts of Tseung Kwan O, she reckoned that there was a need for some bus routes to be split and amalgamated instead of continuously adding a new stop to each bus route.

68. The Chairman said residents in Hong Sing Garden, King Ming Court and Tsui Lam Estate could take bus to Sau Mau Ping and walk to BBI to change buses. He hoped that the bus companies would give a response on how to ensure that residents on the hill could benefit from the interchange arrangements at BBI.

69. Ms Christine WONG of KMB responded that the bus company was facing financial pressure at present. KMB hoped to consider interchange concessions on bus routes operating via Tseung Kwan O Tunnel first. The company noted Members' views on interchange concessions offered to passengers in peripheral areas and could consider studying the feasibility of the proposal. Regarding the interchange concessions at BBI, KMB would provide section fares at BBI in addition to the concessions mentioned by TD a moment ago, and the company would also seriously consider and study the views raised by Members.

70. Mr Mistral SIN of NWFB/Citybus responded that NWFB/Citybus noted Members' concern about the interchange concessions at BBI, he would offer interchange concessions to bus routes operated by the company as far as practicable. At present, the financial position of the company was not satisfactory and NWFB/Citybus had to continue to study the feasibility of providing inter-company interchange concessions.

71. Mr LUK Ping-choi said TTC had discussed inter-company interchange concessions over a number of terms, however, progress was yet to be made. He considered that the resistance to introduction of concessions was from TD, and the Working Group on Bus Routes in Sai Kung District should invite TD to participate in the discussion and request TD to lead bus companies to study and provide inter-company interchange concessions. If not, the plan would only be postponed further.

72. Mr LUI Man-kwong opined that the bus companies were not willing to implement inter-company interchange concessions and emphasised that the concessions aimed at enhancing the

competitiveness of bus services. Both TD and the bus companies should seriously consider implementing the concessions. Besides, he asked TD whether relevant information was available to support the proposal to introduce route nos. 98 and 797 to serve LOHAS Park and hoped to examine whether the two routes would be amalgamated, so as to re-deploy resources after amalgamation to introduce a bus route between other areas in Tseung Kwan O and Kwun Tong.

73. Mr FUNG Kwan-on agreed with the views of Mr LUI Man-kwong on amalgamation of the routes. He remarked that TD and the bus companies had been shirking their responsibilities and had not given a definite reply to the plan of inter-company interchange concessions. The greatest competitor of bus companies was MTR Corporation Limited (MTRCL) and inter-company interchange concessions could support and enhance the bus services and their competitiveness in the district. He opined that TD should actively follow up the concessions plan with the bus companies and hoped that TD would respond when the concessions would be implemented.

74. Mr CHUN Hoi-shing said he did not understand why TD would accept the proposals put forward by two bus companies to introduce route nos. 98 and 797. Currently, Hang Hau had a population of nearly 90 000, but there was no direct bus route to Kwun Tong or BBI; therefore, he doubted the decision of TD. When considering to provide inter-company interchange concessions, the bus companies and TD should assess whether the offer could benefit residents in Tseung Kwan O and improve the transport network in the area in addition to looking after the interests of bus companies.

75. Ms LEUNG Hin-yan enquired about the criteria of TD's proposal to introduce route nos. 98 and 797 and said the population growth in Hang Hau was significantly greater than that in LOHAS Park, but there was no direct bus route to BBI. She reflected that currently if residents in Hang Hau wanted to reach Kwun Tong or Kowloon Bay directly, they had no choice other than taking GMB route no. 102. She asked TD and the bus companies to respond how residents in Hang Hau could benefit after the BBI was commissioned.

76. Mr CHENG Chung-man said there was no direct bus route to Kwun Tong in Hang Hau, and route no. 98A between Hang Hau and Ngau Tau Kok was operated via Po Lam and residential estates on the hill. If residents in Hang Hau had to go to Kwun Tong or change to other bus routes in Kwun Tong, they had to take route no. 98A. However, he reflected that buses of the route were often full after reaching some stops en route. He hoped that TD and the bus companies could introduce a direct route between Hang Hau and Kwun Tong.

77. Ms Judy HUI of TD gave a consolidated response as follows:

- With continuous population growth in LOHAS Park, the bus network in LOHAS Park was not as comprehensive as that in other areas of Tseung Kwan O, which explained why bus companies suggested introducing route nos. 98 and 797. Both routes were operated via BBI, residents in other areas as well as LOHAS Park residents could go to BBI by taking the existing bus routes and change to the above two routes to reach Kwun Tong or Kowloon Bay. TD and the bus companies would observe and examine changes in passenger demand after the BBI was commissioned and then would study how to adjust the routes to meet the needs in different areas.
- At present, Hang Hau residents could choose to take route no. 98D or 297 to BBI and change to other bus routes to Kwun Tong apart from taking route no. 98A to Kwun Tong.

After the BBI was commissioned, TD would closely monitor whether there was a rise in passenger demand of the relevant routes. If needed, TD and the bus companies would explore the possibility of increasing the departures.

- TD had been encouraging bus companies to provide inter-company interchange concessions to save transport expenses. Yet, the various companies had no plan to consider providing inter-company interchange concessions after assessing their operation and financial position. TD would continue to encourage bus companies to provide more discount offers to passengers as long as they could ensure provision of adequate public transport services.

78. The Chairman said currently route no. 98B to Kwun Tong was provided in LOHAS Park and the proposed route no. 98 was also operated from LOHAS Park to Kwun Tong. He enquired whether KMB had considered that the services of the above two routes were duplicated.

79. Ms Christine WONG of KMB gave a consolidated response as follows:

- At present, KMB operated special departures in the morning for residents in LOHAS Park and Hang Hau to go to Kwun Tung via Tseung Kwan O Tunnel, such as route no. 98B. After route no. 98 was introduced, KMB would review the deployment of resources and passenger demand and consider consolidating and utilising resources to serve relevant areas when needed.
- Currently, KMB provided diversified route options in Hang Hau, and residents could take direct bus routes in both bounds from Hang Hau to different areas in Kowloon without any interchanges. Route no. 98A in Hang Hau provided whole-day service to and from Kwun Tong and morning special departures to Kwun Tong were operated via Tseung Kwan O Tunnel. KMB would further study the proposal to introduce short-haul bus routes from Hang Hau and Po Lam to BBI. Regarding the feasibility and arrangements of service adjustments to route no. 98A in future, KMB would closely monitor whether the route could facilitate residents to utilise the BBI as appropriate and whether there were any changes to the transport mode of passengers as well as the passenger demand after the BBI was commissioned, and then KMB would study deployment of resources when needed.

80. Mr Mistral SIN of NWFB/Citybus responded that after the BBI was commissioned, direct bus routes of NWFB were operated between different areas of Tseung Kwan O and BBI. Currently, NWFB operated relatively few bus routes in Hang Hau. As to whether a direct bus route from Hang Hau to BBI would be introduced, NWFB kept an open mind and would actively study the matter.

81. The Chairman asked Members to vote on each of the above eight motions.

82. Regarding the motion “Proposal to provide a stop of the newly introduced bus route no. 797 in Tiu Keng Leng”, Mr Chris CHEUNG voted against it. There being no amendment or objection from other Members, the Chairman declared that the motion was carried.

83. Regarding the motion “Proposal to provide a stop of the newly introduced KMB route no. 98 in Tiu Keng Leng”, Mr Chris CHEUNG voted against it. There being no amendment or objection from other Members, the Chairman declared that the motion was carried.

84. Regarding the motion “Request for diverting the planned route nos. 98 and 797 via Hang Hau or Tseung Kwan O South”, Mr Chris CHEUNG voted against it. There being no amendment

or objection from other Members, the Chairman declared that the motion was carried.

85. There being no amendment or objection from Members to the motion “Request for providing whole-day services of the planned bus routes operating between Wu Kai Sha and Hong Sing Garden and between Shek Mun and Choi Ming Public Transport Interchange”, the Chairman declared that the motion was carried.

86. Regarding the motion “Request for introducing bus service between Wu Kai Sha and Tseung Kwan O and retaining the planned route in the Bus Route Planning Programme 2018-19”, 14 Members abstained from voting, including Mr CHAN Wai-lit, Ms LEUNG Hin-yan, Messrs LAI Ming-chak, LAI Wai-tong, Gary FAN, Ms Debby CHAN, Messrs CHUN Hoi-shing, CHOI Ming-hei, FUNG Kwan-on, LEUNG Li, LUI Man-kwong, CHUNG Kam-lun, Edwin CHEUNG and Chris CHEUNG. There being no amendment or objection from other Members, the Chairman declared that the motion was carried.

87. Mr CHOI Ming-hei said he objected to the amalgamation of the two routes, but he supported the proposal to increase the bus frequency, that was why he had abstained from voting.

88. There being no amendment or objection from Members to the motion “Request Citybus to propose a truncated routing of route no. A28 for shortening journey time and increasing bus frequency”, the Chairman declared that the motion was carried.

89. There being no amendment or objection from Members to the motion “Request for providing whole-day service of NWFB route no. 796S and diverting the route via Tseung Kwan O South”, the Chairman declared that the motion was carried.

90. There being no amendment or objection from Members to the motion “Request KMB to introduce whole-day bus service connecting Po Lam with Hang Hau and operating trips to and from Kwun Tong via Tseung Kwan O Tunnel”, the Chairman declared that the motion was carried.

91. The Chairman requested TD, NWFB/Citybus and KMB to follow up the views of Members on the above motions and referred the above motions to the Working Group on Bus Routes in Sai Kung District for follow-up work. With Members’ consent, the Chairman declared that the matters arising would be deleted.

### **III. Major changes in public transportation services launched in Sai Kung district from 1 September 2019 to 29 February 2020 (SKDC(TTC) Paper No. 3/20)**

92. Members noted the paper.

93. The Chairman said TTC had mentioned the arrangement for providing a bus stop of route no. E22A at Po Hong Road and the proposal was undergoing consultation at that time. He expressed that setting up the above bus stop could offer convenience to residents in Tseung Kwan O Village, especially those with impaired mobility, and enquired about the relevant progress.

94. Mr Charles LI, Senior Transport Officer/Sai Kung of TD, responded that Highways Department (HyD) was carrying out preparatory work for the relevant proposal.

(Note: Please also refer to paragraphs 164 to 166)

95. Mr LAI Wai-tong welcomed NWFB's extension of the service hours of route no. 796P. He enquired about the changes in patronage after extension of service hours and whether NWFB had any plans to operate whole-day service of route no. 796P.

96. Mr Calvin WONG, Chief Planning Officer of NWFB/Citybus, responded that after the service hours of route no. 796P had been extended since late December 2019, the highest patronage as at mid-January was about 60%. In this year's Bus Route Planning Programme, the proposal to extend the service hours was also included. NWFB would closely monitor and study whether the bus frequency should be further increased or the service hours should be further extended.

97. Ms Debby CHAN enquired about the patronage data of route no. 98B.

98. Ms Christine WONG of KMB responded that due to the recent epidemic and the social events earlier, the overall patronage of various routes had dropped continuously. As for the actual patronage data of route no. 98B, KMB would provide the information later on.

(Post-meeting note from KMB: According to the patronage data, route no. 98B had an average patronage of about 20% per trip.)

99. Mr CHUNG Kam-lun was concerned about the adjustments to the bus frequency during the epidemic and enquired about whether the bus services were resumed normal; if not, when the bus services would be resumed normal.

100. Mr Jeff TAM, Manager (Public Affairs) of KMB, responded that more companies and organisations had implemented work-from-home arrangements earlier and KMB had made corresponding service adjustment arrangements. As more people resumed normal work, the patronage increased. Hence, KMB made corresponding service adjustments again especially during peak hours. Since the passenger flow was higher during commuting hours, KMB would further adjust the bus frequency in order to provide services for commuters and enable passengers to maintain sufficient distance to tie in with the disease prevention and control work. By doing so, KMB hoped to meet the needs of passengers.

101. Ms Penny CHUNG, Chief Public Affairs Officer of NWFB/Citybus, responded that due to the impact of the epidemic, NWFB/Citybus had a drop of about 40% in the overall patronage. The companies had made corresponding adjustments to the bus frequency of various routes according to the actual passenger demand. With the arrangements of gradual resumption of normal work made by the Government and private companies, the patronage only slightly increased in the past week. NWFB/Citybus would continue to monitor the patronage and make flexible deployment of resources in a timely manner.

102. Ms LEUNG Hin-yan asked the bus companies to give an account of the information on service adjustments to the routes during the epidemic and the bus frequencies after service adjustments. Besides, she hoped that the bus companies would respond to whether there was an actual date of resumption of normal bus services or other further plans.

103. Mr Jeff TAM of KMB responded that KMB deployed resources in a flexible manner based on the actual needs. Where higher passenger demand arose, the company would immediately deploy resources to provide services. Although normal work was resumed gradually, some

commuters in fact still worked from home. In addition, students had not resumed classes and members of the public were uncertain about going out, KMB was still observing the usage of bus services. Currently, the bus frequency had been resumed substantially. As the situation progressively resumed normal, KMB would resume bus services to their original level.

104. Ms Penny CHUNG of NWFB/Citybus responded that NWFB/Citybus had been closely monitoring the situation and making service adjustments in view of the patronage. When the situation gradually resumed normal, NWFB/Citybus would progressively resume the original bus frequencies.

105. Mr FUNG Kwan-on asked the bus companies to respond to the following enquiries. Firstly, when the bus frequencies would be resumed normal. As most commuters and civil servants gradually resumed normal work, he enquired the actual date for resumption of normal services. Secondly, he hoped that the bus companies could precisely provide the data of routes and service adjustments. Thirdly, he asked about the frequency of bus companies deploying staff to conduct patronage count surveys. Lastly, regarding the bus companies' response of making further adjustments to bus frequencies accordingly in view of a rise in patronage, he hoped that the bus companies would provide examples or information. Besides, he asked TD to respond whether the department had given prior approval for the service adjustments made by the two bus companies or whether the bus companies had adjusted the bus frequencies without TD's knowledge.

106. Mr LAI Ming-chak said the bus frequency of KMB route no. 290 during evening peak hours had been adjusted from 10 minutes to 15 minutes. When some residents took the route back to Tseung Kwan O during evening peak hours in the past week, buses were already full upon reaching Kwai Chung and passengers at the subsequent stops en route simply could not board a bus. It was hoped that the bus company would note the above situation.

107. Mr LAI Wai-tong said when bus frequencies were reduced without any decrease in patronage, cross-infection among passengers in a crowded bus compartment might be caused. He hoped that TD and the bus companies would note the above situation. He enquired whether TD had approved the bus service adjustments, such as reducing the bus frequency of route no. 296M to 30 minutes, and in fact, some residents had reflected that the actual waiting time for buses of the route was more than 30 minutes. Besides, the bus frequency of route no. 296D during peak hours had been adjusted to 20 minutes. He doubted whether the adjustment could reduce the number of passengers in a bus compartment and could help control the spread of the virus.

108. Mr Gary FAN said service providers of the mass transit system had taken actions in view of the epidemic, such as MTR's arrangement of introducing robots to provide services, bus companies' installation of windows in air-conditioned buses, etc. He opined that if bus compartments became crowded due to reduction in bus frequencies, it would bring negative impact on control and prevention of the disease. It was hoped that the bus companies would not readily reduce bus services. He continued that some members of the public had adjusted their travelling pattern due to the past events opposing the proposed legislative amendments. He considered that if the bus companies grasped the opportunity, they could provide bus services to attract new passengers and enhance their competitiveness in the current situation, so that they could be in direct competition with MTRCL in future.

109. Mr CHUNG Kam-lun enquired whether TD had given approval for the latest adjustment

to the bus frequency of route no. 690 during evening peak hours and when the service of the route would be resumed normal.

110. The Chairman enquired whether the bus companies had enhanced the hygiene condition in a bus compartment.

111. Mr Charles LI of TD gave a consolidated response as follows:

- The overall patronage of bus services had been significantly reduced due to the epidemic. In view of the decline in passenger demand, bus companies had submitted applications to TD for temporary adjustments to bus frequencies of some routes. When vetting the applications, TD had considered different factors, including the magnitude of the drop in patronage and the estimated patronage after reducing the bus frequency. For applications that had been approved earlier, most of them were for extending the bus frequencies of some routes for not more than five minutes.
- To tie in with the Government's gradual resumption of normal operation of public services in an orderly manner starting from 2 March, TD had requested bus companies to resume the normal bus frequencies of bus routes to which temporary service adjustments had been made earlier.
- Regarding the adjustment to the bus frequency of route no. 296M, TD had approved the application for service adjustment to the route due to its low patronage.

112. Mr Jeff TAM of KMB gave a consolidated response as follows:

- KMB had not implemented any arrangements for wage reductions or layoffs or requiring staff to take unpaid leave. KMB hoped to continue to provide bus services for members of the public and therefore had to implement the arrangements for service frequency adjustments. In the past week, the patronage saw a narrower decline when compared to the earlier period, but there was still a drop of about 30%.
- KMB apologised for the situation of some passengers not being able to board a bus during some hours in the past week. As commuters resumed normal work, KMB would make corresponding service adjustments.
- KMB continued to provide a list of bus frequency adjustments for reference by the public. Apart from the list, KMB would immediately make deployment of resources in a flexible manner based on the observations of field staff or actual data.
- To address Members' concern about the problem of cross-infection, KMB expressed that the air-conditioning system of KMB buses was equipped with the function of fresh air supply. Nonetheless, KMB was progressively installing horizontal ventilation windows in bus compartments to further enhance air circulation therein. Apart from the above, KMB also introduced medical-level disinfection technology to kill viruses effectively and would gradually provide hand sanitisers on buses for passengers' use. The parent company of KMB would also produce masks for use by frontline staff. As a public transport service provider, KMB hoped to take an extra step in addition to provision of bus services in order to fight the virus together with the community.

113. Mr Albert LEUNG, Operations Manager of NWFB, gave a consolidated response as follows:

- During the epidemic, the patronage of NWFB/Citybus had dropped by about 40%. In the past month, NWFB/Citybus put customers first and moderately adjusted the bus

frequencies. The number of departures reduced constituted some 10% of the total number of departures.

- After government departments had gradually resumed normal work starting from 2 March, the patronage slightly increased, but the extent of the increase was very small. NWFB/Citybus closely monitored the patronage data of departures every day. When there was an increase in patronage, the company would make flexible deployment of resources to adjust the bus frequencies.
- Regarding cleaning work, NWFB/Citybus reminded bus captains to activate the function of fresh air ducts on buses when in motion; meanwhile, the cleaning of buses after arriving at the terminus and cleansing of buses after returning to the depot were enhanced. The works department also enhanced the cleansing of air filters of air-conditioning units.

114. Mr CHAN Wai-lit enquired whether the bus companies had contacted the Centre for Health Protection (CHP). Apart from enhancing the cleaning work, he enquired whether the bus companies had arranged additional cleaning work for buses of routes that had been taken by patients of confirmed cases.

115. Mr Jeff TAM of KMB responded that KMB had enhanced the cleaning work of the fleet and had appropriately disinfected buses of all routes that had passed the roads to help prevent the spread of the virus.

116. Ms Penny CHUNG of NWFB/Citybus responded that NWFB/Citybus had been closely monitoring the latest development of the epidemic and had been rolling out corresponding measures in view of the latest situation as well as the newly issued guidelines and recommendations made by CHP, including enhancement of cleansing air filters and cleaning and disinfecting bus compartments with diluted bleach. If there were confirmed cases, NWFB/Citybus would carry out cleaning work as appropriate and according to the guidelines issued by CHP. Some Members had reflected their concern to the companies about the cleaning measures and the companies had arranged additional cleaning and disinfection for relevant bus compartments.

#### **IV. Items related to other public transport services**

##### **(A) Matters Arising (Other public transport services)**

##### **(1) Progress on the follow up of other public transport services by the Transport Department in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2019 (SKDC(TTC) Paper No. 80/20)**

117. Members noted the paper.

##### **(2) Request to improve the traffic problem of the area between Clear Water Bay and Tseung Kwan O**

118. The Chairman said as a motion on bus service was related to the above item and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request for service enhancement of KMB route no. 91S  
(SKDC(TTC) Paper Nos. 16/20, 63/20 and 76/20)**

119. The Chairman said the motion was moved by Mr Ryan LEE and seconded by Messrs Ricky OR, LEE Ka-yui, CHENG Chung-man, Andrew CHAN, TSE Ching-fung and Ms Valerie WONG.

120. Members noted the written replies from KMB and TD.

121. Mr Ryan LEE said apart from green minibuses, there was no direct bus route to Hang Hau town centre directly from Clear Water Bay Road, but minibuses were often full and had frequent lost trips. Therefore, he hoped that route no. 91S would provide regular services. In the response from KMB, the company would not consider providing additional departures due to insufficient patronage. He hoped that KMB would re-consider the proposal.

122. Mr LAU Kai-hong said he had requested provision of regular departures of route no. 91S on many occasions, but the route only provided two morning departures to Tseung Kwan O at present. Many members of the public went to Clear Water Bay for hiking and outing on weekends, which caused serious traffic congestion. He hoped to continue to pursue regular service of route no. 91S.

123. Ms Christine WONG of KMB gave a consolidated response as follows:

- When route no. 91S was introduced, only one trip had been operated. In the past year, KMB had been aware of residents' views on enhancing the morning bus service to Hang Hau and had then deployed resources of route no. 91 to operate an additional trip of route no. 91S. KMB was pleased that the two special departures could assist residents in commuting to Hang Hau for work or school.
- KMB understood the passenger demand on weekends and had made an application to TD for operating some special routes on Saturdays as they initially only provided services on Sundays and public holidays, so as to meet the transport demand in Sai Kung district on weekends.

124. Mr LAI Wai-tong said regarding the problem of not having a direct route to Tseung Kwan O Tunnel in Hang Hau, he suggested considering to study the extension of route no. 91S to BBI for the convenience of Clear Water Bay residents and also for Hang Hau residents to take the route to BBI directly. He opined that the proposal could invigorate residents' demand for the service of the route and even lead to consideration of increasing the bus frequency.

125. Ms Christine WONG of KMB responded that currently there were special departures of other routes in Hang Hau that were operated via Tseung Kwan O Tunnel. After the BBI was commissioned, KMB would consider studying the feasibility of slight adjustments to some routes in order to offer convenience to residents going to BBI or other locations for interchange.

126. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD and KMB to follow up Members' views. With Members' consent, the Chairman declared that item (2) of Matters Arising was deleted.

**(3) Request for solving the problem of Sai Kung residents encountering difficulties in commuting on public transport during weekends and public holidays**

127. Ms Debby CHAN said the bus company mainly focused on handling the situation of visitors going to and leaving Sai Kung to alleviate the problem of taking public transport on weekends and public holidays, but currently there were still many visitors from outside the district entering or leaving Sai Kung regardless of weekends and public holidays or weekdays, which made it difficult for Sai Kung residents to take public transport. Apart from meeting the demand of visitors, she commented that the transport problem of Sai Kung residents should also be solved. Taking KMB route no. 94 as an example, the bus frequency on weekdays was 40 minutes and it was increased to 15 to 20 minutes on weekends depending on visitors' demand. She considered that the arrangement of the bus company was unfair to Sai Kung residents.

128. Ms Christine WONG of KMB responded that KMB currently provided additional departures on Sundays and public holidays. Route nos. 92R, 96R and 298R were routes specially introduced and operated by KMB in view of the high patronage in Sai Kung on Sundays and public holidays. KMB hoped that the above routes would alleviate the passenger demand and Sai Kung residents could take regular routes such as route nos. 92, 94 and 299X.

129. Mr LAU Kai-hong hoped that the bus company would better utilise resources. For example, KMB route no. 91R operated three trips to Clear Water Bay in the morning, but after buses of morning departures arrived at Clear Water Bay, buses were often vacant when leaving Clear Water Bay, which was a waste of bus resources. He considered that relevant resources could be arranged to provide services for Sai Kung residents and commented that relevant proposals had been put forward ever year. It was hoped that KMB would re-consider the arrangements of relevant routes.

130. Ms Debby CHAN suggested KMB consider providing a fast queue for Sai Kung residents waiting for buses of route nos. 92 and 94, so that residents need not wait for buses with visitors for more than one bus arrival; besides, KMB should also provide section fares. She opined that the bus company should provide interchange concessions for Sai Kung residents on weekdays to increase the incentives for residents to take bus.

131. The Chairman declared that the above item would be retained and requested KMB to follow up Members' views.

**(4) Request the Transport Department to study the introduction of ferry, "water taxi" or other waterborne transport services from Sai Kung and Tseung Kwan O to Hong Kong Island and vice versa**

132. Mr LUI Man-kwong said provision of transport services in Tseung Kwan O should not solely rely on MTRCL. TTC had discussed the above item for many years, and waterborne transport was one of the ways to explore whether the cross-harbour transport problem of residents in Tseung Kwan O could be solved. He suggested TD implement the proposal to introduce waterborne cross-harbour transport service to Hong Kong Island on a trial basis, and then make adjustments gradually. TD had been expressing that only if a company was interested in operating waterborne transport services could the study be continued, but he opined that TD should actively promote waterborne transport services.

133. Mr CHENG Chung-man said the proposal to introduce waterborne transport services had been studied on many occasions in the district for alleviating the traffic pressure in Tseung Kwan O. Although the railway and bus services connecting with the district had been enhanced with the continuous population growth in Tseung Kwan O, Tseung Kwan O still turned into an isolated

area when there was MTR service disruption on Tseung Kwan O Line. He commented that sole reliance on Tseung Kwan O Tunnel could not solve the problem of travelling to urban areas encountered by residents in the district. It was hoped that the Government would re-examine the introduction of ferry routes from Tseung Kwan O to Hong Kong Island or Kowloon to alleviate the traffic pressure in Tseung Kwan O.

134. Ms Debby CHAN opined that there was a need to introduce a new ferry route. Apart from considering the patronage, the travelling pattern of residents should also be assessed. She commented that ferry service was more versatile than railway and bus services because the former could also be used for residents to transport goods, bicycles or pets. The passenger base and nature of ferry service was distinguishable from bus and railway services. If there were satisfactory operational circumstances, provision of ferry service offered a new alternative for people engaged in waterborne transport industry. She hoped that TD would consider providing waterborne transport services on Sundays and public holidays and would include different factors for consideration, for instance, residents might bring along their bicycles from Tseung Kwan O to Hong Kong Island in the future as a cycle track would be provided along the coast of Hong Kong Island North.

135. Mr LAI Wai-tong said the MTR nearly reached its maximum capacity during peak hours and ferry service could offer an additional transport option for residents for their convenience when crossing the harbour or going to other piers in Kowloon. Currently, a promenade from LOHAS Park to Tiu Keng Leng was provided. In addition to the development in Area 137, the shoreline in Tseung Kwan O would be further extended. He considered that valuable resources in the district should be better utilised and hoped that TD would consider introduction of ferry services.

136. Mr Ricky OR said it could be seen from TD's response to introduction of waterborne transport services in SKDC(TTC) Paper No. 80/20 that the department still maintained the objective of having railway-based transport network and according priority to railway, which caused monopoly of railway service in outbound transport in Tseung Kwan O. Over the years, TD had not provided a risk assessment report on outbound transport in Tseung Kwan O, including a contingency plan for railway service disruption and incidents or accidents at Tseung Kwan O Tunnel. He suggested TD conduct a detailed risk assessment and submit a report to SKDC for further discussion after completion.

137. Mr LAI Ming-chai agreed that ferry service had its own advantages over bus and MTR services. TD might consider introducing ferry service on holidays or on a trial basis, such as a route from the waterfront in Tseung Kwan O to the waterfronts in Kwun Tong or Central. If residents found it convenient to travel outbound, TD might then consider enhancing the relevant service.

138. Mr CHEUNG Wai-chiu said it was very popular nowadays to cycle to work on Hong Kong Island and in Kowloon. The constraint imposed on residents in Tseung Kwan O who wanted to leave the area by cycling was that they had to cycle through roads on the hill to Yau Tong. He opined that ferry service to Kwun Tong or Hong Kong Island would be convenient for commuters who wanted to cycle to work. At present, passengers who wanted to bring along their bicycles on MTR trains or buses had to dismantle the wheels or fold their bicycles, which was very inconvenient for cyclists.

139. Mr Stanley HO said ferry services were provided in many cities. He hoped that TD would

actively study introduction of ferry and “water taxi” services. He continued that there were many suitable piers on Hong Kong Island and hoped that TD would consider constructing a pier in Tseung Kwan O, which was a coastal area, so that residents could have a new transport option. Besides, many people in Sai Kung were boat dwellers who could swim and navigate well, manpower would not be a problem if waterborne transport services were operated. It was believed that stable and sustainable waterborne transport services could be provided.

140. Ms LEUNG Hin-yan hoped that TD would give an account of the criteria for introducing a new transport means. She reflected that during morning peak hours, it was difficult for passengers to board MTR trains even at Tseung Kwan O Station. Apart from MTR service, passengers could only travel to Hong Kong Island by taking route nos. 690 and 694, which had low bus frequencies. She hoped that TD would understand the demand for cross-harbour transport in Tseung Kwan O. Besides, she suggested TD study the feasibility of ferry service while inviting ferry service companies to roll out a trial ride plan in order to assess the feasibility and patronage of ferry service.

141. Mr Charles LI of TD responded that in considering new ferry routes, TD would also assess relevant factors, including passenger demand, operational feasibility, etc. At present, residents in Tseung Kwan O mainly used railway service for travelling to and from Hong Kong Island. If the service of the ferry route overlapped with MTR service, the patronage might not be sufficient to finance its daily operational expenses. Taking the above situation into account, TD currently had no plan to introduce ferry or waterborne transport services. In case railway service experienced disruptions and subject to the severity of the railway incident concerned, TD would liaise with other public transport operators in a timely manner, such as requesting bus companies to enhance bus services.

142. Ms LEUNG Hin-yan hoped that TD would provide the relevant figures to demonstrate that the existing patronage was not sufficient to finance the operational expenses of railway service. She reiterated that Tseung Kwan O residents mainly relied on railway service because there was no other alternative. Apart from railway service and the two bus routes with low service frequencies, residents had no other public transport means to Hong Kong Island.

143. Mr LAI Wai-tong said when there were service disruptions on Tseung Kwan O Line, it was difficult for residents to travel to Hong Kong Island. Even though there were cross-harbour bus routes, it was difficult for residents to board a bus as it was already full. Introduction of ferry service could plug the loophole in the transport network of Tseung Kwan O and offer an additional choice for residents. He hoped that TD would give prudent consideration to the matter.

144. The Chairman declared that the above matter would be retained one more time.

#### **(5) Problems related to the noise and air quality at public transport interchanges**

145. Mr LEUNG Li considered that it was not frequent enough for the Electrical and Mechanical Services Department (EMSD) to monitor the cleanliness of PTIs annually and to conduct air quality measurements once in two years. The air outlets of the existing ventilation system at Tiu Keng Leng PTI were covered with dust and the hygiene condition was not satisfactory. During the epidemic, he hoped that the hygiene condition in PTIs would show more significant improvement. It was also hoped that TD would arrange cleansing exercises with relevant government departments for various PTIs in the district as soon as possible.

146. Mr Francis CHAU said after the weather became warmer, the problem would be aggravated. He hoped that TD and relevant departments would list the specific dates and locations for cleansing exercises to be arranged, so that Members could understand and monitor the work at scene.

147. Ms Debby CHAN said regarding the noise and air quality problems of Hang Hau PTI, the situation was very unsatisfactory. She hoped to know more about the regular management work conducted by TD and how TD would improve the existing noise problem at the PTI.

148. Mr LAI Wai-tong enquired whether TD would refer to the Indoor Air Quality Certification Scheme of the Environmental Protection Department (EPD) and carry out reviews at PTIs. He expressed that the air inlet and outlet grilles at Tseung Kwan O South PTI or bus terminus were covered with dust and staff seldom cleaned the grilles. It was hoped that TD would co-ordinate the management matters that could solve the noise and air quality problems at PTIs by enhancing the cleaning work and conducting reviews of air quality at PTIs when appropriate.

149. Ms LEUNG Hin-yan hoped that TD would provide the relevant figures showing that the air quality complied with the relevant standards. She said the current situation in Hang Hau PTI could not meet the needs of members of the public. Residents often needed to wait for buses for a long time at the PTI, therefore, the air quality and environment of PTI had a great impact on residents. She hoped that TD would carry out specific measures to improve the air quality and environment of the PTI and hoped that TD would adjust the lighting at PTI to create a more comfortable passenger waiting area for members of the public.

150. Mr CHENG Chung-man said there was poor ventilation at Hang Hau PTI and the temperature at the PTI and the outdoor temperature had a difference of 5 to 6 degrees Celsius, therefore, it was unconvincing that the air quality at the PTI complied with the relevant standards. He opined that bus routes at the PTI would be growing continuously, and he hoped that relevant departments would provide a plan for improvement works at the PTI.

151. Mr Charles LI of TD gave a consolidated response as follows:

- TD and EMSD had been monitoring the air quality and operation of ventilation systems at PTIs. EMSD would conduct air quality surveys at PTIs managed by TD regularly and increase the frequency of surveys as needed.
- Air quality improvement measures included extending the operating hours of ventilation systems, increasing the air volume, replacing/cleansing the parts of ventilation systems, etc. TD would reflect Members' views to EMSD.
- TD had been concerned about the noise problem at PTIs and reminded bus companies and minibus operators to pay special attention to the noise produced while vehicles were in motion and to carry out repair and regular maintenance of vehicles to reduce the noise generated by vehicles.

152. The Chairman declared that the above item would be retained one more time and requested TD and EMSD to follow up the matter and convey Members' views to EPD in writing.

## V. Items related to bus service

### (A) **Matters Arising (Bus)**

**(1) Progress on the follow up of bus services by the Transport Department in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2019 (SKDC(TTC) Paper No. 4/20)**

153. Members noted the paper.

**(2) Proposed bus service arrangement for Tseung Kwan O Tunnel Bus-bus Interchange  
Condemn the Transport Department for disregarding and not properly following up the motion “Request the Government to examine and confirm the interchange concessions offered among franchised bus companies to address the problem of lacking interchange options at the bus interchange stations so that the stations can fulfill their functions” carried at the full council meeting of SKDC on 2 January 2018 and for ignoring the bus service demand of passengers at Po Lam, Tsui Lam, Hong Sing, Hang Hau, Sheung Tak, Tseung Kwan O Station, Tiu Keng Leng, Wan Po Road, LOHAS Park, Tseung Kwan O Industrial Estate, Clear Water Bay Road and Hiram’s Highway, causing the interchange to merely exist in name; and strongly request that the problem be solved as soon as possible**

154. The Chairman said the site inspection at BBI originally scheduled for last month had been postponed due to the epidemic. SKDC would make arrangements again for Members to conduct a site inspection at BBI.

155. Mr CHUNG Kam-lun hoped that the site inspection would be carried out in March.

156. Mr LAI Wai-tong said residents might take a route with higher fare to BBI and then change to a route with lower fare. He asked the bus companies about the interchange arrangements for similar situations and whether they would give an account of the detailed plan and measures of interchange concessions on bus routes of the same bus company before the BBI was commissioned.

157. Ms Christine WONG of KMB responded that KMB had been discussing the details of interchange arrangements with TD, including considering to provide interchange concessions in the form of free second leg journey or fare difference. After the details were confirmed, TD would be responsible for centralised dissemination of the information.

158. Mr CHUNG Kam-lun hoped that TD and the bus companies would provide detailed information on interchange concessions as early as possible.

159. Ms Penny CHUNG of NWFB/Citybus responded that NWFB/Citybus would provide interchange concessions on its routes in the form of a free ride or top-up difference. The companies were discussing the detailed arrangements with TD and further information would be available for centralised dissemination by TD.

160. Mr CHOI Ming-hei enquired about the matters related to provision of a shelter and seats at the Kowloon-bound bus stop of route no. 290 at Tsui Lam Estate. As TD had expressed that the vetting and approval of the works would be completed in late March 2020, he hoped that TD would provide a detailed works schedule.

161. Mr Charles LI of TD responded that TD had completed district consultation on extension of the bus stop shelter at Tsui Lam Estate and was consolidating relevant information. It was

expected that the vetting and approval procedures would be completed before late March.

162. Mr Jeff TAM of KMB supplemented that as there were underground pipes at the location, KMB needed to liaise with TD again in order to study how to handle the works. KMB understood that provision of the shelter and display panel was for the convenience of passengers. At present, KMB added the information of route no. 290 to the information shown in the display panel at the bus stop of route nos. 93K and 98C, which was beside the above-mentioned location, for the convenience of passengers.

(Note: Please also refer to paragraphs 168 to 169)

163. The Chairman declared that the above item would be retained and asked TD, relevant department(s) and bus companies to follow up the arrangements for a site visit.

**(3) Request the Transport Department to look into a solution to cater for the needs of those living in Serenity Place, Verbena Heights and Finery Park after adjusting the routing of route no. E22A**

164. The Chairman enquired about the works progress of providing a bus stop of route no. E22A at Po Hong Road and whether any trees had to be removed for provision of a bus stop.

165. Mr NG Kin-fung, District Engineer/Tseung Kwan O of HyD, responded that HyD had received the works request form from TD for the above works and was carrying out preparatory work. Three trees would be removed at the location in order to set up a bus stop and tree inspection was underway to understand the condition of trees and handle relevant matters.

166. The Chairman declared that the above item would be retained.

(Note: Please also refer to paragraphs 93 to 94)

**(4) Request the Government to promptly relocate the bus stop of route no. E22A at the Hong Kong Design Institute to the Tiu Keng Leng Public Transport Interchange  
Request the Transport Department to refer to the records and study the feasibility of removing some central dividers on King Ling Road to allow buses to make a right turn to Tiu Keng Leng Public Transport Interchange**

167. With Members' consent, the Chairman declared that the above items would be deleted.

**(5) Request the Transport Department to provide a shelter and seats at the Kowloon-bound bus stop of route nos. 290, 290A, 290X and 93M at Tsui Lam Estate  
Request for constructing a shelter at the bus stop in Nam Wai (Kowloon bound) as soon as possible**

168. Mr Jeff TAM of KMB reported that regarding the proposal to provide a shelter at the bus stop in Nam Wai, KMB had discovered after a preliminary inspection that there were some pipes beneath the relevant location and there was not enough space. As the works for providing a shelter involved underground works, KMB had to study some remedies with TD in order to handle technical matters of the works.

169. The Chairman declared that the above items would be retained one more time and asked

TD and KMB to continue to follow up the matters.

(Note: Please also refer to paragraphs 160 to 162)

**(6) Relocating the bus stop of the bus route no. 796X at Le Prestige on Wan Po Road**

170. Mr Chris CHEUNG was concerned about the current progress of relocating the above bus stop. In the response from TD last year, it was mentioned that TD would liaise with the data centre and Lands Department regarding relevant matters, but progress was yet to be made. He suggested relocating the bus stop northward to a location closer to the zebra crossing or relocating the existing bus stop of route nos. 796X and 796P to LOHAS Park PTI for the convenience of passengers taking the routes.

171. Mr Charles LI of TD responded that Members had put forward the proposal to divert the routings of the bus routes to the PTI, which would affect existing passengers of the above routes. TD had to study the proposal with the bus company.

172. Mr Daniel MA, Engineer/Pedestrian Improvements of TD, supplemented that works were being carried out at the proposed location, TD would liaise with the builder and developer of the works so as to pursue the arrangements for setting up a bus stop at the location and would reiterate that the existing bus stop location was a temporary traffic measure. TD would continue to follow up the matter and report to TTC in a timely manner.

173. Mr Chris CHEUNG said as the matter had been discussed for more than two years, he hoped that TD would respond as early as possible.

174. The Chairman declared that the above item would be retained.

**(7) Request the Transport Department to re-route bus route nos. 93A, 93M, 93K, 95 and 95M for improving uphill transportation  
Suggest that the routing of route no. 95M be extended to the bus terminus at Enterprise Square in Kowloon Bay, and extensive local consultation be conducted to improve the routing**

175. With Members' consent, the Chairman declared that the above items would be deleted.

**(8) Request for lengthening and widening the bus bay at Heung Chung for the direction from Sai Kung to Kowloon**

176. Mr Stanley HO hoped that TD and HyD would expedite the works progress. Many villagers in peripheral areas used the bus stop and some minibuses also passed the stop, but the length of the bus bay could only accommodate one bus. He therefore hoped that the bus bay could be lengthened and widened to reduce the traffic pressure caused by congestion.

177. The Chairman declared that the above item would be retained one more time.

**(9) Request for adjusting the frequency of bus route no. 94**

178. Ms Debby CHAN said the bus frequency of route no. 94 had been adjusted to 40 minutes, which brought inconvenience to residents. There were many elderly passengers in the rural areas

who were used to having a bus frequency of 30 minutes, and it was difficult for them to obtain bus arrival information by using the mobile application. She reminded KMB that operations of bus services in villages and urban areas were different since rural residents usually took short-haul routes. Currently, the relevant route to Wong Shek Pier charged section fares after passing Tai Mong Tsai, but she considered that KMB should provide section fares for journeys in both bounds. Besides, no shelter or seat was provided at most of the bus stops of route no. 94. She hoped that KMB would improve the hardware and software facilities and suggested KMB consider using relatively smaller buses to operate rural routes and increase their bus frequencies. As for the patronage data of the route provided by TD, she opined that the survey data could not reflect the actual situation as the survey had been conducted during morning hours on New Year's Eve last year. Finally, she expressed that the problem of lost trips of route no. 94 was serious.

179. Mr Stanley HO said route no. 94 had a very serious problem of lost trips and he commented that an occupancy rate ranging from 6% to 27% could not reflect the actual situation. He opined that more rural residents chose to drive since the quality of public transport services was far from satisfactory. Moreover, many companies currently implemented flexi-hours, and he therefore considered that peak hours did not necessarily fall within morning or evening hours. He hoped that KMB would consider adopting the past bus schedule, i.e. a bus frequency of 30 minutes. At present, it was difficult for the elderly to calculate and remember the bus arrival times. He hoped that TD and the bus company would conduct a comprehensive review of residents' needs and service arrangements of the route.

180. Ms LEUNG Hin-yan said apart from calculating the patronage, KMB could propose bus frequency adjustment plans and consult residents. She considered that the current method of conducting surveys of service level adopted by KMB omitted potential passengers. She continued that the low bus frequency would reduce the attractiveness of the route to residents, which resulted in a decrease in the patronage. Provided that many Sai Kung rural residents worked in the retail or catering industry in Sai Kung town, she commented that the peak hours of the route being set between 6:30 p.m. and 9:30 p.m. could not meet the passenger demand of residents. Meanwhile, she hoped that staff of TD or KMB would spend a few days to conduct site inspections during different hours to compare the data.

181. Ms Christine WONG of KMB gave a consolidated response as follows:

- As in the past, KMB followed the guidelines of TD and made applications to TD for adjustments to bus frequencies when the occupancy rates fulfilled the requirement set out in the guidelines. The service adjustments could only be implemented after TD had vetted the applications.
- The bus frequency of route no. 94 had been adjusted in November 2018 and KMB had further made a slight adjustment to the bus frequency in August 2019 according to local residents' views on the change. Under feasible circumstances, KMB hoped to cope with the needs of residents as far as practicable.
- To address a Member's concern about elderly people in the district having difficulties in remembering the new arrival times, KMB had provided leaflets with a detailed bus schedule in view of the proposal to adjust the frequency in 2019 in order to assist residents in getting familiarised with the arrival times more easily.
- KMB opined that if the bus frequency was changed too often, it would be difficult for residents to get familiarised with the bus arrival times. Judging from the existing patronage of route no. 94, the service level was adequate for meeting the passenger demand. KMB also provided the service of route no. 96R on Sundays and public holidays for the

- convenience of residents going out on those days.
- KMB considered that there was room for improvement to the service of the route and would continue to study the feasibility of resource deployment and review the service of the route.

182. Mr Eddie WAN, Senior Transport Officer/Public Pier of TD, supplemented that TD would monitor special work arrangements of residents and changes in the demand of tourists on weekends during the epidemic and would continue to closely monitor the changes in patronage of route no. 94 with KMB.

183. The Chairman declared that the above item would be retained one more time.

(Note: The Vice-Chairman took the chair during the temporary absence of the Chairman.)

**(10) Request the Transport Department to introduce bus routes between Tiu Keng Leng and Ma On Shan as soon as possible**

184. The Vice-Chairman said the item had been discussed together with other items earlier.

**(11) Request for diverting KMB route no. 296D to Tiu Keng Leng and introducing special departures to reach Tsim Sha Tsui East directly**

185. Mr LAI Wai-tong said route no. 796P was not a route that provided whole-day service. Regarding KMB's response of having made an application to TD for extending route no. 296D to Tiu Keng Leng, he hoped that TD would give a response on the follow-up work and plan.

186. Mr Charles LI of TD responded that currently residents could choose between NWFB route nos. 796X and 796P for travelling between Tiu Keng Leng and Tsim Sha Tsui. In the Bus Route Planning Programme this year, TD suggested extending the service hours of route no. 796P by extending the service hours of trips bound for Tsim Sha Tsui East from 2 p.m. to 5 p.m., while the service hours of trips bound for LOHAS Park would be advanced to start from 12 noon instead of 4 p.m., so as to further enhance the bus service in both directions from Tiu Keng Leng to Tsim Sha Tsui and Jordan. As the maximum patronage of route nos. 796X and 796P per hour was 70% and 45%, TD had no plan to request KMB to provide special service arrangement of route no. 296D operating between Tiu Keng Leng and Tsim Sha Tsui.

187. Mr LAI Wai-tong said the existing NWFB services could not cover Tsim Sha Tsui West, i.e. near Kowloon Station, and explained that there was a considerable distance between Kowloon Station and East Tsim Sha Tsui Station. Even after the BBI was commissioned, residents would not take route no. 796P to BBI for changing to route no. 296D to Kowloon Station as there was no inter-company interchange concession. It was hoped that TD would slightly adjust the routing of route no. 296D, so that buses to Tiu Keng Leng would run via Po Yap Road and Chui Ling Road. He considered that if more passengers took route no. 296D, the bus frequency might be increased, which would benefit residents in Tseung Kwan O.

188. Mr LEUNG Li said KMB had submitted a proposal to TD in late 2018 for diverting route no. 296D to Tiu Keng Leng, and the proposal had minimised the additional journey time required. He asked TD why the proposal put forward by KMB had not been accepted.

189. Mr Charles LI of TD said TD currently did not have such a plan but noted Members' views.

After the BBI was commissioned, TD would review the bus services with the bus companies.

190. The Vice-Chairman declared that the above item would be retained.

**(12) Request for enhancing the bus service from Tseung Kwan O South to West Kowloon, extending route nos. 296P and 796C to Kom Tsun Street in Cheung Sha Wan, deploying additional resources to operate new departures of route no. 796E and arranging a route to serve Tai Kok Tsui**

191. Mr LAI Wai-tong was pleased to see that route no. 296P had been extended to Lai Chi Kok commercial and industrial area, which offered convenience to residents working in Lai Chi Kok. He enquired whether TD would consider studying the extension of route no. 796C to Lai Chi Kok commercial and industrial area as well. As buses of route no. 796E would pass Kowloon Bay Business Area before reaching Mong Kok and Sham Shui Po, some residents chose to take the trip of route no. 796C departing at around 7 a.m. He opined that the situation was not satisfactory and requested NWFB to deploy additional resources to operate route no. 796E.

192. Mr Mistral SIN of NWFB/Citybus responded that NWFB had enhanced the service of route no. 796E in 2019, and it currently provided four departures in the morning and one departure in the afternoon. Regarding the proposal to increase resources for service enhancement of the route, NWFB had to evaluate whether there was sufficient patronage to support the operation of the route and would continue to study the proposal and report to TTC in due course.

193. Mr Charles LI of TD supplemented that TD noted the views of Members. TD would continue to monitor the service with the bus company and study the feasibility of further service enhancement when appropriate.

194. The Vice-Chairman declared that the above item would be retained.

(Note: The Chairman took the chair at this juncture)

**(13) Increase the bus frequency of overnight bus route no. N290 to operate throughout the night**

195. With Members' consent, the Chairman declared that the above item would be deleted.

**(14) Request for improving public transport services in Tseung Kwan O South and introducing new transport routes to reach different destinations**

196. As a motion was related to the above item and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request for providing franchised bus service between Tseung Kwan O South and Central  
(SKDC(TTC) Paper Nos. 15/20, 47/20 and 75/20)**

197. The Chairman said the motion was moved by Mr LAI Wai-tong and seconded by he himself, Messrs Gary FAN, LEUNG Li, CHUNG Kam-lun, LUI Man-kwong, LAI Ming-chak, CHUN Hoi-shing and FUNG Kwan-on.

198. Members noted the written replies from NWFB/Citybus and TD.

199. Mr LAI Wai-tong said there was a lack of bus services in Tseung Kwan O South. After TD had cancelled route nos. 692 and 692P in 2013 and 2018 respectively, there was no cross-harbour bus service in Tseung Kwan O South and Tiu Keng Leng. Upon the commissioning of Central-Wan Chai Bypass Tunnel and Tseung Kwan O-Lam Tin Tunnel, he earnestly requested TD to study the introduction of a bus route in both directions from Tseung Kwan O South to Central and Hong Kong Island North and to provide corresponding interchange concessions for connecting with different bus routes on Hong Kong Island in the meanwhile.

200. Mr Charles LI of TD responded that TD had been closely monitoring the development and passenger demand in Tseung Kwan O South. In view of the completion of various infrastructures in Tseung Kwan O, the passenger demand and travel pattern might change. TD would discuss service adjustments and the feasibility of introducing new routes with the bus companies in a timely manner.

201. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD, NWFB/Citybus and KMB to follow up Members' views. With Members' consent, the Chairman declared that item (14) would be deleted.

**(15) Request the Transport Department and KMB to make arrangements as early as possible for buses of route no. 290A of both bounds to ply via Po Lam Road North instead of Po Hong Road, Po Fung Road and Yan King Road in order to provide services for more people in the district**

202. With Members' consent, the Chairman declared that the above item would be deleted.

**(16) Request for implementing the proposal to change the name of the bus stop at Po Lam Road North in front of Tseung Kwan O Village from "Po Lam Fire Station" to "Tseung Kwan O Village"**

203. The Vice-Chairman said Citybus had changed the bus stop name from "Po Lam Fire Station" to "Po Lam Fire Station (Tseung Kwan O Village)" and he enquired whether KMB could adopt a similar approach.

204. Mr Jeff TAM of KMB responded that the on-board audio announcement of Po Lam Fire Station bus stop would remind passengers going to Tseung Kwan O Village to alight at the stop.

205. The Vice-Chairman said the proposal was about the naming of the bus stop instead of the on-board audio announcement. In the written reply from KMB earlier, the company had mentioned about the possibility of causing confusion among passengers. He commented that the proposal to insert "Tseung Kwan O Village" after Po Lam Fire Station would not cause confusion.

206. Mr Jeff TAM of KMB responded that KMB would study the proposal from a technical perspective.

207. With Members' consent, the Chairman declared that the above item would be deleted and asked KMB to continue to liaise with the Vice-Chairman for following up the matter.

**(17) Request for setting up KMB Fare Saver kiosks at Hong Kong Design Institute and**

**Caritas Institute of Higher Education in Tiu Keng Leng**

208. With Members' consent, the Chairman declared that the above item would be deleted.

**(B) The 12 motions raised by Members (Bus)**

**(1) Proposal to provide a stop of the newly introduced bus route no. 797 in Tiu Keng Leng  
(SKDC(TTC) Paper Nos. 5/20, 39/20 and 70/20)**

**(2) Proposal to provide a stop of the newly introduced KMB route no. 98 in Tiu Keng Leng  
(SKDC(TTC) Paper Nos. 6/20, 61/20 and 70/20)**

**(3) Request for diverting the planned route nos. 98 and 797 via Hang Hau or Tseung Kwan O South  
(SKDC(TTC) Paper Nos. 7/20, 40/20 and 70/20)**

**(4) Request for providing whole-day services of the planned bus routes operating between Wu Kai Sha and Hong Sing Garden and between Shek Mun and Choi Ming Public Transport Interchange  
(SKDC(TTC) Paper Nos. 8/20, 41/20 and 70/20)**

**(5) Request for introducing bus service between Wu Kai Sha and Tseung Kwan O and retaining the planned route in the Bus Route Planning Programme 2018-19  
(SKDC(TTC) Paper Nos. 9/20, 42/20 and 70/20)**

**(6) Request Citybus to propose a truncated routing of route no. A28 for shortening journey time and increasing bus frequency  
(SKDC(TTC) Paper Nos. 10/20, 43/20 and 70/20)**

**(7) Request for providing whole-day service of NWFB route no. 796S and diverting the route via Tseung Kwan O South  
(SKDC(TTC) Paper Nos. 11/20, 44/20 and 71/20)**

**(8) Request KMB to introduce whole-day bus service connecting Po Lam with Hang Hau and operating trips to and from Kwun Tong via Tseung Kwan O Tunnel  
(SKDC(TTC) Paper Nos. 12/20, 62/20 and 72/20)**

209. The Chairman said motions (1) to (8) had been carried and discussed together with other items earlier.

210. The Chairman continued that as motions (9) and (10) were related and there being no objection from Members, he declared that the items would be discussed together.

**(9) Proposal to introduce express cross-harbour bus service of route no. 690X between Hong Kong Island and Tseung Kwan O  
(SKDC(TTC) Paper Nos. 13/20, 45/20 and 73/20)**

211. The Chairman said the motion was moved by Mr CHOI Ming-hei and seconded by he

himself.

212. Members noted the written replies from Citybus and TD.

**(10) Request for resuming the bus frequency of cross-harbour route no. 690 at 20 minutes during non-peak hours (SKDC(TTC) Paper Nos. 14/20, 46/20 and 74/20)**

213. The Chairman said the motion was moved by Mr CHUNG Kam-lun and seconded by he himself, Messrs Gary FAN, LEUNG Li, LAI Ming-chak, LUI Man-kwong, FUNG Kwan-on, CHUN Hoi-shing and LAI Wai-tong.

214. Members noted the written replies from Citybus and TD.

215. Mr LAI Wai-tong said both TD and the bus company were not optimistic about the introduction of a cross-harbour bus route in Tseung Kwan O South and considered that it was not suitable to introduce a new bus route. He opined that there was a lack of interchange concessions on route no. 690 and it had low bus frequency. He commented that the problem was in violation of TD's principle of encouraging residents to use the BBI and hoped that TD and the bus company would consider resuming the bus frequency of route no. 690 at 20 minutes or less during non-peak hours.

216. Mr CHUNG Kam-lun reflected that in collecting relevant data of measuring the route to Central, TD had conducted the study at Verbena Heights instead of at the Eastern Harbour Crossing portal. Residents therefore queried that TD had made the decision of reducing the bus frequency of route no. 690 in 2019 based on data not accurately reflecting the actual situation. Besides, he understood that tunnel fee was a factor to consider in adjusting the bus frequency. In 2019, the Government had waived the tunnel fees of bus companies and hoped to take the opportunity to conduct another review of the impact of tunnel fees on the operational costs of cross-harbour bus routes and re-consider resuming the bus frequency of the route during non-peak hours.

217. Mr Charles LI of TD responded that TD and the bus company would continue to closely monitor the patronage change, population growth in the area and the situation after the BBI was commissioned and would adjust the bus service in a timely manner according to the passenger demand.

218. The Chairman said in view of the commissioning of Central-Wan Chai Bypass Tunnel, TD could consider introducing an express route passing the road sections or consider resuming the service of route no. 692.

219. Mr LAI Wai-tong said he hoped that TD would increase the bus frequency after the BBI was commissioned in order to boost residents' demand for the service of the route and its patronage. He opined that if the bus frequency of route no. 690 was maintained at 30 minutes after the BBI was commissioned, it was difficult to attract residents to change to relevant routes at the BBI. TD would then consider that the interchange demand was not high and an increase in bus frequency was not needed.

220. There being no amendment or objection from Members, the Chairman declared that the above two motions were carried, requested TD, NWFB/Citybus and KMB to follow up Members'

views and announced that the above item would be referred to the Working Group on Bus Routes in Sai Kung District for follow-up work.

**(11) Request for providing franchised bus service between Tseung Kwan O South and Central**  
**(SKDC(TTC) Paper Nos. 15/20, 47/20 and 75/20)**

**(12) Request for service enhancement of KMB route no. 91S**  
**(SKDC(TTC) Paper Nos. 16/20, 63/20 and 76/20)**

221. The Chairman said motions (11) and (12) had been carried and discussed together with other items earlier.

222. The Chairman declared that the meeting was adjourned for a lunch break.

(The meeting resumed at 2:30 p.m.)

223. The Chairman said the various matters related to bus that had been discussed earlier at the meeting would be referred to the Working Group on Bus Routes in Sai Kung District under TTC for follow-up work.

## **VI. Items related to minibus service**

### **(A) Matters Arising (Minibus)**

**(1) Progress on the follow up of minibus services by the Transport Department in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2019**  
**(SKDC(TTC) Paper No. 17/20)**

224. Members noted the paper.

**(2) Request the Government to look into the provision of shelters and seats for public minibus stops as appropriate**

225. The Chairman hoped that TD would provide shelters at relatively large minibus stops first, for instance, minibus stops in Sai Kung Town Centre or Hong Sing Garden.

226. Mr Charles LI of TD responded that TD had been encouraging GMB operators to consider providing shelters and associated facilities at suitable locations in view of factors such as their operational circumstances, passenger demand, technical feasibility, etc. Taking into consideration the existing operational circumstances, GMB operators concerned had no plan to provide new minibus stop shelters at the moment. TD would continue to encourage operators to install facilities at suitable locations under practical circumstances.

227. The Chairman declared that the above item would be retained.

**(3) Suggest setting up an en route stop of GMB route no. 113 at Hang Hau Station Public Transport Interchange and providing MTR-GMB interchange concessions**

228. With Members' consent, the Chairman declared that the above item would be deleted.

**(4) Suggest increasing the number of vehicles of the New Territories GMB route no. 15M to enhance the service frequency**

229. The Chairman said currently only two minibuses were deployed to operate GMB route no. 15M. He considered that too few vehicles were deployed and suggested TD reflect the view to the operator. He expressed his hope that TD would review the services of GMB route nos. 15M and 17M.

230. Mr Charles LI of TD responded that TD had been monitoring the patronage of GMB route no. 15M. If needed, TD would discuss with the minibus operator deployment of more vehicles to operate the route. Through service enhancement by increasing the minibus frequency, it was hoped that passengers would be provided with appropriate service.

231. The Chairman declared that the above item would be retained.

**(5) Request for studying the relocation of some minibus stops of route nos. 114A and 114B to locations less close to carriageways to prevent accidents  
Request the Transport Department to enhance supervision of service operation by the minibus operators especially the routing and locations of minibus stops as well as to optimise the licensing mechanism**

232. Mr LAI Wai-tong said minibus stops of the captioned routes were mostly located near vehicular accesses of residential estates and considered that the situation posed risks of accidents. It was hoped that TD would co-ordinate the work on improving the minibus stop locations and would strike a balance between residents' convenience and road safety.

233. Mr Charles LI of TD responded that regarding the minibus stop locations of the captioned routes, TD had had a site visit with Members concerned in June 2019, during which some suitable locations had been discussed. If Members had other views on the minibus stop locations of the routes, they might make suggestions to TD.

234. Mr TSE Ching-fung said residents reflected that minibuses of GMB route no. 114A often did not ply the designated routing via the stop at Yee Ming Estate on Chi Shin Street. He hoped that TD would strengthen the monitoring of the operator's service performance.

235. Mr LAI Wai-tong hoped that TD would be concerned about the overall operational circumstances of minibus routes in Tseung Kwan O South. He reflected that apart from the captioned routes, other GMB routes in the district, such as route nos. 108A, 110 and 110A, also shared the problem of not following the designated routing. He understood that individual minibus drivers might take a shorter route as their minibus was already full, but he opined that even if minibuses were full, drivers should still follow the designated routing, so that awaiting passengers would know that the trip had been operated. He hoped that TD would earnestly follow up the matter and monitor the operation of the operators and would request the operators to increase the service frequency if needed.

236. Mr Charles LI of TD responded that TD would urge GMB operators concerned to provide services in accordance with the routing in the Schedule of Service. Besides, TD would continue to monitor GMB services through arranging site inspections.

237. The Chairman declared that the above items would be retained.

**(B) One motion raised by Members (Minibus)**

**(1) Proposal to provide stops of New Territories GMB route no. 10M in King Lam (SKDC(TTC) Paper Nos. 18/20 and 77/20)**

238. The Chairman said the motion was moved by Mr CHEUNG Wai-chiu and seconded by Mr CHAN Wai-lit.

239. Members noted the written reply from TD.

240. Mr CHEUNG Wai-chiu said the response from TD pointed out that to reduce depreciation of vehicles, minibuses of the route avoided taking Tseung Kwan O Tunnel Road to reach Po Shun Road and Po Hong Road in order not to pass the two bends. Making reference to GMB route no. 102, minibuses would drop off passengers at the noise barrier on Po Shun Road when returning to Tseung Kwan O. He continued that TD could consider providing a stop at King Nam House bus stop and commented that the suggestion was feasible. It was hoped that TD would respond whether other constraints were found in assessing the proposal.

241. Mr Charles LI of TD responded that the New Territories GMB route no. 10M provided services between Well On Garden and Kwun Tong, which mainly served residents near Well On Garden and Verbena Heights. Initially, the operator had made an application for re-routing so as to address operational needs and reduce depreciation of vehicles. TD had consulted the respective District Councils and other stakeholders before implementing the service adjustment. As the route mainly served residents near Well On Garden and Verbena Heights, TD had no plan to provide stops at the noise barrier on Po Shun Road and King Lam Estate on Po Lam Road North after considering the impact on other public transport services.

242. Mr CHEUNG Wai-chiu said as the route originally passed Po Shun Road and Po Lam Road North, it was hoped that TD would consider providing an alighting stop at King Lam Estate for the convenience of the elderly in the district.

243. Mr CHUN Hoi-shing said residents hoped that an alighting stop would be provided at King Lam Estate and asked TD to note the view.

244. The Vice-Chairman said TD could consider providing a stop on Po Lam Road North near Yan Ming Court for the convenience of residents in Yau Yue Wan Village and Yan Ming Court.

245. Mr CHUNG Kam-lun said although the New Territories GMB route no. 10M had been re-routed, there was no significant change to the journey time and passengers should have already got used to the route after the adjustment. He reflected that minibuses were often parked at Well On Garden minibus stop without any drivers. In examining whether additional stops en route would be provided to attract new passengers, he commented that the operator had to increase resources to maintain a stable service frequency.

246. Mr Charles LI of TD responded that TD noted Members' views. Since provision of a stop would affect other public transport services, the proposal had to be considered prudently.

247. The Chairman said the operator concerned had reflected that due to some passengers

alighting at the traffic light near Shun Tak Fraternal Association Leung Kit Wah Primary School in Po Lam, there was traffic obstruction and the route had to be re-routed and operated via King Lam Estate. At that time, TD and the operator had pledged not to provide an additional stop at King Lam to avoid competition with other routes. As the route had been adjusted for a period of time, he hoped that TD would further study the proposal.

248. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up Members' views.

**(C) The 2 questions raised by Members (Minibus)**

**(1) Enquiry about the low service frequency of New Territories GMB route no. 17M (SKDC(TTC) Paper Nos. 19/20 and 78/20)**

249. The Chairman said the question was raised by Mr CHOI Ming-hei and he himself.

250. Members noted the written reply from TD.

251. Mr CHOI Ming-hei said in the response from TD on the captioned route, it was mentioned that the service frequency was normal during peak hours; yet, the service frequency of the route was low during other time periods, such as lunch time on weekdays or around noon time on Saturdays. He suggested extending the service hours of special departures that were operated via Po Hong Road or operating the route via Po Hong Road throughout the entire period of service hours to save time. He continued that the route experienced a very severe problem of low service frequency. If TD could not handle or respond to the question, he would definitely escalate the actions.

252. Mr Charles LI of TD responded that according to the on-site survey conducted by TD, the average service frequency of the captioned route during peak hours was maintained at about two minutes. During peak hours, even if some passengers could not get on a minibus in the first trip and had to wait for subsequent minibus arrivals, those passengers could normally board a minibus within ten minutes, which showed that the existing service frequency of the route could largely meet the passenger demand. Regarding the problem of low frequency during other time periods, TD would deploy staff to carry out site inspection during respective time periods and follow up the matter with the operator when needed.

253. The Chairman requested TD to follow up Members' views.

**(2) Enquiry about the progress of the tendering procedure for New Territories GMB route no. 106 (SKDC(TTC) Paper Nos. 20/20 and 79/20)**

254. The Chairman said the question was raised by Mr CHOI Ming-hei and he himself.

255. Members noted the written reply from TD.

256. Mr CHUNG Kam-lun hoped that TD would verify if GMB route no. 107 and another newly introduced minibus route between Po Lam and Tseung Kwan O Industrial Estate were expected to be introduced on 29 March 2020 in addition to the captioned route. Besides, he was concerned about the minibus operator's arrangement of deploying vehicles and was worried that

resumption of the captioned minibus service would affect the service frequency of the existing GMB route no. 105, and he also enquired about the monitoring mechanism of TD.

257. Mr Charles LI of TD responded that GMB route nos. 106 and 107 would be introduced tentatively on 29 March 2020. As for the new GMB route between Po Lam and Tseung Kwan O Industrial Estate, TD was proactively discussing the service details with the operator and the route was expected to be introduced in late March or by April the latest. Regarding deployment of vehicles for operating GMB routes, GMB route no. 105 was not one of the routes under the package of GMB routes of the above three minibus routes. Hence, the operator could not deploy vehicles of route no. 105 to operate the above three routes. If the operator was found having deployed unauthorised vehicles, TD would liaise with the operator to follow up the matter.

258. Mr LAI Wai-tong enquired whether the information on the package of minibus routes mentioned just now was open for public access, so that the public could monitor the vehicle deployment arrangement of the minibus operators.

259. Mr CHUNG Kam-lun enquired the successful bidder and the details of the service arrangements of the captioned route, such as the number of vehicles and the number of 19-seat public light buses out of the total number.

260. The Chairman enquired about the fare details of the captioned route.

261. Mr Charles LI of TD responded that he would reply to the respective Member regarding the enquiry about the information on the package of minibus routes after the meeting. On the service arrangements of the captioned route, TD was discussing the service details with the operator. Any updates would be reported to TTC together with the service details of the other two routes mentioned above.

262. The Chairman requested TD to follow up Members' views and expeditiously provide the service details of the routes concerned to TTC before their introduction.

## **VII. Items related to MTR service**

### **(A) Matters Arising (MTR)**

#### **(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2019 (SKDC(TTC) Paper No. 21/20)**

263. Members noted the paper.

#### **(2) To increase the train frequency at LOHAS Park Station throughout the day and optimise the facilities at LOHAS Park Station**

**TTC urges MTR to increase the train frequency of Tseung Kwan O Line in view of the population growth in Tseung Kwan O and invites MTRCL to explain to TTC and the public the short, medium and long-term plans of service enhancement**

**Request for increasing the number of ticket gates at Tseung Kwan O MTR Station and installing additional ticket gates at the 3 exits as well as reviewing the existing crowd management measures implemented during hours after work**

**Enhancement of facilities and provision of toilets and additional gates at Po Lam**

**Station and Tseung Kwan O Station**  
**Request for implementing the proposal to set up MTR Fare Savers in Po Lam as soon as possible**

264. Mr CHEUNG Mei-hung enquired about the latest progress of the upgrading of the signalling system of MTR Tseung Kwan O Line and whether it would be completed in 2021 as scheduled.

265. Ms Stephanie WAI, Assistant Public Relations Manager – External Affairs of MTRCL, responded that MTRCL was carrying out the upgrading of the signalling system according to the original schedule and had no updates on the schedule at the moment. If there were any changes to the schedule, MTRCL would inform TTC as soon as possible.

266. Mr CHUN Hoi-shing said the proposed locations and relevant information on setting up MTR Fare Savers had been sent to MTRCL earlier, but there was no reply from the company. It was hoped that MTRCL would give a detailed response on the feasibility of the proposal.

267. Mr LAI Wai-tong said the proposal to provide MTR Fare Savers in Tseung Kwan O South had been put forward to MTRCL earlier. If MTRCL considered that the proposed locations were not suitable, he hoped to understand the justifications of MTRCL. He commented that many locations in Tseung Kwan O South were at least 500 metres away from the MTR station and the company could consider setting up MTR Fare Savers at those locations.

268. Mr LUI Man-kwong enquired the schedule for providing additional gates at Tseung Kwan O Station and the works arrangement and progress of relocating the Customer Service Centre in the station.

269. Mr CHUNG Kam-lun agreed that MTR Fare Savers should be provided in Po Lam to attract Po Lam residents to take MTR. He hoped that MTRCL would respond when the feeder service between LOHAS Park and Tiu Keng Leng would be cancelled and that whole-day cross-harbour service would be provided on Tseung Kwan O Line to alleviate congestion on the platform in Tseung Kwan O Station.

270. Mr Gary FAN said he was disappointed by MTRCL's response on the upgrading of the signalling system. He asked MTRCL to give an elaborate response on the detailed schedule of the upgrading of the signalling system, the current progress and its deviation from the original schedule. He also hoped to understand whether system malfunction and disruption of testing were caused by the problem in testing on Tsuen Wan Line and to know if the relevant works faced technical constraints.

271. Mr FUNG Kwan-on supported the proposal to provide MTR Fare Savers in Po Lam. With the impact of the social movement, he reflected that residents currently had to use other transport means to go to Yuen Long on the 21<sup>st</sup> of each month. With the unsatisfactory service quality of MTRCL, he opined that MTRCL should provide discount to attract passengers and to enhance the incentive for residents to use MTR services.

272. Ms Stephanie WAI of MTRCL gave a consolidated response as follows:

- MTR Fare Saver was a commercial promotion programme. The locations concerned had to fulfil the preliminary criteria of the programme before MTRCL would proceed to study

the feasibility of providing MTR Fare Savers. Apart from the walking distance from MTR stations, MTRCL also had to consider whether locations were in indoor areas, availability of power supply, public access, etc. so as to decide if the locations were suitable for setting up MTR Fare Savers. Regarding the location near Po Lam Station proposed by Members, MTRCL noted the views of Members. MTRCL would follow up the matter and carry out site inspections at the proposed locations with Members concerned.

- MTRCL was still studying the works for installation of gates and relocation of the Customer Service Centre in Tseung Kwan O Station and the specific schedule was not available yet. MTRCL would provide any further information to TTC for reference.
- MTRCL noted the views of Members on the service between LOHAS Park and Tiu Keng Leng during non-peak hours and would reflect the views to staff of the Operating Department.
- Regarding the details of the upgrading of the signalling system, MTRCL would give a response to TTC after the meeting.

273. Mr FUNG Kwan-on asked MTRCL to respond whether the company had received the letter from Members on the proposal to provide MTR Fare Savers and had seriously handled the matter.

274. Mr CHUN Hoi-shing said TTC had discussed the motion on request for setting up MTR Fare Savers in Po Lam in May 2019, the proposed locations and relevant data were provided in the paper.

275. Ms Stephanie WAI of MTRCL responded that MTRCL had received the letter from Members on the proposal to set up MTR Fare Savers and had deployed staff to conduct site inspections at the proposed locations. Regarding the request of Members for providing specific factors that had been considered, she would ask relevant department to study and follow up the matter.

276. The Chairman suggested Members contact MTRCL to carry out site inspections if there were any suitable locations for setting up MTR Fare Savers. The Chairman declared that the above items would be retained.

**(3) Condemn MTR for serving political interests by arbitrarily suspending train service and closing MTR stations which seriously affect people's livelihood  
Strongly condemn MTR for service suspension of Tseung Kwan O Line on 31 August which seriously affected residents; and condemn the Station Master of Tiu Keng Leng Station for calling the Police unjustifiably**

277. As an item referred by the full council of SKDC was related to the above items and there being no objection from Member, the Chairman declared that the items would be discussed together.

**Condemn MTR for failing to restore all equipment and facilities up to now, request MTR to provide the progress of repair works for all stations along the Tseung Kwan O Line and disband the MTR Special By-laws Enforcement Team  
(SKDC(M) Paper Nos. 57/20 and 74/20)**

278. Mr LAI Wai-tong was concerned about the repair progress of the escalator near Exit B of Tseung Kwan O Station and enquired when MTRCL would cancel the existing arrangement of

closing Yuen Long Station on the 21<sup>st</sup> of each month.

279. Mr LUI Man-kwong hoped that MTRCL would give an account of the repair progress and schedule of the gates, display panels and the escalator near Exit B of Tseung Kwan O Station. In 2019, MTRCL had mentioned about the arrangement of changing two exit gates to entry gates during peak hours. He enquired when the arrangement would be implemented. Meanwhile, many gates were damaged or malfunctioned while in use, he hoped that MTRCL would arrange staff to hold portable Octopus Processors for the convenience of passengers. Lastly, he also hoped that MTRCL would respond when the special service arrangement on the 21<sup>st</sup> of each month would be cancelled.

280. Mr LAI Ming-chak said MTRCL staff or MTRCL's Special By-laws Enforcement Team were mainly responsible for ticket inspection work. He commented that the problem of fare evasion could be simply handled by issuing fixed penalty tickets, but the staff concerned often adopted a more stringent practice in handling the problem, such as taking members of the public who committed fare evasion to the Station Control Room or calling the Police to handle the matter. He hoped that MTRCL would review the work of MTRCL staff or MTRCL's Special By-laws Enforcement Team and handle the relevant work in an open and transparent manner as far as practicable to ease the worries of the public.

281. Ms Valerie WONG said as many display panels in MTR stations were damaged, residents could not know the fare deducted from their Octopus cards when exiting the gates. She asked MTRCL to indicate the number of damaged display panels as well as the progress and schedule of repairing the display panels.

282. Mr FUNG Kwan-on supported the disbandment of the MTRCL's Special By-laws Enforcement Team and suggested MTRCL use the respective resources to hire manpower to assist passengers in purchasing the right ticket instead of using the resources to establish the Special By-laws Enforcement Team and issuing penalty tickets to passengers in violation of the by-laws who would then need to pay the fine. He opined that the establishment of the Special By-laws Enforcement Team contradicted the corporate approach of MTRCL. Moreover, he hoped that MTRCL would explain the arrangement of frequent service suspension at Yuen Long Station on the 21<sup>st</sup> of each month.

283. Mr LUK Ping-choi said currently there were two hotels in Tseung Kwan O, but only two wide gates were provided in Tseung Kwan O Station, which was difficult to meet the actual demand. During peak hours, the passenger flow was very high near the wide gates at Exit C and the Customer Service Centre. He asked MTRCL to consider relocating the Customer Service Centre to disperse passenger flow.

284. Mr LAI Wai-tong said during the period of some public events earlier, MTRCL had often closed some stations suddenly, but members of the public had witnessed many police officers taking rest on the platforms. He hoped to understand the collaboration arrangements between MTRCL and the Police, including whether the arrangement of providing station platforms for police officers to take rest was one decided by MTRCL on its own initiative or requested by the Police. Besides, he was concerned about the co-operation between MTRCL and the Railway District and expressed that currently no patrol duty book of the Railway District could be found in MTR stations. He hoped to understand whether the Railway District was still responsible for the security work of MTRCL.

285. Ms Stephanie WAI of MTRCL gave a consolidated response as follows:

- Regarding the damage of station facilities, the repair works had made some progress since the last written reply submitted to SKDC in late February, which was mainly about completing the repair works for Ticket Issuing Machines and entry/exit gates in Tiu Keng Leng Station. The number of Ticket Issuing Machines pending repairs had been reduced from four to three in Tiu Keng Station, while the number of entry/exit gates pending repairs had been reduced from three to one.
- There had been delay in the repair progress in stations due to the epidemic, especially for the escalator in Tsung Kwan O Station. As the entire escalator had to be replaced, MTRCL had to hire a contractor for production of another escalator. Ordering parts of large size initially required a longer time period, and coupled with the impact of the epidemic, the maintenance progress was further delayed. Based on the information available, the goal of MTRCL was to complete all repairs of facilities for passengers' use in April as far as practicable except facilities that had a significant degree of depreciation.
- MTRCL had a team responsible for regular ticket inspection work. In view of the public events earlier, MTRCL had established the Special By-laws Enforcement Team in late August 2019 with an aim of hoping for passengers' compliance with MTR by-laws and preventing passengers from fare evasion. Members of the Special By-laws Enforcement Team included MTRCL staff responsible for regular ticket inspection work, MTRCL's security staff and security guards hired by the contractor. With the public events gradually dwindling, the Special By-laws Enforcement Team had been disbanded in late January 2020 and the department tasked with ticket inspection work would continue to operate as usual.
- MTRCL noted the views of Members on the operational arrangements on the 21<sup>st</sup> of each month, and she would reflect the views to the relevant department after the meeting.
- MTRCL would monitor the daily operation of MTR stations. If some stations were very busy during a certain time period, corresponding crowd control measures might be implemented. Regarding the concentrated passenger flow at Exit C and the Customer Service Centre of Tsung Kwan O Station, she would liaise with the operational staff to follow up the matter after the meeting.
- During the period of public events, MTRCL mainly handled operational work. If criminal acts or assault cases occurred within the areas of MTRCL, the company would call the Police for assistance. The Railway District was designated for handling relevant cases.

286. Ms LEUNG Hin-yan said she had sought assistance from an alleged MTRCL's staff member wearing a pink vest at MTR Hang Hau Station on 8 September 2019 to handle residents' problems in travelling by train. The person with a pink vest replied that no assistance could be rendered and clarified that he/she was a volunteer of a community centre carrying out voluntary work at Hang Hau Station. She hoped that MTRCL would explain whether volunteers had been invited to join the Special By-laws Enforcement Team or to carry out voluntary work at MTR stations. She also enquired about the scope of work of volunteers and the job training given to them.

287. Mr LAI Ming-chak said although MTRCL responded that the Special By-laws Enforcement Team had been disbanded in late January 2020, there were still many MTRCL staff in yellow uniform stationing near the entry/exit gates in MTR stations and performing duties on platforms. Regarding the team responsible for regular ticket inspection work, he hoped that

MTRCL would provide the number of people in the team at present and that before June 2019 for comparison.

288. Ms Stephanie WAI of MTRCL responded that she did not know about the matter regarding the person in a pink vest and MTRCL would look into the incident mentioned by Ms LEUNG Hin-yan. Apart from staff responsible for ticket inspection, MTRCL's security staff would also carry out regular patrols and maintain good order in stations, but they were not responsible for prosecutions and the above staff all wore uniform.

289. Mr CHENG Chung-man said staff in pink vests had appeared in MTR stations for many months. He suggested MTRCL call the Police to handle the matter about people disguising as MTRCL staff.

290. Ms Valerie WONG said recently there were many MTRCL staff in yellow uniform performing duties in MTR stations, residents reflected that those staff could not even offer assistance to passengers seeking road directions. She enquired whether staff of the Special By-laws Enforcement Team had been redeployed as MTRCL's staff in yellow uniform.

291. Ms Debby CHAN said she had known from the news that members of the Special By-laws Enforcement Team were in blue uniform with clear indication of the team at the back of their uniform, and the job required them to have two years of experience in the Police or the Hong Kong Auxiliary Police Force. She enquired the roles of staff in red, yellow and blue uniform, their respective number of manpower and the whereabouts of members of the disbanded Special By-laws Enforcement Team. In addition, she hoped that MTRCL would provide the number of successful cases where passengers had been prosecuted for violation of the MTR by-laws since September 2019 and the success rate as well as the percentage of cases involving fare evasion among them.

292. Mr Andrew CHAN said based on his understanding, staff in pink vests had been in conflict with members of the public in MTR Hang Hau Station. He suggested representatives of MTRCL go to MTR Hang Hau Station to understand the situation from the Station Master after the meeting.

293. Mr Ricky OR opined that relevant persons had allegedly entered the areas of MTRCL and disguised as MTRCL staff to perform duties without authorisation from MTRCL, and he enquired whether MTRCL would consider calling the Police.

294. Mr Ryan LEE further asked when the repairs of the escalator or large facilities in Tseung Kwan O Station or Hang Hau Station would be completed and hoped that MTRCL would give a substantive reply to Members.

295. Ms LEUNG Hin-yan said regarding the incident she had just mentioned, she had taken photos and recorded the actual time. She hoped that MTRCL would respond how the company would follow up the matter and asked MTRCL to give an account of the roles and duties of staff in uniforms of different colours in MTR stations.

296. Ms Stephanie WAI of MTRCL gave a consolidated response as follows:

- MTRCL strived to complete the repairs of the basic facilities for passengers' use in MTR stations on Tseung Kwan O Line approximately in April. Regarding the escalator mentioned above and facilities that had been severely damaged, the repairs depended on

the progress of ordering the parts, and therefore they could not be completed in April as scheduled.

- Regarding the incident mentioned by Ms LEUNG Hin-yan, MTRCL reiterated the reply made before, which was to first look into the details of the incident. Before getting the full picture of the incident, it was not appropriate to respond to TTC directly at the meeting. MTRCL would follow up the matter based on the information provided by the Member.
- The provisional Special By-laws Enforcement Team was established mainly in connection with public events. Members of the team included MTRCL staff responsible for regular ticket inspection work, MTRCL's security staff and security guards hired by the contractor. MTRCL could not rule out the possibility of some members of the team having police background, but relevant information was not available. The major duty of MTRCL staff in yellow vests was to maintain security and good order in stations. As to the Member's comment about those staff not having been able to address passengers' enquiries, MTRCL would reflect the view to station staff.

297. Mr Ricky OR said regarding the incident about some individuals in pink vests, they might be allegedly disguised as MTRCL staff. During their performance of duties within the areas of MTRCL, not only did they affect passengers, they might even be involved in criminal acts. He remarked that since the next meeting of TTC would only be held two months later, he hoped that the representative of MTRCL would call the responsible staff immediately to enquire about the situation and information in order to give explanation to TTC.

298. Mr CHENG Chung-man said he had witnessed some people in pink vests having been in conflict with MTR passengers and had only showed their staff card upon repeated requests from passengers at the scene. He opined that if someone disguised as MTRCL staff had had conflict with passengers, it would have an impact on MTRCL. He hoped that MTRCL would follow up the matter.

299. Ms Debby CHAN said according to the paper submitted to the Legislative Council by MTRCL, apart from an additional Special By-laws Enforcement Team with a strength of 160 members, about 1 500 professional security staff had been deployed to provide additional support. She enquired whether the 1 500 staff members also belonged to Special By-laws Enforcement Team and enquired the number of which had been deployed to perform duties at MTR stations on Tseung Kwan O Line, the average number at each station and whether the number of staff on duty would be increased on the 21<sup>st</sup> of each month.

300. Ms Stephanie WAI of MTRCL gave a consolidated response as follows:

- In the paper to the Legislative Council, it was mentioned that about 1 500 security staff had been deployed during the peak period. Their major duties were to implement security measures and maintain good order in stations as well as to put into effect some crowd management measures instead of performing the duties of Special By-laws Enforcement Team. MTRCL made flexible deployment of manpower subject to the situation in various stations and the actual figures of the security manpower arrangements in each station were not available.
- Regarding the incident about a person wearing a pink vest as mentioned by a Member, MTRCL would examine the incident and make a response as early as possible.

301. The Chairman said the item "Condemn MTR for failing to restore all equipment and facilities up to now, request MTR to provide the progress of repair works for all stations along the

Tseung Kwan O Line and disband the MTR Special By-laws Enforcement Team” would be retained and asked MTRCL to follow up Members’ views and respond to TTC as early as possible.

302. With Members’ consent, the Chairman declared that item (3) of Matters Arising would be deleted.

**(B) Item referred by Sai Kung District Council Meeting (MTR)**

**(1) Condemn MTR for failing to restore all equipment and facilities up to now, request MTR to provide the progress of repair works for all stations along the Tseung Kwan O Line and disband the MTR Special By-laws Enforcement Team (SKDC(M) Paper Nos. 57/20 and 74/20)**

303. The Chairman said the item had been discussed together with another item earlier.

**VIII. Items related to road works / facilities**

**(A) Matters Arising (Road works / facilities)**

**(1) Transport Department’s Report on the Follow up of the Traffic Works / Facilities in Sai Kung and Tseung Kwan O (SKDC(TTC) Paper No. 22/20)**

304. Members noted the paper.

**(2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O) (SKDC(TTC) Paper No. 23/20)**

305. Members noted the paper.

**(3) Request the Transport Department to extend Po Lam Road, increase carriageway for Tsui Lam Road and construct a roundabout at the junction of O Tau Village to improve the traffic condition  
Strongly request converting Tsui Lam Road back to a dual two-lane carriageway**

306. The Chairman enquired TD of the statistics on the trial run at Tsui Lam Road.

307. Mr Matthew WONG, Engineer/Special Duties 1 of TD, responded that TD conducted a trial run at Tsui Lam Road in November 2019, but the statistics on traffic collected could not reflect the actual situation because of the public events and protests staged at that time. Under the influence of the recent epidemic, TD would arrange for conducting another trial run under suitable conditions taking into account the development of the epidemic and when the traffic condition had resumed normal, and then determined whether the suggestion was technically feasible.

308. The Chairman declared that the above items would be retained.

**(4) Request for exploring the possibility of providing an additional carriageway for one-way traffic (Sai Kung bound and Kowloon bound) near the roundabout of**

**Silverstrand Beach Road to alleviate traffic pressure at the roundabout and achieve traffic diversion**

**Suggest the Government consider resuming the private property at 828 Clear Water Bay Road to tie in with the public housing development at Ying Yip Road and the relevant road improvement works**

**Suggest a study on construction of the third link road connecting the roads in Clear Water Bay and Tseung Kwan O to ease the traffic pressure on Clear Water Bay Road and Ying Yip Road**

309. Mr LAU Kai-hong said regarding the suggestion for constructing a road connecting the roads in Clear Water Bay and Tseung Kwan O, he hoped that the current-term TTC would make arrangements for conducting a site visit at the relevant locations for understanding the feasibility of providing additional traffic facilities. He also hoped that the Government would consider resuming the private property at 828 Clear Water Bay Road for road widening.

310. The Chairman declared that the above items would be retained one more time.

**(5) Request the Government to construct pedestrian links (including footbridges, covered walkways, elevators and escalators) to connect Hong Sing Garden, King Ming Court and Tsui Lam Estate with Po Lam area**

**Request the Government to increase resources for the 18 districts to expedite uphill connectivity works, implement the project of the covered walkway and the escalator link system between Hong Sing Garden and Po Hong Road and provide the works schedule(s)**

**Enquire about the details of technical planning, financial arrangements and works schedule for providing the escalator link to connect Hong Sing Garden, King Ming Court and Tsui Lam Estate with Po Lam Area**

311. The Chairman enquired about the progress of the escalator link system between Hong Sing Garden and Po Hong Road.

312. Mr Matthew WONG of TD responded that regarding the escalator link system between Hong Sing Garden and Po Hong Road, according to the information provided by HyD, the procedure of engaging works consultant for the project was completed in mid-September 2019. The works consultant engaged would commence the investigation and initial design work soon.

313. Mr NG Kin-fung of HyD supplemented that the Works Division of HyD was handling and studying the suitable options for the project. HyD would report to SKDC and consult Members' views on this in due course.

314. The Chairman declared that the above items would be retained.

**(6) Request for improving safety of residents crossing the road section between the Pak Shek Wo Tsuen and the Pak Shek Wo San Tsuen in Tseng Lan Shue near Clear Water Bay Road and improving their living environment**

**Strongly request the Government to make a special arrangement of relaxing the restrictions of the Universal Accessibility Programme and barrier-free access to provide a footbridge and a lift at Clear Water Bay Road, so as to ensure the safety of residents who cross the road and prevent the occurrence of accident again**

315. As one motion was related to the above items and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request for enhancing publicity before the commission of the new traffic lights at Pak Shek Wo and providing signs or markings in order to ensure safety of motorists and pedestrians; and request for providing a footbridge or pedestrian subway with lifts as a long-term measure  
(SKDC(TTC) Paper Nos. 24/20 and 48/20)**

316. The Chairman said the motion was moved by the Vice-Chairman and seconded by Mr Brandon YIP.

317. Members noted the written reply from TD.

318. The Vice-Chairman said TD replied that the location in question was not a traffic black spot, however, he considered that, traffic accidents would occur easily after the commission of new traffic lights there. He continued that TD should prevent the occurrence of accident and enhance the alertness of drivers and suggested TD to provide yellow stripes at the pedestrian crossings in question.

319. Ms Debby CHAN enquired about the commission time of the new traffic lights. She said given that the drivers had got accustomed to driving through the steep road in question with a relatively higher speed because no traffic light was set there, accident would occur at there easily after the commission of the new traffic lights. She hoped that TD would allow an adaptation period for the drivers to get accustom to the new traffic lights before the commission of the new traffic lights to avoid the occurrence of accident.

320. Ms Rica LAW, Engineer/Sai Kung of TD, responded that TD would provide yellow deceleration lines according to relevant standards. Generally speaking, yellow deceleration lines would be provided at roundabouts, automatic toll collection lanes or slip road exits of highways; and the traffic lights and crossing facilities to be provided at Pak Shek Wo did not match with the circumstances mentioned above. TD was concerned about the alertness of drivers on traffic lights, that said, it would arrange for temporary traffic signs to remind drivers of the new traffic lights before the commission of such traffic lights; it would also set up relevant warning signs and road markings to remind drivers that there were traffic lights ahead and to drive slowly. TD estimated that the works would be completed in the first half of this year.

321. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up Members' views. With Members' consent, the Chairman declared that item (6) of Matters Arising would be deleted.

**(7) Suggest carrying out formation of the vacant site adjacent to the reservoir at Lam Shing Road in Tseung Kwan O for altering into metered parking spaces in order to cope with the demand of residents for parking spaces  
Suggest converting the vacant site adjacent to Pak Kong Soccer Pitch into metered parking spaces in order to meet the public's demand for parking spaces**

322. The Chairman said, following the cancellation of the temporary car park in Mau Wu Tsai Village because of the need to construct the departmental quarters for Customs and Excise Department, there was serious illegal parking problem on Lam Shing Road every night at present.

He enquired TD of the progress of the suggestion for carrying out formation of the vacant site adjacent to the reservoir at Lam Shing Road in Tseung Kwan O for altering into 11 metered parking spaces. He also enquired the Police of the average number of fixed penalty tickets against illegal parking issued in Tseung Kwan O every day.

323. Mr AU Kwong-yui, OC District Traffic Team (Tseung Kwan O) of Hong Kong Police Force, responded that the Police had issued an average of 6 200 to 6 300 fixed penalty tickets in Tseung Kwan O every month for the period from January to February this year.

324. Mr Matthew WONG of TD responded that regarding the suggestion for converting the vacant site adjacent to the reservoir at Lam Shing Road, TD had conducted a simulated swept path analysis and found that the gate at the entrance of vehicular access of Hong Sing Garden would cause obstruction to vehicles entering or leaving the vacant site mentioned above. Given the technical constraint and the opposing views received by TD from the representatives of Management Committee of the Incorporated Owners of Hong Sing Garden in July last year, TD had reservation over the suggestion at this stage. However, TD also understood residents' demand for parking spaces and would pay close attention to the parking situation in the district.

325. The Chairman hoped to learn about the opposing views of the Management Committee of the Incorporated Owners of Hong Sing Garden.

326. Mr Matthew WONG of TD supplemented that the opposing views of representatives of the Management Committee of the Incorporated Owners of Hong Sing Garden included (1) many owners of Hong Sing Garden would enter and leave the housing estate along the pedestrian way near the proposed parking spaces, the continuous entering and leaving of vehicles from such parking spaces would cause accidents easily; and (2) the noise generated from the frequent entering and leaving of vehicles from the location in question would affect the residents of Hong Sing Garden and the learning environment of King Ling College nearby.

327. With Members' consent, the Chairman declared that the above items would be deleted.

**(8) Request for widening the road between Tai Ping Village on Po Lo Che Road and the Hiram's Highway in Sai Kung to alleviate the traffic congestion problem**

328. Ms Debby CHAN said given that TD had passed the project improvement proposal for "Widening the road between Po Lo Che Road and the slope opposite the entrance of Tai Ping Village" to HyD for technical study on 6 November 2017, she would like to know the progress of the study, the area affected by the road widening works, and whether the works would involve private land.

329. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD, responded that HyD was currently studying widening the section of Po Lo Che Road opposite Tai Ping Village. As the works involved slope safety, it was necessary for the department to apply for an excavation permit for carrying out ground investigation. HyD was currently following up the issue with the Civil Engineering and Development Department.

330. The Chairman declared that the above item would be retained.

**(9) Strongly request the Government to alleviate the problem of serious traffic congestion at Clear Water Bay Road (the section at Tai Po Tsai Village) as soon as**

possible

**Request the Government to prevent accidents by making early improvements to the existing road facilities on Clear Water Bay Road, including provision of a roundabout or traffic light at the crossroads, for vehicles entering or leaving Mount Pavilia**

**Follow up the suggestions previously raised for improving the current road facilities at Clear Water Bay Road for vehicles to enter or exit Mount Pavilia in view of an additional lane to be provided on the carriageway during construction of a school funded by Shaw Foundation near Mount Pavilia in Clear Water Bay**

331. Mr LAU Kai-hong said currently, there was still traffic congestion problem on the Tai Po Tsai Village section of Clear Water Bay Road during holidays, he hoped that TD would continue following up on extending the vehicular green time of traffic lights on Clear Water Bay Road near the junction of Ngan Ying Road during peak hours. Besides, traffic cones were placed at the entrance of Mount Pavilia to prevent vehicles from Clear Water Bay Road to turn right and enter Mount Pavilia, however, some vehicles still bypassed the traffic cones to make a right turn after leaving Mount Pavilia and headed for Clear Water Bay Road. He hoped that the departments concerned could follow up on the issue and extend the temporary arrangement of placing traffic cones.

332. The Vice-Chairman enquired about the progress of constructing a safety island at the relevant location.

333. Ms Rica LAW of TD responded that TD would pay close attention to the traffic signal phasing of the traffic lights at Clear Water Bay Road near Tai Po Tsai Village and make adjustment timely. Regarding the arrangement of traffic cones, TD would study and follow up on the issue together with the Police. As for exploring the use of permanent centre island, TD had received different views during the district consultation and was collating the views and reviewing the design. TD would report to and consult TTC on the design in due course.

334. The Chairman declared that the above item would be retained one more time.

(10) **The “Universal Accessibility” Programme Footbridge across Chiu Shun Road near Tin Ha Wan Village (Structure No. NF310) Lift retrofitting proposal**  
**The “Universal Accessibility” Programme Footbridge across Tsui Lam Road near Tsui Lam Community Hall (Structure No. SK01) Lift retrofitting proposal**  
**The “Universal Accessibility” Programme Footbridge across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court (Structure No. SK02) Lift retrofitting proposal**

335. Mr CHENG Chung-man enquired whether the projects would affect the housing estates in the periphery and whether the land resumption procedure needed to be conducted.

336. Mr Ryan LEE enquired about the plan or timetable of the lift retrofitting proposal for Structure No. NF310.

337. Mr NG Kin-fung of HyD responded that the projects were currently undertaken by the Major Works Project Management Office of HyD (the Office), which was now studying the relevant design(s). The questions raised by Members would be conveyed to the Office for following up after the meeting.

338. The Chairman said, as he understood, HyD would give a report on the relevant project(s) at a TTC meeting to be held later this year. The Chairman continued that the above items would be retained.

**(11) Suggest rezoning part of the pavement outside Tseung Kwan O Sports Ground as a shared cycling path and improving the entrance and exit arrangement of Tseung Kwan O Sports Ground Car Park**

339. Mr LAI Ming-chak said as TD responded that it was necessary for the Leisure and Cultural Services Department (LCSD) to confirm that the gate in question would only be opened for emergency escape, otherwise, the suggestion related to the cycling path would affect the public's entering or leaving the gate, he hoped that LCSD could provide written confirmation to facilitate the taking forward of the proposal.

340. The Chairman declared that the above item would be retained one more time and asked LCSD to give a reply.

**(12) Request the government departments to provide facilities, namely 1. Hillside escalator or lift; and 2. Construction of an emergency vehicular access between Shui Bin Village Refuse Collection Point and the Co-operative Society, for bringing convenience to villagers of Shui Bin Village in Hang Hau and improving their access to other areas as well as for emergency service vehicles to gain direct access to the village**

341. Mr LAU Kai-hong said a site visit was conducted for the captioned suggestion earlier and enquired about the latest progress. Besides, the site of the low-density residential development near the roundabout on the slope of Shui Bin Village was making an application for change of land use, he enquired whether road widening could be carried out at the above location for connecting with Shui Bin Village. He also suggested the department(s) concerned to continue considering the provision of a lift in Shui Bin Village.

342. Miss Joey WONG, Assistant District Officer (Sai Kung)2 of Sai Kung District Office, responded that Sai Kung District Office (SKDO) understood that it was not easy for residents of Shui Bin Village to access the village by stairs, and the Works Section of SKDO had made a suggestion to convert the stairs into ramp under its existing ability. The representatives of SKDO had paid a site visit to the location with the Member concerned. The staff of the Works Section had completed the survey and was preparing the plan currently. The plan and design would be discussed with the Member concerned later, and district consultation would be carried out before commencement of the works.

343. Mr Daniel MA of TD responded that the Government was now studying the 114 proposals of hillside escalator links system. As for the proposals that were not included in the first batch of projects for priority implementation, they would be assessed and followed up by TD together with other newly received proposals of hillside escalator links system to be received after the first batch of projects for priority implementation operated smoothly. TD noted the views of Members and would report the progress of the study to TTC in due course.

344. The Chairman declared that the above item would be retained one more time.

**(13) Request the Highways Department to lay drain covers along the pavement near Hong**

### **Sing Garden bus stop at Po Lam Road North (Kowloon bound)**

345. The Chairman said he understood that the laying of drain covers had completed, he enquired about the exact completion date.

346. Mr NG Kin-fung of HyD responded that the drain cover laying works were completed in November 2019.

347. With Members' consent, the Chairman declared that the above item would be deleted.

#### **(14) Enhancement of checks, repairs and maintenance of the lift at subway no. 44 at Wan Po Road (Shek Kok Road) and long-term measure of reviewing the heat-insulating design of the lift**

348. With Members' consent, the Chairman declared that the above item would be deleted.

#### **(B) The 4 motions raised by Members (Road works / facilities)**

##### **(1) Request for enhancing publicity before the commission of the new traffic lights at Pak Shek Wo and providing signs or makings in order to ensure safety of motorists and pedestrians; and request for providing a footbridge or pedestrian subway with lifts as a long-term measure (SKDC(TTC) Paper Nos. 24/20 and 48/20)**

349. The Chairman declared that motion (1) had been carried and discussed together with other item earlier.

##### **(2) Request the Government to review the existing traffic and transport facilities near the junction of Po Tung Road and Mei Yu Street and to provide a public car park, so as to reduce the traffic flow in Sai Kung Town Centre (SKDC(TTC) Paper Nos. 25/20, 49/20 and 50/20)**

350. The Chairman said the motion was moved by Ms LEUNG Hin-yan and seconded by Ms Debby CHAN and Mr Stanley HO.

351. Members noted the written replies from TD and the Planning Department (PlanD).

352. Ms LEUNG Hin-yan said TD responded that vacant parking spaces were still available at the two temporary public vehicle parks at the captioned location on holidays, however, in fact, many cars still parked illegally in Sai Kung Town Centre. She hoped that TD would respond whether it had provided sufficient signs to inform drivers that there were car parks nearby. Besides, she hoped that TD would respond whether it had monitored the parking fees of car parks. She considered that the serious illegal parking problem was caused by the expensive parking fees. According to the reply of PlanD, there should be a public car park for the parking of at least 200 private cars in the northern part of Sai Kung Town Centre. She considered that with the future increase in population in Sai Kung North, it was now an appropriate time to commence construction of the above car park, she hoped that TD would respond when the planning of the above car park would begin.

353. Ms Rica LAW of TD responded that TD had not monitored the fee arrangement of private

car parks. TD had set up traffic signs in the vicinity of Sai Kung Town to lead drivers to nearby car parks in order to prevent them from only waiting for parking spaces in Sai Kung Town. TD also launched the “HKeMobility” mobile app to inform drivers of the positions of the nearby car parks in Sai Kung Town. Regarding the captioned location, under the principle of “single site, multiple uses”, TD would consider and study the feasibility of providing public car parking spaces at the site. At present, parts of the site in question were already used as two temporary public vehicle parks providing some 300 car parking spaces. As observed by TD, there were still vacant car parking spaces available at the two temporary public vehicle parks on holidays.

354. Ms Debby CHAN said, the existing temporary car parks did not satisfy the needs of residents because most of the residents in Sai Kung only needed to park their cars for a very short time when they bought daily necessities and food in Sai Kung Town, they would not choose the temporary car parks with relatively higher parking fees. Besides, people from other areas or hikers would also choose the relatively cheaper car parking spaces in town centre or choose to use public transport, which had contributed to the availability of vacant car parking spaces in the temporary car parks. She hoped that TD would consider and study how to make the two temporary car parks match with and satisfy the demands of those mentioned above. In addition, TD responded that according to records, the Government once proposed relocating the PTI in Sai Kung to Sai Kung North, however, the proposal was suspended because of the strong opposition from the transport sector and shop operators. She enquired whether TD had continued discussing the above relocation plan with the transport sector and shop operators, and suggested TD to consider constructing a multi-storey car park to solve the public transport parking problem. As for parking of coaches, given that the coaches always picked up or dropped off passengers in Sai Kung Town Centre, she considered that TD should consider the planning of the alignment of vehicles in Sai Kung Town Centre to avoid the blocking of traffic by coaches. Lastly, she reflected that illegal parking was serious in Sai Kung district. She considered that even though TD did not regulate the fees of private car parks, when planning the car parking spaces in Sai Kung district, TD should consider and negotiate with operators concerned the number of private car parking spaces.

355. Ms Rica LAW of TD responded that public car parking spaces were for multiple uses by the public. The temporary public vehicle parks at Mei Yu Street and Mei Fuk Street, which were within walking distance from Sai Kung Town Centre, could satisfy the parking needs of the public. In addition, regarding the bus terminus on Mei Yu Street, TD planned to convert part of the bus stop into five coach parking spaces. TD would continue monitoring the car parking situation in the district and would study the feasibility of providing more car parking spaces when necessary.

356. Ms LEUNG Hin-yan said the illegal parking and shortage of car parking spaces in Sai Kung Town were very serious. She considered the serious illegal parking problem was caused by the high parking fees of the two temporary car parks and hoped that TD would respond on how it would solve the above problems. She enquired about the plan and works progress of providing five coach parking spaces in the bus terminus on Mei Yu Street and whether TD had consulted the public on the relevant works. Moreover, she asked TD to respond whether it had included the population increase of 8 000 people mentioned in the approved Sai Kung Town Outline Zoning Plan when considering the anticipated utilisation rate of car parks. Furthermore, PlanD mentioned in the reply that there would be one proposed public transport terminus to serve as a “park and enjoy facility” in Sai Kung South, she hoped that TD would respond whether it would construct such facility to cater for the demands of residents in the district.

357. Ms Rica LAW of TD responded that currently, vacant car parking spaces were still

available in car parks of Sai Kung Town. TD would continue to cooperate with the Police with a view to solving the illegal parking problem through law enforcement. Concerning the demands for car parking spaces arising from the population increase in Sai Kung Town, TD would request new development projects to provide car parking spaces according to the guidelines of the Hong Kong Planning Standards and Guidelines. Besides, TD had carried out district consultation on the suggestion for providing coach parking spaces in the bus stop on Mei Yu Street through SKDO, TD would provide the relevant works plan to Member for reference after the meeting.

358. Mr TSE Leung-yau of HyD supplemented that HyD had commenced the works for adding five coach parking spaces in the bus stop on Mei Yu Street, the works were expected to be completed in May this year.

359. There being no amendment or objection from Members, the Chairman declared that the motion was carried, requested TD to follow up Members' views and referred the motion to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

**(3) Request for installing noise barriers at Chiu Shun Road  
(SKDC(TTC) Paper Nos. 26/20 and 51/20)**

360. The Chairman said the motion was moved by Mr CHENG Chung-man and seconded by Messrs Ricky OR, LEE Ka-yui, Ms Valerie WONG, Messrs LUK Ping-choi, Andrew CHAN, TSE Ching-fung and Ryan LEE.

361. As motion (4) and one question were related to the above item and there being no objection from Members, the Chairman declared that the items would be discussed together.

**(4) Request for using low noise road surface material at Po Ning Road, Chiu Shun Road  
and Ngan O Road  
(SKDC(TTC) Paper Nos. 27/20 and 51/20)**

362. The Chairman said the motion was moved by Mr Andrew CHAN and seconded by Messrs Ricky OR, LEE Ka-yui, CHENG Chung-man, LUK Ping-choi, Ryan LEE, TSE Ching-fung and Ms Valerie WONG.

363. Members noted the written reply from EPD in respect of the above two motions.

**Enquiry about the works progress of installing noise barriers at Po Ning Road and  
invite representatives of relevant government departments to attend and report at  
the meeting of TTC  
(SKDC(TTC) Paper Nos. 28/20 and 52/20)**

364. The Chairman said the question was raised by Ms Valerie WONG, Messrs Ricky OR, LEE Ka-yui, CHENG Chung-man, Andrew CHAN, TSE Ching-fung and Ryan LEE.

365. Members noted the written reply from EPD.

366. Mr CHENG Chung-man said Chiu Shun Road was connected to Po Ning Road and Wan Po Road, as many vehicles travelled at a high speed on certain road sections frequently, coupled with the illegal road racing activities, traffic noise that caused serious disturbances to the residents was produced, he hoped that the departments concerned would consider installing noise barriers

at Chiu Shun Road. According to the reply from EPD, the traffic noise level at the location concerned had not exceeded the traffic noise standard, but in fact, the noise problem was very severe. In addition, as he understood, low noise material was used on parts of the road in question, he enquired the departments concerned whether it was possible to lay low noise material on the whole road.

367. Mr NG Kin-fung of HyD responded that it was the responsibility of EPD to consider and decide whether or not to install noise barrier at a certain road section, and HyD would convey Members' views to EPD. Besides, HyD was responsible for the repair and maintenance of the road section where low noise material was laid; while EPD was responsible for deciding whether it was suitable or necessary to lay low noise material on a certain road section, HyD would convey the views related to laying of low noise material to EPD together.

368. There being no amendment or objection from Members, the Chairman declared that the above two motions were carried and referred the two motions and one question mentioned above to the Environmental Hygiene, Climate Change, Agriculture and Fisheries Committee for follow-up work. The Chairman asked HyD and EPD to continue to follow up the matter.

**(C) One question raised by Members (Road works / facilities)**

- (1) Enquiry about the works progress of installing noise barriers at Po Ning Road and invite representatives of relevant government departments to attend and report at the meeting of TTC  
(SKDC(TTC) Paper Nos. 28/20 and 52/20)**

369. The Chairman said the question had been discussed with other items earlier.

**IX. Others**

**(A) Matters Arising (Others)**

- (1) Progress on the follow up of Others by the Transport Department in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2019  
(SKDC(TTC) Paper No. 29/20)**

370. Members noted the paper.

- (2) Strongly request the Government to resume the management and undertake the maintenance responsibilities of Pung Loi Road to ensure road safety with the consent of the owners of Oscar by the Sea**

371. With Members' consent, the Chairman declared that the above item would be deleted.

- (3) Strongly condemn the Transport Department for failing to handle and solve the problems of illegal parking and nuisance caused by honking at the roundabout outside Beverly Garden on Tong Tak Street**

372. As five motions and one question were related to the above item and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request for improving the problem of illegal parking at Kan Hok Lane roundabout near Ming Yu House  
(SKDC(TTC) Paper Nos. 30/20, 53/20 and 64/20)**

373. The Chairman said the motion was moved by Mr LEUNG Li and seconded by he himself, Messrs Gary FAN, CHUNG Kam-lun, LUI Man-kwong and Lai Ming-chak.

374. Members noted the written replies from Hong Kong Police Force (HKPF) and TD.

**Request for stepping up efforts in tackling illegal parking at Tong Tak Street and Tong Yin Street  
(SKDC(TTC) Paper Nos. 31/20, 54/20 and 65/20)**

375. The Chairman said the motion was moved by Mr LUI Man-kwong and seconded by he himself, Messrs Gary FAN, LEUNG Li, CHUNG Kam-lun, LAI Ming-chak, FUNG Kwan-on, LAI Wai-tong and CHUN Hoi-shing.

376. Members noted the written replies from HKPF and TD.

**Request for inter-departmental efforts to holistically combat illegal parking at Tong Tak Street roundabout near Beverly Garden  
(SKDC(TTC) Paper Nos. 32/20, 55/20 and 66/20)**

377. The Chairman said the motion was moved by Mr LUK Ping-choi and seconded by Messrs Ricky OR, TSE Ching-fung, Ms Valerie WONG, Messrs LEE Ka-yui, Andrew CHAN, CHENG Chung-man and Ryan LEE.

378. Members noted the written replies from HKPF and TD.

**Request for inter-departmental efforts to holistically combat illegal parking outside Sheung Tak Bus Terminus  
(SKDC(TTC) Paper Nos. 33/20, 56/20 to 58/20 and 67/20)**

379. The Chairman said the motion was moved by Mr LEE Ka-yui and seconded by Messrs Ricky OR, TSE Ching-fung, Ms Valerie WONG, Messrs LUK Ping-choi, Andrew CHAN, CHENG Chung-man and Ryan LEE.

380. Members noted the written replies from Housing Department (HD), HKPF, the Link Asset Management Limited (Link) and TD.

**Request for improving the problem of illegal parking and road safety at Mau Tai Road and Yuk Nga Lane in Po Lam as soon as possible  
(SKDC(TTC) Paper Nos. 34/20, 59/20 and 68/20)**

381. The Chairman said the motion was moved by Mr CHUN Hoi-shing and seconded by he himself, Messrs CHUNG Kam-lun, LEUNG Li, LAI Ming-chak, LUI Man-kwong, Gary FAN, LAI Wai-tong and FUNG Kwan-on.

382. Members noted the written replies from HKPF and TD.

**Question on how the Police and Transport Department would tackle the problem of illegal parking in Tseung Kwan O South  
(SKDC(TTC) Paper Nos. 35/20, 60/20 and 69/20)**

383. The Chairman said the question was raised by Mr LAI Wai-tong.

384. Members noted the written replies from HKPF and TD.

385. Mr CHUN Hoi-shing said residents were concerned about the road design and safety issues of Mau Tai Road and Yuk Nga Lane in Po Lam. He hoped that apart from taking vehicular flow and travel speed into consideration, TD would also consider the personal experience and views of residents when studying whether to provide additional crossing facilities.

386. Mr Ricky OR said he himself and residents had called the Police requesting for handling of illegal parking outside Sheung Tak Bus Terminus, however, the Police did not take any immediate follow-up action. After referral by the Fire Services Department (FSD), the Police eventually deployed officers to the scene to follow up and issue fixed penalty tickets. He continued and said he hoped that the Police would respond why the referral of FSD was necessary for handling the above situation and to provide statistics on the fixed penalty tickets against illegal parking outside Sheung Tak Bus Terminus issued in the first quarter of 2020.

387. Mr LEUNG Li hoped that the Police would provide statistics on the fixed penalty tickets issued at Kan Hok Lane in 2020. He said the problem of illegal parking was serious at the section of Kan Hok Lane between Ming Yu House of Kin Ming Estate and QualiEd College in Tiu Keng Leng, he was worried that it might cause traffic accidents. He continued that, apart from requesting the Police to step up law enforcement against illegal parking, he had requested TD to install railings on the footpath at the location concerned earlier to prevent vehicles from parking on the footpath. He hoped that TD would respond to the suggestion.

388. Mr LUI Man-kwong said he hoped that the Police could provide statistics on the fixed penalty tickets issued in the district in 2020 and step up law enforcement targeting illegal parking on Tong Tak Street near the road outside Park Central. As many school buses picked up and dropped off students at the above location, some parents had reflected the severe problem of illegal parking there and their concerns about the safety of students. Besides, he enquired about the progress of the suggestion on shortening the parking spaces for buses at night on Tong Yin Street, and also hoped that the Police would step up law enforcement at the location concerned.

389. Mr LUK Ping-choi said he was concerned about TD's solution to the problem of illegal parking on Tong Tak Street near the roundabout at Beverly Garden. Besides, he enquired the Police of the ways for the public to handle the problem of illegal parking upon discovery of such problem, for example, whether they could take a photo of the situation of illegal parking and then submit it to the District Traffic Team of the Police for following up. He hoped to understand the relevant procedures and also hoped that the Police would provide the details of e-Ticketing.

390. Mr LEE Ka-yui said when combatting illegal parking inside Sheung Tak Bus Terminus, inter-departmental efforts, including TD, the Police, FSD, HyD, HD and the Link were needed. For example, if an emergency vehicular access was obstructed, FSD or HD could inform the departments concerned to handle the situation, the Police could step up law enforcement, HD could impound the vehicles concerned, TD and HyD could set up appropriate signs at the road

section concerned, the Link could adjust the parking fees of nearby car parks, etc.

391. Mr LAI Wai-tong hoped that the Police could provide statistics on the fixed penalty tickets against illegal parking issued in Tseung Kwan O South by month and the statistics on report of illegal parking at the locations concerned received by police report centres or report rooms of police divisions. He also hoped to understand the details of e-Ticketing implemented by the Police and how those measures could enhance work efficiency. Besides, he considered that TD should proactively propose traffic works or traffic management measures to improve the existing problem of illegal parking in Tseung Kwan O, for example, by removing some of the hatched markings on Chi Shin Street near SAVANNAH, marking more areas with double yellow lines on Tong Chun Street near Ocean Wings, or even developing applications to inform drivers of the locations of public and private car parks in different areas, instead of relying only on the law enforcement by the Police to solve the problem of illegal parking. He reflected that as the problem of illegal parking was very serious in Tseung Kwan O South at present, he hoped that the Police would undertake to step up law enforcement against illegal parking and that TD would consider introducing further traffic management measures.

392. Mr TSE Ching-fung said buses picking up or dropping off passengers at the bus stop at Bauhinia Garden on Tong Chun Street needed to park on the third lane at present, which was very dangerous. In the past, the Police would place cameras in the flowering shrubs of Bauhinia Garden to record vehicles parked illegally for issuance of fixed penalty tickets. However, the Police did not continue with such operation recently, he enquired about the reason for that. Secondly, many large dump trucks had parked at the location in question recently, he believed it was because workers of the nearby construction sites had temporarily parked the trucks there during lunch time. As no parking space for large goods vehicles was provided near Tseung Kwan O South, he enquired whether TD would consider providing temporary parking spaces for large goods vehicles nearby. Thirdly, the Police had launched an online platform on traffic complaints in Hong Kong Island to enable members of the public to lodge traffic complaints, he asked whether the same platform would be launched in Kowloon East or Tseung Kwan O, and hoped that the Police would share the effectiveness of the above measures implemented in Hong Kong Island. He eventually enquired about the timetable for implementing e-Ticketing in Tseung Kwan O and the effectiveness of the scheme.

393. Mr CHAN Kun, Chief Inspector of Police Tseung Kwan O District Operations of HKPF, gave a consolidated response as follows:

- The large hatched area at the roundabout of Beverly Garden induced drivers to park illegally at the hatched area. After receiving reports on illegal parking, the Police would first handle illegal parking cases at bus stops or those that seriously obstructing means of fire escape and accesses of other vehicles.
- Sheung Tak Bus Terminus was one of the strategic locations for the Police to combat the problem of illegal parking. The Police would immediately follow up and handle all illegal parking cases involving bus stops in the district.
- Apart from handling cases after receiving reports from members of the public, the Police would deploy operations with available resources to eradicate illegal parking black spots in the district one by one. Operations against illegal parking had also been arranged in Tseung Kwan O South to target at the black spots concerned to proactively combat the problem of illegal parking.
- The Police had implemented an online platform on traffic complaints in Hong Kong Island on a pilot basis to serve as a channel for the public to provide information or lodge

complaints on traffic issues. The Police did not have further information related to the platform at the time when the meeting was held.

- Measures related to e-Ticketing would be implemented in Tseung Kwan O from 16 March 2020 onwards. As this was a pilot scheme, the Police needed to wait for the actual operation of the relevant measures before the exact statistics on the enhanced effectiveness of prosecution could be provided. The Police considered that using the e-Ticketing system could enhance the effectiveness of operations and expedite the prosecution process, which would further combat the problem of illegal parking.
- The Police would provide statistics on the fixed penalty tickets against illegal parking issued in the district every quarter as far as practicable. If provision of monthly statistics for a particular road section was required, the Police had to arrange additional manpower and the counting would take time. The Police would like to deploy manpower resources on its daily operations, which included handling of the problem of illegal parking. The Police would provide more detailed information in the future if necessary.

394. Mr Matthew WONG of TD gave a consolidated response as follows:

- In accordance with relevant legislation, no person should park a vehicle on a verge. As all locations of illegal parking mentioned above were on the verge, cooperation of the Police was needed to carry out law enforcement to improve the situation of illegal parking. TD would continue to closely monitor the traffic conditions in the district.
- TD had issued a works order to HyD in May 2019 for carrying out road improvement works in response to the problems of Tong Tak Street near the roundabout at Beverly Garden, including provision of traffic signs of “Waiting will be prosecuted” and the road marking of “No parking on hatched area”, to remind people involving in illegal parking that they might be prosecuted by the Police and to avoid traffic congestion. The works concerned had been completed at the end of September 2019.
- The road outside Sheung Tak Bus Terminus had been marked with double yellow lines to remind drivers of no stopping 24 hours a day to avoid traffic congestion. However, to ensure that double yellow lines were clearly visible to drivers, TD had also issued works instruction to HyD in December 2019 to re-paint the double yellow lines at the above road section as soon as possible to remind drivers of no stopping 24 hours a day.
- With regard to the provision of zebra crossings off Finery Park at Yuk Nga Lane, TD had collected statistics on the vehicular flow during peak hours at the above location and found that the vehicular flow was low. Besides, TD had also tested the travel speed of vehicles during non-peak hours, and the speed was not high in general. The situation of pedestrian crossing the road was generally normal. Therefore, TD had no plan to provide zebra crossings at the above location at this stage. However, TD would closely monitor the traffic condition there.
- With regard to removal of hatched area in the middle of the road and re-drawing of the centre line on Chi Shin Street, TD said the works were carried out due to traffic problems and road safety but not to deal with problems related to breach of law such as illegal parking. The problem of illegal parking needed to be improved through law enforcement.
- As for matters related to the illegal parking of dump trucks in Tseung Kwan O South and the suggestion on provision of railings on Kan Hok Lane, TD would explore the feasibility of the suggestions.

395. Mr Brandon YIP reflected that many large construction vehicles were illegally parked on the section of Tong Yin Street near Ocean Shores in Tseung Kwan O South. He hoped that the Police would follow up on this.

396. Mr LUI Man-kwong enquired about the works progress of shortening the parking spaces for buses at night on Tong Yin Street.

397. Mr CHENG Chung-man said the problem of illegal parking in Tseung Kwan O and Sai Kung was very serious. He suggested the Police to provide quarterly operation reports on combatting illegal parking problem, information on traffic black spots in the district, and the number of operations or inspections against illegal parking as well as relevant statistics.

398. Mr CHUN Hoi-shing said TD planned to narrow the bend to the right from Mau Yip Road to Mau Tai Road to widen the footpath. He enquired about the progress of the works concerned. Besides, he understood that TD had no plan to re-designate the area outside McDonald's at Verbena Heights on Mau Tai Road as a prohibited zone 24 hours daily at this stage, he asked whether TD had any plan to change the restriction time of the "no stopping" zone at the above location.

399. Mr Matthew WONG of TD gave a consolidated response as follows:

- As the frequency and severity of traffic accidents at Mau Tai Road and the junction of Mau Tai Road met the requirements of the relevant regulations of TD, the improvement works concerned had been submitted to task force for following up. The task force would consider implementing the relevant improvement measures in response to the contributory factors, common characteristics and situations at the scene of the locations with clusters of accidents. Besides, TD noticed that the traffic accidents occurred at the above junction involved relatively more GMBs and elderly persons. Therefore, TD had urged the GMB operators concerned to remind drivers to drive safely and pay full attention to the road conditions, including the pedestrian crossing at the junction mentioned above. TD would also cooperate closely with the Police to remind pedestrians to pay attention to the traffic condition when crossing the road at that junction with a view to enhancing safety performance of that junction. Besides, TD was conducting studies on other improvement measures at present and would give an account of the result in due course.
- In view of the loading/unloading and pick-up/drop-off demand of the road section outside McDonald's at Verbena Heights on Mau Tai Road, re-designating the above location as a 24-hour prohibited zone would only cause inconvenience to members of the public using the road section legally for loading/unloading and pick-up/drop-off purposes. Therefore, TD had no plan to change the restriction time of the "no stopping" zone at the above location at this stage. As for illegal parking, TD considered that the situation of illegal parking at the above location needed to be improved through law enforcement.

400. Mr CHAN Kun of HKPF gave a consolidated response as follows:

- The Police had all along been keeping record of and responding to the information on illegal parking black spots provided by Members of SKDC, it had also stepped up law enforcement actions at the locations concerned.
- The Police hoped for Members' understanding that the Police needed to deploy manpower resources and time was needed to count the number of fixed penalty tickets against illegal parking issued on individual streets per month. He said the Police hoped that more police officers would be arranged to handle the problem of illegal parking at the traffic black spots instead of having them staying in the office to count the number of fixed penalty tickets. The Police would provide statistics on individual streets per year or per quarter

as far as practicable. The Police hoped that organisation and provision of the relevant statistics would be easier in the future under the new e-Ticketing system.

- Combatting illegal parking was part of the policing work. The Police would like to reiterate that upon receipt of reports on illegal parking cases involving serious obstruction to bus stops, means of fire escape or other accesses that would pose a danger to other road users, the Police would handle the cases immediately.

401. Mr NG Kin-fung of HyD responded that HyD had received the works order issued by TD regarding the shortening of the parking spaces for buses at night on Tong Yin Street, and the works were estimated to be completed in mid-2020.

402. There being no amendment or objection from Members, the Chairman declared that the above five motions were carried, requested TD and HKPF to follow up on Members' views and referred the above items to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

**(B) The 5 motions raised by Members (Others)**

- (1) Request for improving the problem of illegal parking at Kan Hok Lane roundabout near Ming Yu House  
(SKDC(TTC) Paper Nos. 30/20, 53/20 and 64/20)**
- (2) Request for stepping up efforts in tackling illegal parking at Tong Tak Street and Tong Yin Street  
(SKDC(TTC) Paper Nos. 31/20, 54/20 and 65/20)**
- (3) Request for inter-departmental efforts to holistically combat illegal parking at Tong Tak Street roundabout near Beverly Garden  
(SKDC(TTC) Paper Nos. 32/20, 55/20 and 66/20)**
- (4) Request for inter-departmental efforts to holistically combat illegal parking outside Sheung Tak Bus Terminus  
(SKDC(TTC) Papers Nos. 33/20, 56/20 to 58/20 and 67/20)**
- (5) Request for improving the problem of illegal parking and road safety at Mau Tai Road and Yuk Nga Lane in Po Lam as soon as possible  
(SKDC(TTC) Paper Nos. 34/20, 59/20 and 68/20)**

403. The Chairman declared that motions (1) to (5) had been carried and discussed together with other items earlier.

**(C) One question raised by Members (Others)**

- (1) Question on how the Police and Transport Department would tackle the problem of illegal parking in Tseung Kwan O South  
(SKDC(TTC) Paper Nos. 35/20, 60/20 and 69/20)**

404. The Chairman said the question had been discussed with other items earlier.

## **X. Report Items**

### **(A) Progress Report of Major Works of the Sai Kung District Council (SKDC(TTC) Paper No. 36/20)**

405. Members noted the paper.

### **(B) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area (SKDC(TTC) Paper No. 37/20)**

406. Members noted the paper.

407. Miss Joey WONG of SKDO reported that special work arrangement was implemented in government departments in response to the recent epidemic. Owing to the shortage of manpower resources, the joint clearance operations against illegally parked bicycles originally scheduled for February and early March 2020 would be postponed to end-March and early April.

### **(C) Statistics on cycling accidents (SKDC(TTC) Paper No. 38/20)**

408. Members noted the paper.

409. Ms Debby CHAN suggested the provision of a more detailed description of cycling accident locations in Sai Kung district, for example, the area opposite a particular village or a particular traffic light, to facilitate following up on the road design of the accident location and understanding whether the location was a traffic black spot.

410. Mr Ron YUNG, Assistant Divisional Commander (Operations), Sai Kung Division of HKPF, responded that the Police could provide clearer description of the accident location for Members' reference in the future.

## **XI. Any Other Business**

411. No other business was raised.

## **XII. Date of Next Meeting**

412. The Chairman said the 3<sup>rd</sup> meeting in 2020 would be held at 9:30 a.m. on 14 May 2020 (Thursday). The meeting was adjourned at 5:40 p.m.

Sai Kung District Council Secretariat  
May 2020