

(Confirmed minutes)
(Translation)

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

Date: 18 September 2020 (Friday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<u>Present</u>	<u>From</u>	<u>To</u>
Mr LAM Siu-chung, Frankie (Chairman)	9:30 a.m.	8:06 p.m.
Mr YU Tsun-ning (Vice-Chairman)	9:30 a.m.	8:06 p.m.
Ms CHAN Ka-lam, Debby	9:30 a.m.	8:06 p.m.
Mr CHAN Wai-lit	9:30 a.m.	8:06 p.m.
Mr CHAN Yiu-chor, Andrew	9:30 a.m.	8:06 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	8:06 p.m.
Mr CHENG Chung-man	9:45 a.m.	8:06 p.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	7:48 p.m.
Mr CHEUNG Mei-hung, Chris	9:45 a.m.	6:50 p.m.
Mr CHEUNG Wai-chiu	10:24 a.m.	8:06 p.m.
Mr CHOI Ming-hei	9:30 a.m.	7:54 p.m.
Mr CHUN Hoi-shing	9:45 a.m.	7:34 p.m.
Mr CHUNG Kam-lun	9:59 a.m.	8:06 p.m.
Mr FAN Kwok-wai, Gary	9:38 a.m.	5:25 p.m.
Mr FUNG Kwan-on	9:50 a.m.	8:06 p.m.
Mr HO Wai-hong, Stanley	10:09 a.m.	8:06 p.m.
Mr LAI Ming-chak	9:30 a.m.	2:15 p.m.
Mr LAI Wai-tong	9:30 a.m.	8:06 p.m.
Mr LEE Ka-yui	11:00 a.m.	7:25 p.m.
Mr LEE Yin-ho, Ryan	9:44 a.m.	8:06 p.m.
Ms LEUNG Hin-yan	10:43 a.m.	8:06 p.m.
Mr LEUNG Li	9:30 a.m.	2:15 p.m.
Mr LUI Man-kwong	9:30 a.m.	8:06 p.m.
Mr OR Yiu-lam, Ricky	9:30 a.m.	6:01 p.m.
Mr TSE Ching-fung	9:30 a.m.	5:31 p.m.
Ms WONG Cheuk-nga, Valerie	10:30 a.m.	8:06 p.m.
Mr YIP Brandon Kenneth	9:30 a.m.	12:43 p.m.
Ms LAM Yu-ching, Linda (Secretary)	Executive Officer (District Council) 2, Sai Kung District Office	

In Attendance

Mr NG Wai-chung, Justin	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Ms PANG Wai, Penny	Liaison Officer i/c (Youth Development/Tseung Kwan O(C)), Sai Kung District Office

Ms LEE Ka-in, Charis	Senior Transport Officer/Sai Kung, Transport Department	
Mr WAN Yuen-hung, Eddie	Senior Transport Officer/Public Pier, Transport Department	
Mr MA Chi-hung, Daniel	Engineer/Pedestrian Improvements, Transport Department	
Mr WANG Ran, Thomas	Engineer/Sai Kung, Transport Department	
Mr LAU Kit-shing, Jason	Engineer/Special Duties 1, Transport Department	
Mr WONG Ka-lam, Matthew	Engineer/Special Duties 2, Transport Department	
Mr NG Kin-fung	District Engineer/Tseung Kwan O, Highways Department	
Mr TSE Leung-yau	District Engineer/Sai Kung, Highways Department	
Mr KO Lo-wang, Raymond	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 FUNG Shuk-yan	Senior Engineer 1/Universal Accessibility, Highways Department	} For agenda item II(A)
Mr WONG Ka-ming	Engineer 14/Universal Accessibility, Highways Department	
Mr YIU Chiu-chung	Senior Engineer 2/Universal Accessibility, Highways Department	} For agenda item II(B)
Mr CHENG Wan-kien, Keith	Assistant Engineer 12/Universal Accessibility, Highways Department	
Mr CHAN Ho-kong, Simon	Director, Mannings (Asia) Consultants Limited	
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited	
Mr MAK Shing-pong, Douglas	Manager (Operations), Kowloon Motor Bus Company (1933) Limited	} For agenda items IV and V
Ms WONG Po-wan, Christine	Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited	
Mr TAM Tsun-hei, Jeff	Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited	
Mr LAW Yiu-wah, Rayson	Senior Officer, Planning and Development, Kowloon Motor Bus Company (1933) Limited	
Ms CHUNG Pui-yi, Penny	Chief Public Affairs Officer, New World First Bus Services Limited/Citybus Limited	} For agenda item VII
Ms WAI Yin-mei, Stephanie	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	

Absent

Mr LAU Kai-hong

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the fifth meeting of the Traffic and Transport Committee (TTC) in 2020, in particular Ms Charis LEE, Senior Transport Officer/Sai Kung of Transport Department (TD), who

was the successor of Mr LI Kin-yip, Charles on transfer and attended the meeting of TTC for the first time.

2. The Chairman said no application for absence from meeting had been submitted to the Secretariat. A total of 28 motions and 21 questions had been received and six items had been referred for discussion at the meeting. Among them, 18 motions and 13 questions were originally scheduled to be discussed at the fourth meeting. However, as the meeting was cancelled due to the epidemic situation of COVID-19, discussion on the items was postponed to this meeting.

I. Confirmation of Minutes of the 3rd Traffic and Transport Committee Meeting held on 14 May 2020

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

II. New Items

(A) Special Scheme under the Universal Accessibility Programme (SKDC(TTC) Paper No. 182/20)

4. The Chairman welcomed:

- Ms FUNG Shuk-yan, Senior Engineer 1/Universal Accessibility, Highways Department (HyD)
- Mr WONG Ka-ming, Engineer 14/Universal Accessibility, HyD

5. Ms FUNG Shuk-yan, Senior Engineer 1/Universal Accessibility of HyD, and Mr WONG Ka-ming, Engineer 14/Universal Accessibility of HyD, gave a briefing on the scheme to Members based on presentation slides.

6. Mr Ricky OR said he was entrusted by Mr LUK Ping-choi with expressing views about the lift retrofitting proposal at the footbridge across Tong Ming Street connecting Beverly Garden and Sheung Tak Car Park (Walkway No.: ST01). He pointed out that the title to ST01 was held by the Incorporated Owners of Beverly Garden. If HyD needed to retrofit lifts in private properties, the department was required to sign the relevant lease, bear the daily operation and maintenance costs of the facilities and consider insurance issues. He continued that the Incorporated Owners of Beverly Garden was open to the proposal and invited HyD to meet with the Incorporated Owners for discussion.

7. Mr CHOI Ming-hei reflected that, regarding the footbridge across Tsui Lam Road connecting Tsui Lam Estate Car Park and On Lam House (Walkway No.: TL01), residents needed to access the footbridge via On Lam House at present, which might cause security problems. Therefore, he agreed in principle to the lift retrofitting proposal of TL01. He was concerned about the location of the lifts to be installed and would like to know whether lifts would be installed on both sides of the road.

8. Mr LEUNG Li asked whether HyD would still accept new proposed locations for conducting the relevant studies and would like to understand why HyD had selected ST01 and TL01.

9. Mr LUI Man-kwong asked whether only ST01 and TL01 could be included in the Special

Scheme. Moreover, he would like to know if HyD would retrofit other types of barrier-free access facilities apart from lifts at walkways under the scheme.

10. Mr LAI Ming-chak asked whether HyD hoped that Members would select either ST01 or TL01 for conducting the preliminary study or whether there were sufficient resources to conduct the preliminary study for both footbridges. In addition, as HyD stated that it would eventually select a maximum of three existing walkways for projects to be implemented with priority under the Special Scheme, he would like to know whether HyD could allow Members to propose other locations for conducting the preliminary study.

11. Ms FUNG Shuk-yan of HyD gave a consolidated response as follows:

- The ambit of the Universal Accessibility Programme was to retrofit barrier-free access facilities at walkways, including footbridges, subways and elevated walkways.
- For members of the public who needed to cross Tong Ming Street from Sheung Tak Estate, lifts had already been provided in Sheung Tak Car Park but there were no barrier-free access facilities in the direction of Tong Ming Street. Therefore, HyD would like to explore the retrofitting of lifts outside Beverly Garden. Such facilities would not fall within the area of Beverly Garden.
- After HyD proposed locations at the current stage, it was still necessary for the consultant to conduct a preliminary study on the proposed locations for retrofitting the lifts.
- Regarding the two footbridges ST01 and TL01 where the retrofitting of lifts was needed, it was necessary for HyD to understand the geographical environment of the area before confirming the locations for the retrofitting of lifts. Retrofitting lifts on both sides of the walkways would be the most favourable proposal.
- Based on the information provided by the Housing Department and the on-site inspection by HyD, HyD initially considered that two walkways in Sai Kung district required the installation of lifts and fell within the ambit of the Special Scheme. Members could suggest including both walkways in the preliminary study and HyD would eventually select a maximum of three existing walkways for projects to be implemented with priority under the Special Scheme. Members were welcome to put forward other suggestions for HyD to conduct a preliminary study.

12. Mr Ricky OR reiterated that the title to ST01 was held by the Incorporated Owners of Beverly Garden. If HyD needed to retrofit lifts to connect the footbridge at the location concerned, even if the lifts would not fall within the area of Beverly Garden, part of the fences on the footbridge would have to be removed during the works, which meant the alteration of private property. He suggested that HyD should delineate the issues of title and hold a discussion with the Incorporated Owners of Beverly Garden.

13. Mr LEUNG Li suggested that HyD should consider including the walkway across Ling Kwong Street connecting Kin Ming Estate and Choi Ming Shopping Centre in the preliminary study on the retrofitting of lifts for the convenience of residents and wheelchair users of the Direction Association for the Handicapped in the shopping centre.

14. Mr CHAN Wai-lit suggested that HyD should explore the retrofitting of lifts at the atrium of Choi Ming Court to facilitate access to the footbridge from a covered area by residents and wheelchair users. He reflected that wheelchair users had to enter Choi Ming Shopping Centre via outdoor places on rainy days and considered that there was suitable space to retrofit lifts at the said location.

15. Mr FUNG Kwan-on suggested that HyD should explore the retrofitting of lifts at the footbridge behind Po Yan House on Po Lam Road North. He reflected that wheelchair users could only access the bus stop opposite the footbridge via the ramp at present. There was neither a traffic light nor a zebra crossing on the road underneath the footbridge and the speed of vehicles passing by was fast, posing a danger to wheelchair users.

16. Ms FUNG Shuk-yan of HyD gave a consolidated response as follows:

- HyD initially considered that two walkways in Sai Kung district required the installation of lifts and fell within the ambit of the Special Scheme. Barrier-free access facilities were not provided at both walkways, and there were no crossings and lifts nearby.
- HyD would conduct a preliminary study on the suggestion concerning the walkway in Kin Ming Estate, so as to understand whether the geographical environment of the area provided sufficient space for the retrofitting of lifts and whether the carriageways nearby would be affected after the retrofitting of lifts.
- Pedestrian crossing facilities had already been provided underneath the footbridge of Choi Ming Court proposed by Members, and there were also lifts in Choi Ming Shopping Centre. Therefore, HyD did not include the proposed footbridge in the list of walkways that required the installation of lifts.
- HyD needed to understand whether the walkway in Po Lam Estate proposed by Members fell within the ambit of the Special Scheme before conducting a preliminary study.

17. The Chairman asked HyD to handle the title issues related to ST01.

18. Ms FUNG Shuk-yan of HyD responded that, if Members agreed to include ST01 and TL01 in the preliminary study, HyD would delineate the relevant title issues and understand whether the geographical environment of the locations was suitable for the installation of lifts. HyD also needed to understand whether the proposed location in Po Lam Estate fell within the ambit of the Special Scheme.

19. Mr FUNG Kwan-on supplemented that the location proposed by him was the footbridge outside Po Tak House on Po Lam Road North with structure number NF182.

20. The Chairman concluded by inviting HyD to meet with the relevant Members to understand the suggestions just raised by them in addition to the two walkways proposed by HyD before reporting on the result of the preliminary study. After HyD had conducted the preliminary study, TTC would discuss and select a maximum of three existing walkways for projects to be implemented with priority under the Special Scheme.

21. Ms FUNG Shuk-yan of HyD responded that HyD would conduct a preliminary study on walkways ST01 and TL01 set out in the paper and the other three locations proposed by Members (i.e. Kin Ming Estate, Choi Ming Court and Po Lam Estate). HyD also planned to report to TTC on the result of the study at the end of this year. Members would be invited at that time to select a maximum of three existing walkways for projects to be implemented with priority under the Special Scheme.

(Post-meeting note of HyD: As it was necessary for HyD to conduct a preliminary study on the three newly proposed walkways, HyD planned to report to TTC on the result of the study early next year.)

(B) Second Phase of the Universal Accessibility Programme

Lift retrofitting proposal at the footbridge across Chiu Shun Road near Tin Ha Wan Village (Structure No.: NF310)
(SKDC(TTC) Paper No. 183/20)

22. The Chairman welcomed:

- Mr YIU Chiu-chung, Senior Engineer 2/Universal Accessibility, HyD
- Mr Keith CHENG, Assistant Engineer 12/Universal Accessibility, HyD
- Mr Simon CHAN, Director, Mannings (Asia) Consultants Limited
- Mr Martin CHEUNG, Deputy Managing Director, Mannings (Asia) Consultants Limited

23. As an item of Matters Arising related to road works/facilities was relevant to the above issue, and there being no objection from Members, the Chairman declared that the items would be discussed together.

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
(Paragraphs 353 to 359 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 218/20)

24. Members noted the written reply from HyD.

25. Mr YIU Chiu-chung, Senior Engineer 2/Universal Accessibility of HyD, and Mr Simon CHAN of Director, Mannings (Asia) Consultants Limited, briefed Members on the latest revised proposal for retrofitting lifts at NF310 based on presentation slides.

26. Mr Ryan LEE said he was in favour of the retrofitting of lifts at NF310. Since the implementation of the proposal had been delayed for some time, he suggested that the works on one of the sides could be implemented first to expedite the progress.

27. Mr Chris CHEUNG said he was worried that if the stairs of the footbridge were removed for the retrofitting of lifts, the lack of stairs would cause inconvenience to residents in case the lifts out of service in the future. Moreover, he asked whether HyD would provide supplementary information about the latest statistics on pedestrian flow in the relevant location for consideration of the cost-effectiveness of the retrofitting of lifts.

28. Mr LAI Ming-chak said the most feasible way at present was to remove the stairs for the retrofitting of lifts. He believed that the plan to retrofit two lifts should be implemented and that it was better to retrofit lifts on both sides of the footbridge than on only one side.

29. Mr Francis CHAU declared that he was the resident representative of Tin Ha Wan Village. He said he initially considered that the utilisation rate of NF310 was low and had therefore objected to the proposal. In view of the development of Hang Hau in recent years and the future

development of public housing in the area, he now believed that the location would require crossing facilities for the convenience of residents and wheelchair users or for them to go to Tseung Kwan O Hospital nearby. Moreover, as a neighbourhood elderly centre would be provided in the proposed public housing development, the lift facilities would provide convenience for the elderly. After consulting residents, he was now in favour of the proposal to retrofit lifts on both sides of the walkway.

30. Mr CHENG Chung-man reflected that the residents of Yuk Ming Court, Ming Tak Estate and Hin Ming Court were mainly concerned about noise and dust problems during the construction period. If government departments or works companies guaranteed that the relevant environmental issues would be managed effectively, he believed that residents would not object to the proposal. He continued that he was more supportive of the proposal to install lifts on both sides of the walkway for the convenience of residents and wheelchair users.

31. Mr YIU Chiu-chung of HyD gave a consolidated response as follows:

- HyD hoped to retrofit lifts on both sides of the walkway as far as practicable for the convenience of residents, the elderly and persons with disabilities.
- He admitted that if the current design was implemented, residents could only use the ramp when it was necessary to carry out repair and maintenance works of the lifts or when the lifts were out of service, which would cause inconvenience to the residents. However, he believed that such situation would not happen frequently. As the Incorporated Owners of Yuk Ming Court had strong reservations about the installation of lift within the housing estate, the proposed design was the most feasible proposal under such circumstance.
- If TTC confirmed the implementation of the relevant design proposal, HyD would commence the relevant works as soon as possible.
- Regarding the noise or dust problems of residents' concern, HyD believed that the consultant, with its extensive experience in the retrofitting of lifts, would be able to take sufficient measures to minimise the impact.

32. The Chairman concluded that TTC supported the proposal to retrofit lifts at NF310 and asked HyD to continue to follow up on and handle the relevant works.

33. Mr YIU Chiu-chung of HyD continued to report on SK01 and SK02:

- SK01: The lift retrofitting proposal had been confirmed and a contractor had also been engaged. However, a Deed of Grant of Easement should be executed between the Incorporated Owners of Tsui Lam Estate and the Government regarding the retrofitting of lift within the housing estate for the lawful use of land in the housing estate. At the current stage, HyD was waiting for Government Counsels to handle the relevant legal issues and prepare the deed. HyD hoped that the deed could be executed before the end of this year. The contractor was carrying out advance preparation work and the works could be commenced once the deed was executed.
- SK02: As the road outside King Ming Court was relatively narrow, the retrofitting works would affect the footpath. At the earlier stage, HyD had considered retrofitting the lift within King Ming Court using mechanism under the Special Scheme of the Universal Accessibility Programme. However, as King Ming Court was a Home Ownership Scheme estate, it did not fall within the ambit of the scheme. At the current stage, HyD was exploring other proposals to retrofit lift for the walkway.

34. Mr CHOI Ming-hei said HyD had stated earlier that the works contract of SK01 had commenced at the end of June this year and advance preparation work was being carried out. Therefore, he enquired about the details of the advance preparation work and the difficulties in preparing the relevant deed and hoped that HyD could respond to when the works could be commenced officially.

35. The Chairman reflected his understanding that certain types of housing estates did not fall within the ambit of the Special Scheme and suggested that HyD should consider retrofitting lifts at the bus stop opposite King Ming Court. The location was within the area of Tsui Lam Estate, which was also a housing estate within the ambit of the Special Scheme. He asked HyD to explore the opening of a footpath at the location when discussing the retrofitting of lifts with the Incorporated Owners of Tsui Lam Estate so as to solve the existing problem of people crossing the road there.

36. Mr YIU Chiu-chung of HyD gave a consolidated response as follows:

- HyD had commenced a works contract including the works of SK01 with the contractor on 30 June this year. At present, HyD needed to execute the relevant legal documents with the Incorporated Owners of Tsui Lam Estate before the official commencement of the works. The draft of legal documents was now pending review by Government Counsels. At this stage, the contractor was carrying out advance preparation work, which included preparing the temporary traffic arrangements during the works and applying for road excavation permits. HyD anticipated that the works could be commenced as soon as possible after the execution of the legal documents.
- HyD would meet with the consultant concerning the proposal to retrofit lifts at SK02 to explore whether there was sufficient space near the bus stop on the opposite side of King Ming Court for retrofitting a lift and the progress would be reported to TTC in due course. In view of the traffic safety issues involved, in addition to discussing with the Incorporated Owners of Tsui Lam Estate, HyD considered that it was necessary to discuss with TD how to improve the crossing arrangements there after the retrofitting of lift.
- A contractor had been engaged for the works of SK01 while a contractor would yet to be engaged for the projects of NF310 and SK02.

37. The Chairman asked HyD to continue with the follow-up to matters related to the retrofitting of lifts at NF310, SK01 and SK02, and report to TTC on the progress in due course. The Chairman said the above items would be retained once.

(C) Working Groups established under TTC

**(1) Names and Terms of Reference
(SKDC(TTC) Paper No. 184/20)**

38. There being no objection from Members, the Chairman declared the endorsement of the proposed amendments to the names and terms of reference of the Working Groups set out in the paper.

(2) Continuation of the Working Group on Illegal Parking in Sai Kung District

39. As the Working Group on Illegal Parking in Sai Kung District was a non-standing Working Group and its tenure would expire on 11 November 2020, the Chairman asked Members to

consider whether they agreed with the following matters:

- To extend the tenure of the Working Group according to Order 41(2) of the Sai Kung District Council Standing Orders for eight months, i.e. from the day of the meeting to 17 May 2021.
- To re-elect the current Convenor, i.e. he himself.
- To follow the existing arrangements to convene meetings only when necessary.

40. There being no objection from Members, the Chairman declared that the above matters were endorsed.

**(3) Updated membership list
(SKDC(TTC) Paper No. 185/20)**

41. Members noted the paper and that Mr LUK Ping-choi had withdrawn from TTC.

III. Major changes in public transportation services launched in Sai Kung District from 1 May 2020 to 31 August 2020
(Paragraph 5 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 284/20)

42. Members noted the paper.

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 3rd meeting of TTC in 2020
(Paragraph 6 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 285/20)

43. Members noted the paper.

(2) 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
(Paragraphs 11 to 13 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 188/20)

44. Members noted the consolidated written reply from the Transport and Housing Bureau (THB) and TD.

45. Ms Debby CHAN reiterated that waterborne transport services could meet the transport needs of persons travelling with pets or bicycles. She continued that TD did not respond to how the existing public transport services met the needs of the above persons in its reply and asked how TD would improve the existing public transport services.

46. Ms LEUNG Hin-yan hoped that TD or the MTR Corporation Limited (MTRCL) would provide relevant statistics on the MTR Tseung Kwan O Line travelling to and from Hong Kong Island during peak and non-peak hours before the epidemic so as to determine whether the existing

public transport services in Tseung Kwan O for crossing the harbour was adequate.

47. Mr LAI Wai-tong said that residents would like to have more diversified transport options and considered that traffic in the district should not be overly dependent on MTR services. He said a site should have been reserved in Tseung Kwan O South for the construction of a pier and that TD should conduct relevant studies as early as possible, introduce recreational routes on a pilot basis, and understand the needs and views of residents.

48. Mr LUI Man-kwong said MTRCL was unable to increase the service frequency at present and had delayed upgrading the signalling system of the Tseung Kwan O Line, with the result that its service could not meet the demand. He took the view that TD needed to consider providing transport services other than land transport, and the provision of waterborne transport would be a feasible direction during emergencies. TD should commence the relevant studies as soon as possible and consider introducing waterborne transport services on a pilot basis.

49. Ms Charis LEE, Senior Transport Officer/Sai Kung of TD, gave a consolidated response as follows:

- TD noted the views of Members. Regarding the transport needs of persons travelling with pets or bicycles, TD would provide supplementary information after the meeting.
- TD would review and explore the provision of pier facilities and relevant services in Tseung Kwan O South.

50. Mr FUNG Kwan-on asked whether TD had carried out relevant studies and collected information on the above issue. As TTC had discussed the relevant proposal several months ago, he hoped that TD would provide information on the relevant studies conducted during the period.

51. Mr CHUN Hoi-shing agreed that more transport options were needed in the district, particularly waterborne transport that could divert passengers during land traffic congestion. He hoped that TD would explore the feasibility of the provision of waterborne transport services, which included the introduction of a pilot scheme. In his view, TD's claim that the passenger volume could not support the operation of relevant service was only an estimation. Through a pilot scheme, TD could help residents understand the substantive operation of waterborne transport while reviewing the actual needs of residents.

52. Ms Charis LEE of TD responded that TD noted the views of Members. However, as the relevant statistics were not available at the meeting, she would give a reply to Members after the meeting.

53. Mr FUNG Kwan-on asked TD to give a direct response to whether it had carried out relevant studies on the introduction of waterborne transport services. If not, he hoped that TD would conduct a detailed study as soon as possible and then report to TTC on the findings. He also hoped that TD or MTRCL would provide statistics on the passenger volume of the MTR Tseung Kwan O Line.

54. The Chairman asked TD to provide relevant supplementary information and said the above item would be retained once.

**(3) Problems related to the noise and air quality at public transport interchanges
(Paragraphs 14 to 25 of the minutes of the previous meeting)**

55. With the consent of Members, the Chairman declared that the above item would be deleted at the next meeting.

(4) Request the Transport Department to extend the validity period of all vehicle licences and driving licences automatically in view of the outbreak of the COVID-19 (Paragraphs 26 to 35 of the minutes of the previous meeting) (SKDC(TTC) Paper Nos. 189/20 and 286/20)

56. Members noted the written replies from TD.

57. Ms Charis LEE of TD supplemented that TD had issued a press release regarding licensing and related services on 11 September 2020. TD's Licensing Offices, Public Vehicles Unit, Vehicle Records Office, Driving Licence Records Office, Driving Offence Points Office and Cross Boundary Unit would resume walk-in counter services in full from 15 September 2020 to process all licensing and related applications. At the same time, for the convenience of members of the public in using the online appointment services so as to avoid the gathering of crowds and reduce waiting time at the Licensing Offices, the daily quota for online appointments would remain at 5 000. Members could refer to the relevant press release for further details.

58. With the consent of Members, the Chairman declared that the above item would be deleted at the next meeting.

(5) Request for improving the transport connectivity within Tseung Kwan O South to offer more alternatives for residents (Paragraphs 36 to 42 of the minutes of the previous meeting)

59. Mr LAI Wai-tong said the transport connectivity mentioned in the above item referred to the transport connectivity in Tseung Kwan O and Sai Kung district. Despite the population growth in Tseung Kwan O South, community facilities were insufficient. Therefore, residents needed good transport connectivity to access community facilities in the district, such as Tseung Kwan O Hospital or the General Out-patient Clinic in Hang Hau. He hoped that TD would consolidate the resources of buses and minibuses so that the transport connectivity in the district would cover the vicinity of Tseung Kwan O South and Tiu Keng Leng.

60. Ms Charis LEE of TD responded that TD would pay close attention to the travel patterns of the public. With the commissioning of the Tseung Kwan O Tunnel Bus-Bus Interchange (BBI), there would be changes in the traffic in the district. TD would closely monitor the relevant changes and co-operate with the operators accordingly.

61. With the consent of Members, the Chairman declared that the above item would be deleted at the next meeting.

(6) Request the Government to implement toll exemption for users of Tseung Kwan O Tunnel earlier (Paragraphs 43 to 57 of the minutes of the previous meeting) (SKDC(TTC) Paper No. 190/20)

62. Members noted the written reply from THB.

63. With the consent of Members, the Chairman declared that the above item would be deleted at the next meeting.

**(7) Enquiry about the problems of the transport interchange (minibus stop and taxi stand) in Ocean Shores Phase 3
(Paragraphs 58 to 64 of the minutes of the previous meeting)
(SKDC(TTC) Paper Nos. 191/20 and 192/20)**

64. Members noted the written replies from the Lands Department (LandsD) and TD.

65. Mr Brandon YIP asked which party would be responsible for the daily management and facility maintenance costs of the captioned location after Ocean Shores submitted a temporary waiver application to use the location for purposes other than a transport interchange.

66. The Chairman said the enquiries of Members would be conveyed to LandsD in writing and representatives of LandsD would be invited to attend the next meeting if necessary. He also declared that the above item would be retained once.

**(8) Policy on public transport in rural areas
(Paragraphs 65 to 78 of the minutes of the previous meeting)**

67. As a motion related to other public transport services was relevant to the above issue, and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Enhancement of public transport routes in rural areas and their fare mechanism
(SKDC(TTC) Paper Nos. 193/20 and 267/20)**

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

69. Members noted the written reply from TD.

70. Ms Debby CHAN asked whether TD would consider extending the service of GMB route no. 807B to depart from Sai Kung and then operate to and from Ma On Shan Station. She would like to know whether TD had consulted the operator about the suggestion. Moreover, she would like to understand the implementation of the two-way concessionary section fare for KMB route no. 99. She reflected that passengers of KMB route nos. 94 and 299X had a demand for concessionary section fare and questioned why TD did not consider providing concessionary fare for the relevant routes.

71. Mr Eddie WAN, Senior Transport Officer/Public Pier of TD, gave a consolidated response as follows:

- TD would continue to closely monitor the operation and passenger demand of GMB route no. 807B and continue to discuss with the operator whether there were resources and room to increase the service frequency of the route.
- KMB route no. 99 offered two-way concessionary section fare for the trip heading towards Heng On and section fares were available for all stops along the route from Sai Kung Bus Terminus to Wu Kai Sha Station.

- TD encouraged bus companies to provide various concessionary tolls, including two-way concessionary section fare, and such measures were the business decision of bus companies.

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

- KMB needed to review the suggestion on the provision of two-way concessionary section fare for route nos. 94 and 299X from the perspective of the overall route network. It was also necessary to consider the financial viability and the feasibility of actual operations.
- Route rationalisation of route no. 99 had been carried out in 2014 where the affected passengers were provided with two-way concessionary section fare.

73. Ms Debby CHAN asked TD to give a response to whether it had discussed the suggestion on route no. 807B with the operator and enquired about the feasibility of providing one to two additional special departures of the relevant route for extending the service to Sai Kung Town Centre. Moreover, she asked whether KMB would consider providing a KMB bus-bus interchange concession for route no. 99 at Wu Kai Sha Station and expressed that the provision of two-way concessionary section fare for route nos. 94 and 299X would help regulate the passenger volume of the above bus routes.

74. Mr Eddie WAN of TD gave a consolidated response as follows:

- Route no. 807B was a GMB route in Sha Tin district.
- Being responsible for monitoring GMB routes and regulating the operation of minibus services, TD had been in communication with operators on the operational needs of GMB and their service quality.
- The operator was pleased to consider the views of the public and the community. It was also necessary to consider the passenger demand of the existing route and whether there was room to accept more passengers so as to analyse whether the suggestions were feasible.

75. Ms LEUNG Hin-yan asked TD to respond to whether it had discussed with the operator the operation of route no. 807B or the suggestion on extending the route to Sai Kung Town Centre.

76. Mr Eddie WAN of TD gave a consolidated response as follows:

- The operator would proactively consider feasible proposals if resources permitted.
- Given the established routes and service areas of GMB, if the Sai Kung-bound route was to be extended, TD had to consider the passenger demand, the overall public transport network in the district and whether the suggestion fulfilled the conditions and requirements of the operation of GMB.
- For the extension of route no. 807B to Sai Kung, the operator needed to consider the feasibility of the suggestion from various perspectives.

77. Ms Christine WONG of KMB responded that KMB would consider providing interchange concession during the rationalisation of routes or the implementation of new routes. KMB would also consider exploring the suggestion on the provision of interchange concession for route no. 99.

78. The Chairman said concessionary section fares were already available for some KMB routes in the New Territories West at present. He hoped that KMB would also consider providing such concession for some of the bus routes in Sai Kung.

79. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested TD to follow up on the views of Members, and the motion was referred to the Working Group on Bus and Minibus Routes in Sai Kung District under TTC for follow-up work. With the consent of Members, the Chairman declared that item (8) of Matters Arising would be deleted at the next meeting.

(Note: The meeting was temporarily chaired by the Vice-Chairman.)

(B) The 2 motions raised by Members (Other public transport services)

**(1) Enhancement of public transport routes in rural areas and their fare mechanism
(SKDC(TTC) Paper Nos. 193/20 and 267/20)**

80. The Vice-Chairman said motion (1) had been carried and discussed together with another item earlier.

**(2) Request the Transport Department to consult the respective District Council before planning transport routes (including GMB and franchised bus routes) and the tendering of franchise renewal in order to meet residents' needs and improve the operational circumstances
(SKDC(TTC) Paper Nos. 194/20 and 268/20)**

81. The Vice-Chairman said the motion was moved by Mr CHOI Ming-hei and seconded by he himself and Mr CHENG Chung-man.

82. Members noted the written reply from TD.

83. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested TD's follow-up.

(C) The 2 questions raised by Members (Other public transport services)

84. As the two questions were related, and there being no objection from Members, the Vice-Chairman declared that the items would be discussed together.

**(1) Enquiry about the current utilisation of Sai Kung (North) Public Transport Interchange
(SKDC(TTC) Paper Nos. 195/20 and 269/20)**

85. The Vice-Chairman said the question was raised by Ms LEUNG Hin-yan.

86. Members noted the written reply from TD.

**(2) Further enquiry about the existing operation of Sai Kung North Public Transport Interchange
(SKDC(TTC) Paper Nos. 287/20 and 342/20)**

87. The Vice-Chairman said the question was raised by Ms LEUNG Hin-yan.

88. Members noted the written reply from TD.

89. Ms LEUNG Hin-yan asked how TD would evaluate the effectiveness of Sai Kung (North) Public Transport Interchange (PTI) in alleviating the traffic pressure at Sai Kung Public Pier. She also reflected that the epidemic and the weather might affect the accuracy of TD's work in counting vehicles. Furthermore, she said she did not understand the arrangement to provide stops for KMB route no. 99R at both Sai Kung (North) PTI and Sai Kung Public Pier.

90. Mr Eddie WAN of TD gave a consolidated response as follows:

- The usage of Sai Kung (North) PTI was lower than that of the PTI in Sai Kung Town Centre, which reflected the activity area of passengers using public transport services in Sai Kung and their demand for preferred boarding and alighting locations.
- Sai Kung (North) PTI could meet the demand of passengers who boarded and alighted there.
- For some routes, if a stop was set up at Sai Kung (North) PTI, Sai Kung Town Centre could be skipped for the routes and thus reduce the traffic pressure in Sai Kung Town Centre.
- In case of an emergency in Sai Kung Town Centre such as serious traffic congestion near the terminus, Sai Kung (North) PTI would be useful to a certain extent as it was another PTI in the area.
- Regarding the arrangement for setting up stops in Sai Kung for KMB route no. 99, TD would endeavour to meet the demand of passengers of the route for the boarding and alighting locations, hoping that it would not put too much pressure on the traffic.

91. Ms Debby CHAN said Sai Kung (North) PTI comprised the public light bus stand and the taxi stand next to the bus stop, and the five coach parking spaces newly designated by TD. She suggested that TD should include the relevant locations when counting vehicles. She also pointed out that only the free shuttle buses of East Point City frequently travelled to and from Sai Kung (North) PTI at present. As the overall usage of the location was very low, TD should review the overall traffic flow of Sai Kung.

92. Ms LEUNG Hin-yan asked TD why statistics related to the taxi stand and the public light bus stands were not listed, and asked about the emergencies under which Sai Kung (North) PTI would be used. She reflected that the setting up of bus stops at both Sai Kung (North) PTI and Sai Kung Public Pier would increase traffic burden and hoped that KMB would consider removing the stop at Sai Kung (North) PTI for route no. 99R. Furthermore, she hoped that urban taxi stands would be relocated to Sai Kung (North) PTI during the holidays to solve the problems of illegal parking and obstructing bus arrivals by urban taxis in Sai Kung Town Centre.

93. Mr LAI Ming-chak stated that the passengers of bus route no. 99R and GMB route nos. 101M and 1A mainly boarded at Sai Kung Public Pier. In his view, TD should examine the stop arrangements of public transport routes in a way that stops should not be set up at both Sai Kung Public Pier and Sai Kung (North) PTI. TD could consider requiring all shuttle buses to pick up and drop off passengers at Sai Kung (North) PTI so as to increase the usage rate of the location and reduce the traffic pressure in Sai Kung Town Centre. TD and bus companies could also consider arranging route no. 99 to operate directly from Sai Kung (North) PTI to Tai Mong Tsai Road, and stops of other coach routes should also only be provided at Sai Kung (North) PTI.

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

- Bus route nos. 96R and 99R currently provided a stop at Sai Kung (North) PTI, and the

number of passengers boarding and alighting there was significantly lower than that at the bus terminus in Sai Kung Town Centre.

- TD, other bus companies or operators of other transport services were welcome to explore with KMB the ways to use the bus stop at Sai Kung (North) PTI, which included adding the stop for more KMB routes.

95. Mr Eddie WAN of TD gave a consolidated response as follows:

- TD would continue to conduct investigations on the usage rate of Sai Kung (North) PTI on weekdays and the relevant statistics would be provided for Members' reference then.
- In case of road emergencies, the Police would be responsible for conducting traffic control and direction at the scene. If there was an emergency or an insurmountable traffic disruption at the PTI in Sai Kung Town Centre, Sai Kung (North) PTI could be used as a temporary substitute during the incident.

96. Mr LAI Wai-tong suggested that TD should explore enabling the centralised usage of Sai Kung (North) PTI by all free shuttle buses in Sai Kung to prevent the vehicles from passing Fuk Man Road and that TD should discuss the arrangements with the relevant service contractors before the next meeting. In the long term, he hoped that TD would consider enabling the usage of Sai Kung (North) PTI for more public routes requiring fares and relocating urban taxi stands to Sai Kung (North) PTI.

97. Ms Debby CHAN invited TD to provide supplementary information on the operation of Sai Kung (North) PTI and respond to the suggestion on the relocation of urban taxi stands, and welcomed a site inspection with TD. She also hoped that TD and KMB would consider removing the stop at Sai Kung Public Pier for route nos. 96R and 99R and enquired about the details of using Sai Kung (North) PTI during emergencies.

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

- The relevant bus routes provided stops at both Sai Kung Public Pier and Sai Kung (North) PTI, and the number of passengers boarding and alighting at Sai Kung (North) PTI was significantly lower than that at the bus terminus in Sai Kung Town Centre.
- The services aimed to provide convenience for members of the public traveling to and from Sai Kung Town Centre during the holidays. KMB would carefully consider the suggestion on the removal of bus stops to examine the impact on existing passengers.

99. Mr Douglas MAK, Manager (Operations) of KMB, supplemented that buses were the most efficient road transport. If there was no illegal parking problem, bus services were very efficient at Sai Kung Public Pier. Frontline staff of KMB would report to the Police if illegal parking that led to traffic obstruction was found during the holidays.

100. Mr Eddie WAN of TD gave a consolidated response as follows:

- TD noted the views of Members on increasing the usage rate of Sai Kung (North) PTI and would conduct further investigations on the usage rate of the location.
- In case of an incident requiring special traffic arrangements, public transport services in Sai Kung Town Centre could be temporarily directed to Sai Kung (North) PTI for continued operation.

101. Mr Francis CHAU reflected that many PTIs have no corresponding public transport services available in line with their operation after completion, including the one at Sai Kung (North). He hoped that TD would discuss with the relevant bus and public light bus operators ways to match their operations with the use of Sai Kung (North) PTI, which included considering the adjustment of routes.

102. The Chairman suggested that TD and the relevant bus companies should conduct a site inspection with the Members concerned to explore how to alleviate the problem of traffic congestion in Sai Kung Town Centre.

103. Ms Debby CHAN hoped that TD could provide a record of past true incidents that were emergencies.

104. Mr Eddie WAN of TD clarified that what he just mentioned was that Sai Kung (North) PTI could be used as a temporary substitute for the PTI in Sai Kung Town Centre or available space under certain special circumstances. He did not mean that the daily operation of Sai Kung (North) PTI had the function to replace the PTI in Sai Kung Town Centre. He would like to withdraw his earlier response if it had caused Members' misunderstanding.

105. The Vice-Chairman asked TD and KMB to maintain close communication with the relevant Members in exploring ways to improve the usage rate of Sai Kung (North) PTI. Moreover, he requested TD to provide statistics related to the taxi stand at Sai Kung (North) PTI, the actual date and relevant information on the use of Sai Kung (North) PTI during emergencies and the response to whether free shuttle buses could use Sai Kung (North) PTI after the meeting.

V. Items related to bus service

(A) Item referred by Sai Kung District Council Meeting (Bus)

- (1) Request the government departments to publicly announce the works progress of the bus-bus interchange at Tseung Kwan O Tunnel and the traffic arrangements after its commissioning; and urge the government to complete the works and commence the service of the bus-bus interchange as soon as possible
(SKDC(M) Paper Nos. 165/20, 210/20 and 211/20)
(SKDC(TTC) Paper No. 288/20)**

106. Members noted the written reply from TD.

107. As a motion related to road works/facilities was relevant to the above issue, and there being no objection from Members, the Vice-Chairman declared that the items would be discussed together.

Request for providing a ventilation system at Tseung Kwan O Tunnel Bus-bus Interchange (SKDC(TTC) Paper Nos. 298/20 and 335/20)

108. The Vice-Chairman said the motion was moved by Mr FUNG Kwan-on and seconded by he himself, Messrs Francis CHAU, CHEUNG Wai-chiu, CHAN Wai-lit, CHENG Chung-man, Ms Valerie WONG, Ms Debby CHAN, Ms LEUNG Hin-yan and Mr LEUNG Li.

109. Members noted the written reply from the Civil Engineering and Development Department (CEDD).

110. Mr FUNG Kwan-on requested that the relevant departments retain the suggestion on the provision of a ventilation system and further explore it with the Environmental Protection Department after the commissioning of BBI. He reflected that the shelter of BBI (Kowloon bound) had not been installed yet and asked TD to include in the relevant paper the wording of its original pledge to commission BBI (Tseung Kwan O bound) at the end of August. He also hoped that TD would account for the works progress of BBI and explain why BBI had not yet been commissioned still.

111. Mr LAI Wai-tong hoped that TD would continue to explore the provision of a ventilation system at BBI. Moreover, he hoped that TD would report on the latest works progress of BBI and give an account of the remaining works procedures, and asked bus companies to account for the progress of the provision of passenger facilities.

112. Mr LAI Ming-chak hoped that TD would give separate responses to whether it would explore the installation of fans, air purifiers and air cleaners respectively at BBI.

113. Mr Francis CHAU hoped that TD would respond to when BBI (Tseung Kwan O bound) would be commissioned on the day of the meeting. Furthermore, as TTC had reflected views on the bus routes and the road conditions of BBI on the day of the site inspection in July, he hoped that TD would give a response to the relevant improvement progress.

114. Mr LUI Man-kwong said the relevant departments could review and consider the provision of a ventilation system or corresponding facilities after the commissioning of BBI. He enquired about the exact commissioning date of BBI and asked TD to give an account of the unfinished procedures and the estimated completion date as soon as possible.

115. Ms Charis LEE of TD gave a consolidated response as follows:

- After the site inspection in July, TD, bus companies and the relevant works departments had conducted road improvement measures in response to the views of Members, which included improving the situation of narrow space in front of toll booths.
- TD had been working closely with bus companies to provide passenger facilities such as route maps and signs for waiting passengers; bus companies had also provided facilities such as regulator kiosks, at BBI. TD was closely examining the relevant equipment of bus companies and the preparatory work had been completed successively.
- TD would expedite the completion of the remaining works and announce the exact commissioning date of BBI as soon as possible.
- TD noted the views of Members on the provision of a ventilation system. After the commissioning of BBI, TD would pay close attention to the usage of BBI and explore the suggestion on the provision of fans, ventilation systems and air purifiers with the relevant contractors or works departments in due course.

116. Mr FUNG Kwan-on asked whether TD would include in the relevant paper the wording of its original pledge to commission BBI at the end of August.

117. Ms Charis LEE of TD said she would follow up with individual Members after the meeting.

118. Mr FUNG Kwan-on requested TD to amend the relevant papers and provide its answer to when the exact commissioning date of BBI would be on the day of the meeting. He enquired whether the commissioning date had been repeatedly delayed due to the need for bus companies to provide the relevant facilities. Moreover, he considered that regulator kiosks were not necessary passenger facilities and asked why the shelter of BBI (Kowloon bound) had not yet been installed.

119. The Chairman asked TD when CEDD handed over BBI to TD for handling matters related to the commissioning.

120. Mr Jeff TAM, Manager (Public Affairs) of KMB, responded that KMB had been carrying out relevant preparatory work. Electrical works were currently underway at BBI, and KMB would complete the remaining preparatory work in line with the works progress.

121. The Vice-Chairman asked whether the overall works progress was delayed due to electrical problems.

122. Ms Charis LEE of TD responded that the works departments were laying cables at BBI. TD would expedite the completion of the remaining works as soon as possible, which included completing the relevant electrical works and passenger facilities, and announce the exact commissioning date of the BBI as soon as possible.

123. Ms LEUNG Hin-yan said the representatives of TD had pledged to commence service of BBI and provide a ventilation system at the end of August during the site inspection. She hoped that TD would provide the exact commissioning date.

124. Mr LEUNG Li asked TD to clarify whether the commissioning date of the BBI (Tseung Kwan O bound) was delayed due to the electrical works and to answer when the estimated completion date of the relevant works would be. As the representatives of TD had mentioned during the site inspection that a ventilation system would be provided, he considered that fans should be installed at BBI at the very least and asked whether the relevant facilities would be installed when BBI was commissioned.

125. Ms Charis LEE of TD responded that TD would provide the exact commissioning date of BBI as soon as possible. Furthermore, TD would explore with CEDD the provision of a ventilation system after the commissioning of BBI subject to site conditions.

126. Mr LAI Wai-tong hoped that TD would provide a list of the remaining works procedures of BBI on the day of the meeting and explain why electrical problems were only discovered at the end of the works that made it necessary to lay the cables again. He asked the bus companies to respond to which passenger facilities had yet to be prepared and asked TD to provide a list of facilities of BBI, including the estimated completion date of the relevant facilities.

127. Mr FUNG Kwan-on hoped to move an extempore motion to request TD respond to when the works of BBI would be completed on the day of the meeting.

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

128. The Chairman said, as Mr FUNG Kwan-on had already submitted two motions on the day of the meeting, he suggested that Mr FUNG Kwan-on should invite other Members to move the

relevant extempore motion. He continued that a letter would be written to CEDD to enquire about the time to hand over the BBI to TD and another letter would be written to THB to convey the views of Members.

129. Mr LEUNG Li said TD did not respond to whether electrical works of BBI (Tseung Kwan O bound) were the only outstanding items to be completed. In his view, it appeared that TD was shirking responsibilities when it claimed CEDD had not yet handed over the venue. He hoped that the Secretariat could contact the representatives of CEDD on the day of meeting to enquire about the works progress.

130. Ms Charis LEE of TD clarified that TD did not mean to shirk its responsibilities; TD and CEDD had been co-operating in various aspects. At present, TD was carrying out works at BBI together with CEDD and HyD.

131. Mr LEUNG Li said he mainly would like to enquire whether the official commissioning date could be confirmed after solving the electrical problems.

132. Mr Justin NG, Assistant District Officer (Sai Kung)² of Sai Kung District Office, said he understood the concerns of Members and agreed that the delay in the commissioning date was undesirable. As the representative of TD did not have relevant information at the meeting, he suggested that Members could allow TD to provide the list of outstanding items after one week or several days so that the representative attending this meeting would have sufficient time to understand the situation in detail with the TD colleagues responsible for the works and CEDD before providing a written reply.

133. Ms LEUNG Hin-yan said Members expected TD to report on the progress at the meeting. However, there were no updates on the progress. She only found it acceptable if TD provided the commissioning date on the day of meeting and itemised the unfinished items.

134. The Chairman asked the Secretariat to call the representatives of CEDD to enquire about the date when the venue would be handed over to TD.

135. Ms Charis LEE of TD asked Members whether it was acceptable that TD replied with the relevant list and the commissioning date of BBI within two weeks.

136. Mr CHAN Wai-lit requested the suspension of the meeting until TD was able to reply with an exact commissioning date of BBI.

137. Mr LUI Man-kwong agreed to ask the Secretariat to call CEDD for enquiry. He asked whether TD could reply with the exact commissioning date and the relevant list in the afternoon of the meeting day so that Members could understand the unfinished works items and the estimated completion time for the works.

138. Ms Charis LEE of TD responded that the unfinished items included passenger facilities of bus companies such as signs, route maps, bus schedule display panels, regulator kiosks and queueing lines.

139. The Chairman asked whether the relevant bus companies or TD would be responsible for the painting of queueing lines and enquired about the lead time required.

140. Ms Christine WONG of KMB responded that bus companies were responsible for the painting of queueing lines, which was not a complicated procedure. However, she emphasised that bus companies had to obtain the approval from TD and confirm the platforms to be used by each bus route before arranging the painting of queueing lines.

141. Ms Penny CHUNG, Chief Public Affairs Officer of New World First Bus/Citybus, responded that New World First Bus (NWFB)/Citybus had installed simple publicity boards before the site inspection. At present, an information kiosk had already been provided and real-time arrival information display panels were to be provided. As for the queueing lines of bus stops, NWFB/Citybus could complete the works of painting queueing lines within one to two days.

142. The Chairman asked whether the lack of a regulator kiosk would affect the operation of BBI.

143. Mr Douglas MAK of KMB clarified that the relevant facility was a rest room for staff. KMB hoped to provide a suitable resting environment for use by the relevant supervisory staff and station assistants.

144. The Chairman enquired about the time needed for the works.

145. Mr Douglas MAK of KMB responded that being an operator instead of the owner of the venue, KMB had already carried out the related works after being notified by TD earlier. KMB was carrying out other preparatory work such as formulating the routes and providing bus captains with training.

146. Ms Penny CHUNG of NWFB/Citybus responded that NWFB/Citybus had been closely communicating and co-operating with TD to prepare for the commissioning of BBI. At present, most of the preparatory work had been completed and the remaining preparatory work would be completed as soon as possible upon receipt of the instructions from TD.

147. The Chairman asked the Secretariat to contact CEDD and report on its reply to Members.

148. Ms Debby CHAN said TD was unable to provide simple information or report on the progress at the meeting and considered that the representative of TD was supposed to be prepared before attending the meeting. She hoped that the Chairman would strictly request TD to provide an explanation of the delay in the works of BBI and the exact commissioning date. Moreover, she considered that the inconsistency in the responses from the representative of TD to the enquiries of Members involved conduct issues of officials.

149. Mr Brandon YIP said TD had been delaying the commissioning of BBI without providing the exact commissioning date thus far and shirked its responsibilities at the meeting. He took the view that a department should not be repeatedly allowed to make mistakes and requested immediate termination of the meeting.

150. The Chairman understood that Members were dissatisfied with TD. He said he had asked the Secretariat to contact CEDD for enquiry and that dissatisfaction with the repeated delay in the works of BBI would be sternly reflected to THB in writing.

151. Ms Charis LEE of TD gave a consolidated response as follows:

- TD was stepping up its efforts to handle the electrical problems of BBI.

- As a co-ordinator, TD neither shirked its responsibilities nor diverted attention. What she just responded at during the meeting was a statement about the unfinished works and facilities.
- TD understood the concerns of Members.
- TD would reply to what the exact commissioning date of BBI as soon as possible within two weeks.

152. Mr CHAN Wai-lit asked the Chairman whether his request for the suspension of the meeting would be handled.

153. The Chairman said, in view of the large number of agenda items of the meeting, items under Matters Arising should not be accumulated further. Therefore, the meeting would not be suspended.

154. Mr FUNG Kwan-on asked whether TTC could request TD to provide a reply on the day of the meeting.

155. Ms Charis LEE of TD responded that TD would provide the reply on the exact commissioning date of BBI within two weeks.

156. There being no amendment or objection from Members, the Chairman declared that the above motion was carried. He requested TD, NWFB/Citybus and KMB to follow up on the views of Members, and said the views of Members would be conveyed to THB and CEDD in writing.

(Note: Please also refer to paragraphs 290 to 302.)

(B) The 7 motions raised by Members (Bus)

(1) Request for providing a stop of bus route no. 296A in Tiu Keng Leng (SKDC(TTC) Paper Nos. 196/20, 244/20 and 270/20)

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

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

159. Mr LEE Ka-yui said KMB route no. 296A mainly provided service for residents of Sheung Tak Estate, Kwong Ming Court, Po Ming Court, Beverly Garden and areas in the vicinity of Tong Ming Street. The normal operation of the route could be supported by the existing service frequency. However, he considered that the route might not be able to accommodate more passengers and it would be difficult for the route to provide service for residents of Tiu Keng Leng even if it was extended. As the above route could reach Kwun Tong directly within a short time, making a detour to Tiu Keng Leng would increase the journey time, which would reduce the attractiveness of the route and affect the existing passengers. He hoped that TD and the bus company would consider the captioned suggestion carefully.

160. Mr Ricky OR considered that the suggestion would seriously affect the existing passengers of the route. Even if the suggestion was to be implemented, the service might not be able to cope with the increased passenger volume. He hoped that TD and the bus company would balance the demand of the existing passengers and residents of Tiu Keng Leng for direct bus services to Kwun

Tong by exploring the feasibility of the captioned suggestion or proposing other solutions.

161. Mr LAI Wai-tong considered that the captioned motion aimed to meet the traffic demand of residents of Tseung Kwan O South and Tiu Keng Leng for travelling to and from Kwun Tong, and TD should also encourage residents to make use of the interchange concession of bus routes. He hoped that TD and the bus company would review the overall traffic demand in Tseung Kwan O South and think about increasing the service frequency of route no. 296A when considering the captioned suggestion so as to cope with the increase in the passenger volume.

162. Mr LEUNG Li agreed that the existing services should not be reduced when introducing new routes or extending the existing routes. He reflected that residents of Tiu Keng Leng had a demand for direct bus services to Kwun Tong and said bus companies were welcome to consider exploring the feasibility of setting up a stop in Tiu Keng Leng. Moreover, he hoped that TD would consider setting up a stop of NWFB route no. 797 in Tiu Keng Leng to meet the demand of residents. If route no. 296A was to be extended, he believed that the passenger volume could be increased and the service frequency of the route could thus be increased.

163. Mr CHEUNG Wai-chiu suggested that KMB should consider increasing the service frequency of route no. 296A or switching to use buses of 12.8 metres in length to increase the carrying capacity so as to cope with the increase in the passenger volume.

164. Ms Charis LEE of TD gave a consolidated response as follows:

- After the commissioning of BBI, residents of Tiu Keng Leng could interchange to route no. 296A at BBI. They could also choose to take route nos. 796P and 796X and then interchange to route no. 797.
- The current service frequency of route no. 296A between Sheung Tak and Ngau Tau Kok was 6 to 12 minutes. TD would discuss the feasibility of adjusting the existing services with the bus company as appropriate subject to the number of passengers.

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

- KMB had been exploring with TD the feasibility of extending the service of route no. 296A to Tiu Keng Leng.
- After the commissioning of BBI, KMB would proactively consider allocating additional resources to provide direct services between Tiu Keng Leng and Kwun Tong. KMB would also proactively discuss with TD the feasibility of implementing the relevant proposal.

166. Mr LEE Ka-yui welcomed KMB's suggestion on the provision of point-to-point bus services directly between Tiu Keng Leng and Kwun Tong, which would reduce the impact on the existing passengers of route no. 296A. He hoped that KMB would report to TTC as soon as there was an updated proposal.

167. There being no amendment or objection from Members, the Chairman declared that the motion was carried. He requested TD and KMB to follow up on the views of Members and referred the motion to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

(Note: The meeting was temporarily chaired by the Vice-Chairman.)

(2) Proposal to increase the bus frequency of route no. 291P during morning peak hours and extend its service to Tsim Sha Tsui (SKDC(TTC) Paper Nos. 197/20, 245/20 and 271/20)

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

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

170. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried, and requested TD and KMB to follow up on the views of Members.

(3) Request for installing real-time bus arrival information display panels at Sheung Tak Estate Bus Terminus (SKDC(TTC) Paper Nos. 198/20, 246/20 and 272/20)

171. The Vice-Chairman said the motion was moved by Mr LEE Ka-yui and seconded by Ms Valerie WONG.

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

173. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried, and requested TD and KMB to follow up on the views of Members.

(4) Request for providing new mosquito traps at bus stops on Po Lam Road North (SKDC(TTC) Paper Nos. 199/20 and 247/20)

174. The Vice-Chairman said the motion was moved by Mr FUNG Kwan-on and seconded by Messrs CHEUNG Wai-chiu and CHUNG Kam-lun.

175. Members noted the written reply from the Food and Environmental Hygiene Department (FEHD).

176. Mr FUNG Kwan-on hoped that FEHD would provide information on the detailed locations where new mosquito traps had been placed and the statistics on mosquito infestation in different areas of Sai Kung district. Furthermore, he asked KMB to pay attention to the problem of stagnant water at the bus stop on Po Lam Road North and consider installing solar-powered mosquito electrocuting devices at the bus stop on the hillside opposite King Lam Estate, the bus stops opposite Po Yan House and Po Tak House of Po Lam Estate and the bus stop at Ying Ming Court near Po Lam Road North.

177. Mr Jeff TAM of KMB responded that KMB needed to review the situation before considering whether to provide the relevant facilities using internal resources. Moreover, he considered that measures to eliminate mosquito infestation should be introduced by the relevant government departments.

178. The Chairman asked whether KMB could provide mosquito traps at the bus stops.

179. Mr Jeff TAM of KMB reiterated that KMB would introduce relevant measures with additional resources according to the situation of individual bus stops.

180. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried, and requested FEHD to provide supplementary documents in response to the enquiries from Members.

**(5) Request for re-introducing bus services between Hang Hau and Hong Kong Island to alleviate the burden on other public transport carriers and for the convenience of residents
(SKDC(TTC) Paper Nos. 289/20, 313/20 and Paper on table (1))**

181. The Vice-Chairman said the motion was moved by Mr CHENG Chung-man and seconded by Mr Andrew CHAN.

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

183. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried, and requested TD and NWFB/Citybus to follow up on the views of Members.

**(6) Request for introduction of a bus route in Hang Hau operating via Tseung Kwan O Tunnel for the convenience of residents travelling to and from Tseung Kwan O
(SKDC(TTC) Paper Nos. 290/20, 314/20, 315/20 and Paper on table (2))**

184. The Vice-Chairman said the motion was moved by Ms Valerie WONG and seconded by Mr Ryan LEE.

185. Members noted the written replies from TD, KMB and NWFB/Citybus.

186. Ms Valerie WONG reflected that there was no whole-day bus service travelling directly between Hang Hau and BBI, and the existing services had to make a detour to Po Lam or areas in the hills before arriving at BBI. She asked why TD and bus companies did not consider introducing bus routes operating directly between Hang Hau and Kwun Tong or other districts.

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

- At present, KMB route nos. 98A and 98B provided special departures from Hang Hau directly to BBI during morning peak hours.
- After the commissioning of BBI, KMB would review statistics on the passenger volume to consider whether bus services between Hang Hau and BBI would be further enhanced.

188. Ms Penny CHUNG of NWFB/Citybus responded that there would be changes in the travel patterns of residents of Tseung Kwan O after the commissioning of the BBI. In addition, the Tseung Kwan O – Lam Tin Tunnel would soon be completed and NWFB/Citybus would review the bus route network in Tseung Kwan O by then.

189. Mr FUNG Kwan-on hoped that bus companies would continue to explore and follow up on the captioned suggestion. He also hoped that the representative of TD would grasp the time to understand the works progress of BBI with the relevant section and answer what the exact commissioning date of BBI would be after the lunch break.

190. Mr LAI Wai-tong suggested that TD and KMB should proactively explore the introduction of a bus route with an alignment similar to route no. 98A but operated via Tseung Kwan O Tunnel. TD currently suggested that residents of Hang Hau should interchange to route no. 296A at BBI. However, residents of Hang Hau travelling to other districts needed to interchange twice or more, which was relatively inconvenient, and the proposal would also affect the existing passengers of the route.

191. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried, and requested the follow-up by TD, NWFB/Citybus and KMB on the views of Members.

(7) Request for relocating the terminus of KMB route no. 91S to Tseung Kwan O Tunnel Bus-bus Interchange, changing the unidirectional route to operate in both directions and providing regular services for residents during morning and evening peak hours (SKDC(TTC) Paper Nos. 291/20, 314/20 and 343/20)

192. The Vice-Chairman said the motion was moved by Mr Ryan LEE and seconded by he himself, Mr Andrew CHAN, Ms Valerie WONG, Messrs Stanley HO and LAI Wai-tong.

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

194. Mr Ryan LEE said many members of the public were working from home due to the epidemic and the current passenger volume was therefore unable to reflect the actual situation. As the captioned suggestion was a long-term improvement option to cope with the traffic needs of residents of Clear Water Bay, he considered that TD and KMB should not preclude the implementation of the suggestion by referring to the current passenger volume.

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

- KMB was open to the suggestion. If the route would be extended, KMB would prefer to consider setting up the terminus in Kwun Tong. KMB needed to evaluate the additional vehicle mileage of the proposal to review whether it was necessary to adjust the fare.
- KMB would continue to review and explore the proposal and report on the progress to TTC after submitting an application to TD.

196. Mr LAI Wai-tong said the fares of route nos. 91S and 91 travelling to Diamond Hill were both \$7.4. If the terminus of route no. 91S was set up at BBI, the travelling distance of the route was supposed to be shorter than that of route no. 91. Therefore, he did not understand why TD had stated in its reply that the extension of route no. 91S to BBI would exert pressure on the existing fare. Furthermore, he suggested that if KMB would think about the extension of route no. 91S to Kwun Tong, consideration should also be given to route adjustment, making the route circular and return at Kwun Tong Police Station to reduce the impact of traffic congestion in Kwun Tong Town Centre on the route.

197. Mr Eddie WAN of TD gave a consolidated response as follows:

- TD understood that the epidemic would have a certain impact on the demand for public transport services. TD would pay close attention to the changes in passenger volume and continue to conduct regular investigations to review service arrangements.
- The extension of the route might lead to adjustments to the Scale of Fares of the route. The

actual scale of the route and the limit on the fare needed to be determined according to the actual distance travelled by the route.

198. Mr Ryan LEE said according to online maps, the distance travelled by route no. 91 was 19.3 km while the distance travelled by route no. 91S was only 7.1 km.

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

- She reiterated that KMB was open to the suggestion. The travelling distance and the relevant fare were among the factors to be considered when KMB adjusted its routes.
- KMB noted Members' suggestion on the provision of a stop on the return trip of the circular route. Regarding the terminus of the route, it was necessary for KMB to consider various factors, including safety issues of the relevant locations. She emphasised that KMB was examining the proposals with a proactive attitude.

200. Ms Valerie WONG asked about the reasons for TD to take the view that the increase of 3.6 km in the travelling distance of route no. 91S would exert pressure on its fare. Moreover, she asked TD to explain the factors considered in determining the fare of routes and the calculation ratio of the fare to the travelling distance.

201. Mr Eddie WAN of TD responded that TD would determine the fare of routes based on the actual travelling distance and with reference to the upper limits of distance and fare specified in the Scale of Fares.

202. Ms Valerie WONG hoped that TTC could write to TD to request an explanation of the calculation ratio of the fare to the actual travelling distance for Members' reference.

203. There being no amendment or objection from Members, the Vice-Chairman declared that the above motion was carried. He requested TD and KMB to follow up on the views of Members and said TTC would write to TD to follow up on the enquiries of Members.

(C) The 2 questions raised by Members (Bus)

(1) Enquiry about the lost trip problem of New World First Bus route no. 796X (SKDC(TTC) Paper Nos. 200/20, 265/20 and 273/20)

204. The Vice-Chairman said since Mr CHAN Wai-lit who raised the above question was not present, there would neither be discussion at the meeting nor deferred discussion at the next meeting for the question.

(2) Enquiry about the detailed bus frequency information of route nos. 798 and 798AB and measures for improving the lost trip problem (SKDC(TTC) Paper Nos. 201/20, 266/20 and 274/20)

205. The Vice-Chairman said the question was raised by Ms Valerie WONG.

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

207. The Chairman hoped that TD and NWFB would follow up on the problem of increased journey time of route no. 798A after adjusting the alignment. He said residents had relayed that

the journey time for the route heading towards Fo Tan was 30 minutes longer than before, while the journey time for the route heading towards Tseung Kwan O was 15 minutes longer than before.

208. Ms Valerie WONG reflected that the special departures of route nos. 798A and 798B were often not operated according to the time specified in the schedule of service, and hoped that NWFB would follow up and make improvements.

209. Ms Penny CHUNG of NWFB/Citybus gave a consolidated response as follows:

- According to the records, under normal traffic conditions, the journey time of route no. 798A heading towards Sha Tin after the route adjustment was similar to that before the adjustment, while the journey time heading towards Tseung Kwan O was about five minutes longer than before. Regarding the situation just mentioned by Members, she welcomed the provision of more information by Members to facilitate the company's follow-up.
- NWFB noted the situation of delayed departures of route nos. 798A and 798B mentioned by Members and would continue to closely monitor the operation of the routes.

210. Ms Charis LEE of TD responded that TD would continue to pay close attention to the operation of route nos. 798A and 798B and conduct site investigations in due course.

211. Mr TSE Ching-fung reflected that residents welcomed the arrangements for the route adjustment. He suggested that TD and NWFB should consider providing whole-day bus services to and from Sha Tin district and introducing separate routes to serve Tseung Kwan O South and Tseung Kwan O North respectively.

212. Mr LAI Wai-tong hoped that NWFB would provide statistics on the passenger volume since the route adjustment and hoped that TD would pay attention to the positioning of route no. 798 series as well as the two bus routes between Tseung Kwan O and Ma On Shan soon to be tendered, so as to avoid an overlap of services and affecting the passenger volume of the relevant routes.

213. Ms Charis LEE of TD responded that she would relay The views of Members to TD colleagues of the relevant section.

214. The Vice-Chairman asked TD and NWFB to follow up on the views of Members and requested NWFB to provide statistics on the passenger volume.

215. The Vice-Chairman said the various items related to bus services that had been discussed at the meeting earlier would be referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

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

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 3rd meeting of TTC in 2020
(Paragraph 213 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 292/20)**

216. Members noted the paper.

**(2) Request the Government to look into the provision of shelters and seats for public minibus stops as appropriate
(Paragraphs 214 to 218 of the minutes of the previous meeting)**

217. Mr LAI Wai-tong hoped that TD would consider the provision of shelters and seats for public minibus stops in Tseung Kwan O South as soon as possible and took the view that TD had the responsibility to provide the relevant passenger facilities.

218. The Chairman said TD had stated at the meetings of the last-term TTC that priority would be accorded to the provision of shelters for public light bus termini in the district, such as the public light bus terminus in Sai Kung and the public light bus terminus in Hong Sing Garden. He enquired about the progress of the relevant follow-up.

219. Ms Charis LEE of TD responded that TD had been encouraging minibus operators to consider the provision of shelters and seats at suitable locations depending on their operation and the technical feasibility.

220. The Chairman hoped that the representative of TD would search for the information provided by the department at the meetings of the last-term TTC and then report and discuss again at the next meeting.

221. The Chairman said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

**(3) Suggest increasing the number of vehicles of the New Territories GMB route no. 15M to enhance the service frequency
(Paragraphs 219 to 221 of the minutes of the previous meeting)**

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

**Request for deploying 19-seat public light buses to operate all trips of the New Territories GMB route no. 15M during peak hours so as to enhance the service
(SKDC(TTC) Paper Nos. 207/20 and 276/20)**

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

224. Members noted the written reply from TD.

225. The Chairman said only two minibuses were serving GMB route no. 15 at present. As the minibus operator was unable to deploy more vehicles for providing services, he hoped that 19-seat public light buses could be deployed for the route so as to increase the passenger volume. He also mentioned that vacant minibuses were often parked at the minibus stop of GMB route no. 17 and considered that TD should monitor and urge minibus operators to maintain a certain number of vehicles for providing services.

226. Ms Charis LEE of TD responded that TD would closely monitor the relevant services and follow up with the operator on the parking of vehicles.

227. The Chairman said if additional vehicles or 19-seat public light buses could not be deployed for providing services, he would not support future proposals to increase the fares submitted by the minibus operator.

228. Ms Charis LEE of TD responded that TD had asked the operator to consider providing additional 19-seat public light buses and deploy vehicles flexibly according to the actual situation to reduce the waiting time of passengers.

229. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested TD to follow up on the views of Members, and the motion was referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

(4) Study on rationalising GMB route nos. 114A and 114B serving Tseung Kwan O South (Paragraphs 222 to 231 of the minutes of the previous meeting)

230. Mr LAI Wai-tong reflected that the passenger volume of GMB route nos. 114A and 114B was very low throughout the day. He hoped that TD and the operator would explore the rationalisation of the relevant services to increase the passenger volume and reduce the operational pressure on the operator.

231. Mr TSE Ching-fung hoped that TD would consider adjusting the whole-day service of route no. 114A by making a detour to Sheung Tak. He also reflected that minibus drivers often failed to implement the section fare arrangement of route nos. 114A and 114B, and hoped that TD would supervise the operator.

232. Ms Charis LEE of TD gave a consolidated response as follows:

- TD would remind the operator to follow up and handle the problem related to section fares.
- Regarding the development in the vicinity of Tseung Kwan O South, TD would explore the feasibility of the rationalisation of routes with the public transport service operators in due course.

233. Mr TSE Ching-fung reflected that route no. 114A was often re-routed without any authorisation and hoped that TD would supervise the operator.

234. Ms Charis LEE of TD responded that TD would follow up on the situation with the operator.

235. The Chairman said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

(5) Proposal to provide stops of New Territories GMB route no. 10M in King Lam Enquiry about the reasons for not providing a stop of New Territories GMB route no. 10M (Well On Garden bound) at Po Lam Road North and other relevant information (Paragraphs 232 to 243 of the minutes of the previous meeting)

236. The Chairman hoped that TD would explore the provision of a stop of GMB route no. 10M

near King Lam.

237. Ms Charis LEE of TD responded that TD would consider exploring the suggestion.

238. The Chairman said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

**(6) Enquiry about the low service frequency of New Territories GMB route no. 17M
(Paragraphs 244 to 257 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 203/20)**

239. Members noted the written reply from TD.

240. Mr CHOI Ming-hei reflected that the frequency of departures set out in TD's written reply did not reflect the actual situation, and suggested conducting a site inspection and counting vehicles at the stops with TD. He would also step up inspections on the service frequency of GMB route no. 17M.

241. Ms Charis LEE of TD gave a consolidated response as follows:

- TD had been monitoring the passenger demand of route no. 17M and conducting site investigations. TD would review the service quality with the operator if necessary.
- TD welcomed the arrangement for conducting a site investigation with Members at the stops.

242. The Chairman said the relevant Members could conduct a site inspection with the representative of TD. He also said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

**(7) Request for introducing whole-day minibus service in both directions from Po Lam and Hang Hau to Mong Kok
(Paragraphs 259 to 271 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 204/20)**

243. Members noted the written reply from TD.

244. Mr FUNG Kwan-on said he did not accept the latest reply from TD and hoped that TD would study the proposal and provide information related to the study. TD should give separate response to items (a) to (e) of the considerations set out in the last reply, i.e. SKDC(TTC) Paper No. 163/20, and provide supplementary information.

245. Mr CHUN Hoi-shing considered that the reply from TD did not explain why minibus service in both directions from Po Lam and Hang Hau to Mong Kok could not be introduced and that TD needed to provide more details and statistics of the study. He also reiterated the demand for the relevant services.

246. Ms Charis LEE of TD responded that TD noted the views of Members and there would be changes in the travel patterns of the public after the commissioning of BBI. TD would explore the feasibility of the rationalisation of routes with various transport service operators in due course.

247. The Chairman considered that there was a pressing need for the relevant services and asked TD to consider the suggestion in detail.

248. Mr FUNG Kwan-on requested TD to provide supplementary information and statistics of the relevant study in response to items (a) to (e) of the considerations set out in the last reply respectively.

249. Ms Valerie WONG pointed out that TD had repeatedly stated that the review of the existing public transport services would have to wait until the commissioning of the BBI. Therefore, she enquired about the commissioning date of the BBI.

250. Mr LAI Wai-tong considered that TD had been passive towards the regulation of minibuses and the handling of the relevant suggestions. At the same time, TD did not provide TTC with sufficient information and statistics. He hoped that the government department would make improvements.

251. Ms Charis LEE of TD responded that TD would provide a written reply after the meeting in response to items (a) to (e) of the considerations set out in the last reply.

252. The Chairman said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work. He also asked TD to provide the relevant documents before the meeting of the Working Group to be convened in October.

**(8) Request for studying enhancement of the routings of GMB route nos. 110 and 110A operating via Kai Tak New Development Area and the commercial and industrial area of Kwun Tong respectively
(Paragraphs 272 to 280 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 204/20)**

253. Members noted the written reply from TD.

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

**Proposal to extend the service hours of minibus route no. 110 to late-night period or introduce an overnight minibus route to and from Kowloon
(SKDC(TTC) Paper Nos. 208/20 and 277/20)**

255. 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, LAI Ming-chak, LAI Wai-tong, FUNG Kwan-on and CHUN Hoi-shing.

256. Members noted the written reply from TD.

257. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested TD to follow up on the views of Members, and the motion was referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

- (9) Enquiry about the works progress of the minibus stop shelter of route no. 4A at Hong Kin Road, Tui Min Hoi
(Paragraphs 509 to 510 of the minutes of the previous meeting)
(SKDC(TTC) Paper Nos. 205/20 and 341/20)**

258. Members noted the written replies from TD.

259. The Chairman said the above item would be retained and referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

(B) The 5 motions raised by Members (Minibus)

- (1) Request for providing a shelter at the minibus terminus at Clear Water Bay Second Beach as early as possible to provide a rain shelter for awaiting passengers
(SKDC(TTC) Paper Nos. 206/20 and 275/20)**

260. The Chairman said the motion was moved by Mr Ryan LEE and seconded by Messrs CHENG Chung-man, Andrew CHAN and Ms Valerie WONG.

261. Members noted the written reply from TD.

262. Mr Ryan LEE reflected that there were many awaiting passengers at the captioned location and the provision of a shelter was therefore necessary. He asked the department about the timetable for the provision of a shelter at the location.

263. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD, responded that HyD had examined the situation of underground facilities at the proposed location earlier. After the inspection, it was found that the provision of a shelter was highly feasible because of the small number of underground facilities at the location. HyD was preparing to apply for an excavation permit and make temporary traffic arrangements for carrying out the relevant works.

264. Mr Ryan LEE enquired about the actual timetable for the works.

265. Mr TSE Leung-yau of HyD responded that HyD needed time to apply for an excavation permit, and it also took time for the relevant temporary traffic arrangements to be approved and the shelter for the minibus terminus to be produced. HyD anticipated that the whole project could be completed in the first quarter of next year.

266. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested HyD to follow up on the views of Members.

- (2) Request for deploying 19-seat public light buses to operate all trips of the New Territories GMB route no. 15M during peak hours so as to enhance the service
(SKDC(TTC) Paper Nos. 207/20 and 276/20)**
- (3) Proposal to extend the service hours of minibus route no. 110 to late-night period or introduce an overnight minibus route to and from Kowloon
(SKDC(TTC) Paper Nos. 208/20 and 277/20)**

267. The Chairman said motions (2) and (3) had been discussed together with other items and carried earlier.

**(4) Request for increasing the frequency of special departures of minibus route no. 103M during peak hours for picking up awaiting passengers midway through the route to address the situation where demand exceeds supply
(SKDC(TTC) Paper Nos. 209/20 and 278/20)**

268. The Chairman said the motion was moved by Mr Ryan LEE and seconded by Messrs CHENG Chung-man, Andrew CHAN and Ms Valerie WONG.

269. Members noted the written reply from TD.

270. As a question related to minibus service was relevant to the above item, and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Service frequency problem of GMB route nos. 103, 103M and 16
(SKDC(TTC) Paper Nos. 211/20 and 280/20)**

271. The Chairman said the question was raised by Mr Ryan LEE.

272. Members noted the written reply from TD.

273. Mr Ryan LEE said the passenger volume of GMB route no. 103M was not high at present due to the epidemic, and the relevant statistics were unreliable. He hoped that TD would consider providing special departures to cope with the passenger demand during peak hours.

274. Mr Eddie WAN of TD responded that TD would closely monitor the change in the passenger demand, continue to arrange investigations to understand the actual passenger volume and monitor the service arrangements of the operators.

275. Mr Ryan LEE asked whether GMB route no. 16 departed every hour after 7 p.m. In addition, he reflected that the route was not operated according to the time specified in the schedule of service and there were early departures.

276. Mr Eddie WAN of TD responded that TD would pay attention to the situation and arrange an investigation to review the time of departure of the route. TD would follow up with the operator for improvements depending on the result of the investigation.

277. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested TD to follow up on the views of Members, and the motion was referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

**(5) Request for strengthening the regulatory regime of minibus services, streamlining the re-routing procedures and facilitating minibus services in Sai Kung district to meet residents' demand
(SKDC(TTC) Paper Nos. 210/20 and 279/20)**

278. 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.

279. Members noted the written reply from TD.

280. Mr LAI Wai-tong hoped that TD would study the inclusion of representatives of District Councils (DCs) in the Green Minibus Operators Selection Board as ex-officio members to promote the development of minibuses routes. Moreover, he said there were many routes without complete survey data in the reply from TD. Therefore, he asked TD whether there was a fixed regulatory regime of the operation of minibuses services and how it would monitor the operation of the operators. He also hoped that TD would simplify the existing procedures involved in revising the routes and stops of GMB routes.

281. Ms Charis LEE of TD gave a consolidated response as follows:

- TD noted the views of Members. She would explore the suggestions with the colleagues of the Public Light Bus Section of TD.
- After new routes came into operation, TD would discuss the adjustment of services with the operators in due course in response to the district development and passenger needs.
- TD would conduct investigations at different times and report to TTC when the relevant information of the routes of Members' concern was available.

282. There being no amendment or objection from Members, the Chairman declared that the above motion was carried, and requested TD to follow up on the views of Members and provide supplementary information. The Chairman also referred the motion to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

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

(1) Service frequency problem of GMB route nos. 103, 103M and 16 (SKDC(TTC) Paper Nos. 211/20 and 280/20)

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

(2) Service operation of minibus route no. 102B (SKDC(TTC) Paper Nos. 212/20 and 281/20)

284. The Chairman said Mr CHENG Chung-man had appointed Mr Andrew CHAN to raise the question on his behalf.

285. Members noted the written reply from TD.

286. Mr Andrew CHAN reflected that there had been frequent lost trip problem and re-routing of GMB route no. 102B. Although residents had lodged complaints to TD via 1823, no reply had been received yet. He hoped that TD could find out the situation and urge the operator to make improvements.

287. Ms Charis LEE of TD gave a consolidated response as follows:

- TD would follow up with the minibus operator on the situation mentioned by Members.
- Minibus operators were required to operate the minibus routes according to the routes and timetable in the schedule of service, otherwise TD would follow up with the relevant

operators as appropriate.

288. The Chairman asked TD to follow up on the views of Members and said the issue would be referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

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

(The meeting resumed at 3:45 p.m.)

290. The Chairman asked whether TD had any updates on the commissioning date of BBI.

291. Ms Charis LEE of TD responded that BBI would be commissioned in early October based on the assessment of the current situation. TD would announce the exact commissioning date within this month and notify the relevant DCs.

292. The Chairman asked TD to notify the Sai Kung District Council (SKDC) in writing.

293. Mr FUNG Kwan-on requested TD to provide the exact commissioning date.

294. Mr LAI Wai-tong hoped that TD would submit a list of the remaining works procedures of BBI in writing within one to two days to inform TTC and the public of the works progress. Moreover, he hoped that TD could provide the exact commissioning date and a written explanation of the repeated delay in the commissioning date of BBI before 23 September.

295. Mr CHUNG Kam-lun said TD had stated that BBI would be commissioned in early October. He considered that TD could be requested to solve the electrical problems mentioned earlier and commence operation of BBI by 10 October. He suggested holding a special meeting of TTC or an informal meeting to follow up on the progress of the commissioning before 10 October.

296. Mr LUI Man-kwong agreed that it was necessary to meet with TD again before the commissioning of BBI so as to review the progress of BBI.

297. The Chairman asked TD to note the views of Members and provide TTC with a written reply regarding the commissioning date of BBI as soon as possible.

298. Mr FUNG Kwan-on asked whether a special meeting would be convened in early October.

299. The Chairman said a special meeting on the commissioning of BBI would be convened before 10 October.

(Post-meeting note: As TD had held a briefing on the commissioning arrangements of BBI (Tseung Kwan O bound) for SKDC on 24 September, the Chairman decided not to convene a special meeting on the subject matter before 10 October.)

300. Mr LAI Wai-tong hoped that TD would provide TTC with a reply on the exact commissioning date of BBI, a list of the remaining works items and an explanation of the repeated delay in the works progress before 23 September.

301. Mr FUNG Kwan-on doubted whether BBI (Tseung Kwan O bound) could be officially commissioned in early October.

302. Ms Charis LEE of TD responded that TD would give a reply on the exact commissioning date of BBI (Tseung Kwan O bound) before 25 September.

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 3rd meeting of TTC in 2020
(Paragraph 182 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 213/20)**

303. 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
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
Enquiry about the reasons for not adopting the wording of “The machine is under maintenance. Thank you for your understanding.”
(Paragraphs 183 to 210 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 214/20)**

304. As an item related to MTR referred by the full council meeting of SKDC was relevant to the above issue, and there being no objection from Members, the Chairman declared that the items would be discussed together.

**Request MTR to honour its undertaking to complete upgrading the signalling system for Tseung Kwan O Line by 2021 and to increase the frequency of train service between LOHAS Park and North Point
(SKDC(M) Paper Nos. 164/20, 192/20, 193/20 and 209/20)**

305. Ms Stephanie WAI, Assistant Public Relations Manager – External Affairs of MTRCL, reported that the maintenance team of MTRCL had been following up on the delivery of parts and the restoration works, and the relevant progress was behind schedule. MTRCL had followed up with the contractor proactively, and the damaged facilities along the Tseung Kwan O Line would be replaced with another batch of parts in September. MTRCL would provide TTC with the updates on the restoration progress as soon as possible.

306. Ms Valerie WONG asked whether there were any updates on the statistics on the restored facilities since June.

307. Mr Chris CHEUNG said he was concerned about the upgrading of the signalling system of the Tseung Kwan O Line. He reflected that the population had been increasing and new public housing would be developed in the Tseung Kwan O area. However, the upgrading works of the signalling system of the Tseung Kwan O Line had been delayed and would only be completed in 2026. He considered that the replies from the relevant government departments were unacceptable and asked the representative of MTRCL about the latest information.

308. Mr LUI Man-kwong enquired about the progress of the repair works and the latest information, and hoped that MTRCL could ensure the completion of the repair works of the Tseung Kwan O Line within October. He asked whether the upgrading works of the signalling system of the Tseung Kwan O Line could be carried out simultaneously with the relevant works of other MTR Lines.

309. Mr LAI Wai-tong hoped that MTRCL would complete the restoration of facilities in Tseung Kwan O Station as soon as possible and work in parallel with the relocation of the Customer Service Centre as well as the installation of gates being carried out in the station. Moreover, he asked MTRCL to follow up on the restoration progress of the add-value machines at Exit A in Hang Hau Station.

310. Mr CHUN Hoi-shing hoped that MTRCL would expedite the study and the site inspection concerning the setting up of MTR Fare Savers in Po Lam.

311. Mr CHUNG Kam-lun said that in view of the recent problems with the signalling system of the East Rail Line, he asked whether MTRCL would introduce relevant improvement measures to prevent similar situations from happening in the signalling system of the Tseung Kwan O Line, which would delay the upgrading works of the signalling system.

312. Mr FUNG Kwan-on hoped that MTRCL would follow up on the setting up of MTR Fare Savers in Po Lam and considered that Po Lam Shopping Centre or other shopping centres in the area were feasible locations.

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

- As the parts were only delivered in September, the progress of the repair works in the past few months was slow. MTRCL apologised for the inconvenience caused to passengers and would provide TTC with the updates on the restoration progress as soon as possible.
- The epidemic had been volatile in the past few months. As the recent epidemic situation was relatively stable, MTRCL would conduct a site inspection at the proposed locations of MTR Fare Savers with the relevant Members.
- As the damage to the facilities in Tseung Kwan O Station were comparatively serious, MTRCL needed to review the ways to allocate the relevant parts to the stations along the Tseung Kwan O Line. MTRCL would strive for the early completion of the restoration works of passenger service facilities at Exit A in Hang Hau Station.
- MTRCL had established a Commission of Inquiry in response to the problems with the signalling system of the Shatin to Central Link earlier and would account to the public for the result of the investigation as soon as possible. She said the signalling system of the

Shatin to Central Link and the related works of the Tseung Kwan O Line were not under the same project.

- Regarding the recent accident related to the signalling system of the Tsuen Wan Line, MTRCL had implemented improvement measures based on expert reports. Rectification of and follow-up to the problems with the signalling system of the Tsuen Wan Line were underway and the relevant works of the Tsuen Wan Line were expected to complete in 2023.
- For safety reasons and after careful considerations, MTRCL took the view that the works of the signalling system of the Tsuen Wan Line should be completed first, which would form the basis for the signalling systems of other MTR Lines. MTRCL would carry out advance preparation work for the upgrading works of the signalling system of the Tseung Kwan O Line concurrently, which included the studies related to technical equipment, the installation of devices for the system, etc.
- Regarding the order of the signalling system upgrading works, as the Tseung Kwan O Line was connected to the Island Line and the Kwun Tong Line, and the Tseung Kwan O Line had a shorter service life than the other two lines, MTRCL had arranged the works of the signalling systems of the Island Line and the Kwun Tong Line to be carried out first.

314. Mr LAI Wai-tong hoped that MTRCL would provide a reply after the meeting to explain from a technical perspective whether the service frequency of trains heading towards North Point / Po Lam would be increased after the upgrading of the signalling system of the Tseung Kwan O Line, especially whether the passenger capacity of trains departing from Po Lam during peak hours would be increased.

315. Ms Stephanie WAI of MTRCL responded that MTRCL anticipated an increase of ten per cent in the overall passenger capacity after the signalling systems of the seven lines were all upgraded. Regarding the changes in the train frequency and passenger capacity of the Tseung Kwan O Line from Po Lam to North Point after the completion of the system upgrade, a reply would be provided later.

316. Mr Chris CHEUNG considered that the population growth in Tseung Kwan O was more substantial than that in Hong Kong Island, and the Island Line was also connected to other MTR Lines similar to the Tseung Kwan O Line. Therefore, he did not understand the explanation given by MTRCL for the order of the works and considered that postponing the completion of the Tseung Kwan O Line project until 2026 to 2027 was too late. He hoped that TTC would write to THB to strongly demand the early completion of the signalling system upgrading works of the Tseung Kwan O Line.

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

- MTRCL was still carrying out the related works according to the revised timetable. If the signalling system upgrading works could be carried out smoothly in the future, MTRCL would also be pleased to see the works to be completed ahead of schedule.
- As the networks of the signalling systems were interconnected, MTRCL considered that the related works of the seven MTR Lines should be completed in phases based on risk assessments and safety considerations.
- The signalling system of the Tseung Kwan O Line was the newest among those of the other MTR Lines and MTRCL had therefore made the current arrangements for the order of the signalling system upgrading works.

318. The Chairman requested MTRCL to follow up on the views of Members and provide

supplementary information, and said the views of Members would also be conveyed to THB in writing. With the consent of Members, the Chairman declared that the item “Enquiry about the reasons for not adopting the wording of ‘The machine is under maintenance. Thank you for your understanding.’” would be deleted at the next meeting while the other items would be retained.

(B) Items referred by Sai Kung District Council Meeting (MTR)

- (1) **Request MTR to honour its undertaking to complete upgrading the signalling system for Tseung Kwan O Line by 2021 and to increase the frequency of train service between LOHAS Park and North Point (SKDC(M) Paper Nos. 164/20, 192/20, 193/20 and 209/20)**

319. The Chairman said item (1) had been discussed with other items earlier.

- (2) **Request MTR to set up entry/exit gates at Exit B and other suitable locations of LOHAS Park Station to provide convenience to residents (SKDC(M) Paper Nos. 249/20 and 276/20)**

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

Request MTRCL to expeditiously allow access to Exit B in LOHAS Park Station for the convenience of the public (SKDC(TTC) Paper Nos. 295/20 and 323/20)

321. The Chairman said the motion was moved by Mr CHOI Ming-hei and seconded by he himself, Messrs CHENG Chung-man, Stanley HO, Francis CHAU, CHUN Hoi-shing, FUNG Kwan-on, Gary FAN, LEUNG Li, LAI Ming-chak, LUI Man-kwong, LAI Wai-tong and CHUNG Kam-lun.

322. Members noted the written reply from MTRCL.

323. The Chairman hoped that MTRCL would expeditiously allow access to Exit B in LOHAS Park Station, which provided a direct access to the new shopping centre in LOHAS Park.

324. Ms Stephanie WAI of MTRCL responded that the new shopping centre in LOHAS Park was currently open in phases, and the relevant team of MTRCL had been following up on the progress. The relevant Members would be notified if any updates were available.

325. There being no amendment or objection from Members, the Chairman declared that the above motion was carried and requested MTRCL’ to follow up on the views of Members.

(C) The 3 motions raised by Members (MTR)

326. As motions (1) and (2) were relevant, and there being no objection from Members, the Chairman declared that the items would be discussed together.

- (1) **Request MTRCL to provide additional single journey ticket issuing machines at Exits A and B in Tseung Kwan O Station (SKDC(TTC) Paper Nos. 293/20 and 322/20)**

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

(2) Request MTRCL to provide additional single journey ticket issuing machines at Exits A and B in Hang Hau Station (SKDC(TTC) Paper Nos. 294/20 and 322/20)

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

329. Members noted the written reply from MTRCL regarding the above two motions.

330. Mr LUI Man-kwong suggested that MTRCL should provide additional single journey ticket issuing machines at exits of the MTR stations and considered that space was still available at the relevant locations.

331. Mr TSE Ching-fung said although there was a high flow of people in Tseung Kwan O Station, only five ticket issuing machines were provided at Exit C, and passengers had to queue up to purchase tickets during peak hours. As MTRCL was carrying out the relocation of the Customer Service Centre in Tseung Kwan O Station, he considered that MTRCL could take this opportunity to improve the facilities of Tseung Kwan O Station and suggested that MTRCL should consider the provision of additional single journey ticket issuing machines at Exits A and B.

332. Mr Andrew CHAN hoped that MTRCL would flexibly deploy the existing single journey ticket issuing machines in Tseung Kwan O Station and Hang Hau Station to facilitate the purchase of tickets by passengers.

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

- MTRCL would provide passengers with different or more convenient options so that they could purchase tickets in the form of non-cash or digital cash in response to future development trends, which would be especially convenient for passengers under the current epidemic situation.
- MTRCL understood that some passengers were unfamiliar with digital cash payment. Therefore, the existing ticketing facilities in MTR stations would be retained.
- At present, the major considerations of MTRCL in determining the locations for the provision of ticket issuing machines were to avoid affecting the flow of people in the station and whether the provision of ticket issuing machines at the relevant locations could enable a smooth flow of passengers.
- MTRCL noted the suggestions of Members on the re-organisation of the locations of ticket issuing machines in the stations. If future relocation or re-organisation was necessary, the relevant views would be considered.

334. There being no amendment or objection from Members, the Chairman declared that the above two motions were carried and requested MTRCL to follow up on the views of Members.

(3) Request MTRCL to expeditiously allow access to Exit B in LOHAS Park Station for the convenience of the public

(SKDC(TTC) Paper Nos. 294/20 and 323/20)

335. The Chairman said motion (3) had been discussed together with another item and carried earlier.

(Note: The meeting was temporarily chaired by the Vice-Chairman.)

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
(Paragraph 306 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 296/20)**

336. Members noted the paper.

- (2) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(Paragraph 307 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 297/20)**

337. 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
(Paragraphs 308 to 316 of the minutes of the last meeting)**

338. The Chairman asked TD about the progress of conducting trial run at Tsui Lam Road.

339. Mr Jason LAU, Engineer/Special Duties 1 of TD, responded that owing to the influence of the epidemic and continual class suspension, TD would take into account the epidemic development and arrange another trial run under suitable conditions and after the traffic resumed normal in order to determine whether the suggestion was technically feasible.

340. The Vice-Chairman said as there had been repeated delays in handling the matter, he hoped that TD would provide the relevant statistics at the next meeting. He then declared that the above item 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
(Paragraphs 317 to 324 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 217/20)**

341. Mr Ryan LEE enquired whether TD had any proposals to tackle the traffic congestion at the roundabout between Hang Hau Road and Clear Water Bay Road.

342. Mr Thomas WANG, Engineer/Sai Kung of TD, responded that according to the traffic impact assessment (TIA) report on the public housing development to the northwest of Ying Yip Road, the project included construction of a carriageway at Ying Yip Road and widening the Ying Yip Road exit of the roundabout to a two-lane carriageway. As mentioned in the TIA report, Clear Water Bay Road, Ying Yip Road and Hang Hau Road could then cope with the transport demand until 2031. Having regard to the above information, TD reckoned that it was not necessary to consider further measures for the time being.

343. Mr Ryan LEE enquired whether TD meant that residents in Clear Water Bay would have to tolerate the traffic congestion problem until 2031.

344. Mr Thomas WANG of TD replied that the actual completion date of the works would be earlier than 2031.

345. The Vice-Chairman declared that the above item 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
(Paragraphs 325 to 330 of the minutes of the last meeting)**

346. The Chairman said investigation works for the project of the covered walkway and escalator link system between Hong Sing Garden and Po Hong Road should have commenced in late 2019. He enquired whether information on the relevant alignment was available at present.

347. Mr NG Kin-fung, District Engineer/Tseung Kwan O of HyD, gave a consolidated response as follows:

- The consultant had started undertaking the investigation study and initial design last year.
- The Works Division of HyD was currently preparing for geotechnical investigations, which were expected to commence at the end of 2020.
- HyD needed to consider relevant investigation data to study the alignment proposals and would report to TTC once further information was available.

348. The Chairman enquired about the latest progress of other hillside connectivity works.

349. Mr Jason LAU of TD responded that TD would examine the hillside connectivity works proposals received in recent years under the newly revised mechanism, including the proposal for hillside escalator links and elevator systems (HEL) connecting Tsui Lam Estate and King Ming Court to To Lok Road. TD would carry out initial screening and detailed scoring for all projects that fell within the scope of HEL to determine the priority for implementation. TD anticipated that the screening work would be completed within 2020.

350. The Vice-Chairman asked HyD to continue to follow up the matter and declared that the above item would be retained.

**(6) 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
(Paragraphs 331 to 346 of the minutes of the last meeting)**

351. As a question on “road works/facilities” was related to the above matter and there being no objection from Members, the Vice-Chairman declared that the items would be discussed together.

**Enquiry about the commissioning date of the traffic lights in Pak Shek Wo
(SKDC(TTC) Paper Nos. 266/20, 251/20 and 252/20)**

352. The Vice-Chairman said the question was raised by he himself.

353. Members noted the written replies from TD and HyD.

354. The Vice-Chairman said the traffic lights in Pak Shek Wo had been originally planned to be commissioned in June 2020, but the exact date had yet to be confirmed. He enquired about the time required for CLP Power Hong Kong Limited (CLP) to apply for an excavation permit.

355. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD, gave a consolidated response as follows:

- CLP had completed the cable laying works, and HyD anticipated that the traffic lights would be commissioned in October 2020.
- HyD had prepared the relevant traffic signs. It was expected that the signs would be displayed at the location concerned during the period from two weeks before the commissioning date to one month afterwards.
- HyD anticipated that the traffic lights would have been commissioned before the next meeting. Once the exact commissioning date was confirmed, HyD would notify Members immediately.

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

**(7) 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
(Paragraphs 347 to 349 of the minutes of the last meeting)**

357. The Vice-Chairman asked HyD to continue to follow up the matter. With Members’

consent, the Vice-Chairman declared that the above item would be deleted at the next meeting.

- (8) 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
(Paragraphs 350 to 352 of the minutes of the last meeting)

358. The Vice-Chairman asked TD and Members concerned to continue to follow up the above matters. With Members' consent, the Vice-Chairman declared that the above items would be deleted at the next meeting.

- (9) 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
(Paragraphs 353 to 359 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 218/20)

359. The Vice-Chairman said item (9) had been discussed together with another item earlier.

- (10) Suggest rezoning part of the pavement outside Tseung Kwan O Sports Ground as cycling path**
(Paragraphs 360 to 363 of the minutes of the last meeting)

360. The Vice-Chairman asked TD to continue to follow up the matter. With Members' consent, the Vice-Chairman declared that the above item would be deleted at the next meeting.

- (11) 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**
(Paragraphs 364 to 367 of the minutes of the last meeting)

361. Mr Francis CHAU enquired if there were any updates on the matter.

362. Mr Daniel MA, Engineer/Pedestrian Improvements of TD, said TD had already replied to the suggestion of providing a hillside escalator or lift in SKDC(TTC) Paper No. 296/20, and he had nothing to add.

363. Mr Justin NG of Sai Kung District Office replied that he would follow up with the Works Section of Sai Kung District Office (SKDO) on the progress of studying feasible improvement measures.

364. The Vice-Chairman asked SKDO and TD to continue to follow up the matter and declared that the above item would be retained one more time.

**(12) Request for a comprehensive review of road safety at Tseung Kwan O Tunnel Road and a study on improvement measures
(Paragraphs 383 to 385 of the minutes of the last meeting)**

365. As a question on “road works/facilities” was related to the above item and there being no objection from Members, the Vice-Chairman declared that the items would be discussed together.

**Enquire whether relevant department(s) will arrange clearance of rubble and gravel from the roads to Tseung Kwan O at Tseung Kwan O Tunnel regularly to ensure the safety of motorists and passengers
(SKDC(TTC) Paper Nos. 301/20 and 317/20)**

366. The Vice-Chairman said the question was raised by Mr FUNG Kwan-on.

367. Members noted the written reply from HyD.

368. Mr FUNG Kwan-on said as many dump trucks travelled along Tseung Kwan O Tunnel Road, he hoped that regular road inspections would be conducted once every one to two months. He had seen relevant staff pruning trees beside the tunnel portal, which he considered commendable, and hoped that tree pruning would be carried out more frequently. He also reflected that slip resistance of the road surface was relatively low, expressing the hope that relevant departments would follow up and examine whether the road surface conditions met the standards under the existing mechanism.

369. Mr LUI Man-kwong asked for information on the inspections and cleaning of road surface. He also enquired about the inspection and cleaning frequency to see whether the current frequency of checks was adequate.

370. Mr NG Kin-fung of HyD replied that HyD would make enquiries with TD’s contractor about the inspection frequency for Tseung Kwan O Tunnel Road. HyD would also reflect the views of Members to the tunnel operator and request the operator to examine the road surface conditions.

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

**(13) Request the Transport Department to effectively improve road safety at Tong Chun Street near the car park entrance at Bauhinia Garden so as to ensure safety of pedestrians and road users and to reduce the risk of traffic accidents
(Paragraphs 386 to 388 of the minutes of the last meeting)**

372. With Members’ consent, the Vice-Chairman declared that the above item would be deleted at the next meeting.

**(14) Urge the Government to holistically review the safety problem of rural roads and install facilities such as convex mirrors (commonly known as fish-eye mirrors) to ensure a clear sight line for motorists
(Paragraphs 390 to 403 of the minutes of the last meeting)**

373. Mr Stanley HO said as TD did not recommend the use of fish-eye mirrors, he enquired whether TD had any new proposals to deal with the safety problem of narrow rural road exits.

374. Ms Debby CHAN hoped that TD would conduct site inspections with Members concerned to discuss ways to ensure safety of residents.

375. The Vice-Chairman reflected that traffic accidents often occurred near the petrol filling station at Razor Hill Road. He hoped that TD would install fish-eye mirrors at the location concerned.

376. Mr Thomas WANG of TD gave a consolidated response as follows:

- He reiterated that TD did not support installation of fish-eye mirrors.
- TD and HyD were discussing implementation of road widening arrangements at the passing bay on Pik Uk Tsuen Road. TD had also followed up suggestions on Po Toi O Village, Sha Tau Kok Road and Mang Kung Uk Road, and had issued notification of works to HyD regarding the improvement works.
- He agreed that TD should follow up the matter together with SKDO and Members concerned at individual locations one by one.

377. The Vice-Chairman hoped that TD would conduct site inspections with Members concerned to follow up feasible proposals. He declared that the above item would be retained.

**(15) Request for providing a traffic island at the road off Pak Sha Wan Fisherman Village
(Paragraphs 404 to 408 of the minutes of the last meeting)**

378. Mr Stanley HO reflected worry about the initial design he had received from TD, including the reduction of seven parking spaces at the location concerned. He indicated that he would continue to follow up and address the issue with TD.

379. The Vice-Chairman asked TD to continue to follow up the matter and declared that the above item would be retained.

**(16) Request for relocating the urban taxi stand at Fuk Man Road to Sai Kung (North) Public Transport Interchange to alleviate the traffic congestion on Fuk Man Road
(Paragraphs 420 to 432 of the minutes of the last meeting)**

380. Ms LEUNG Hin-yan hoped that TD would consider relocating the urban taxi stand to Sai Kung (North) PTI on holidays, thus preventing urban taxis from blocking the way of buses into the bus terminus at Sai Kung pier. The Police had placed traffic cones at the location concerned, but she did not consider it a long-term measure. She hoped that TD would follow up the matter and provide solutions to the traffic congestion on Fuk Man Road.

381. Mr Thomas WANG of TD responded that TD preliminarily planned to conduct site inspection at the location concerned with representatives of the taxi trade to examine the situation.

He welcomed Members concerned to join the inspection.

382. Ms LEUNG Hin-yan opined that the taxi trade would not support the suggestion of relocating the urban taxi stand, but TD should also conduct public consultation and take into account public opinions and needs.

383. Mr Thomas WANG of TD responded that TD preliminarily planned to liaise with the taxi trade to understand their views. If there were further plans, TD would conduct district consultation to find out the views of the public and various stakeholders.

384. The Vice-Chairman asked TD to continue to follow up the matter and declared that the above item would be retained.

**(17) Urge the Government to holistically review the planning of Sai Kung rural roads and car parks
(Paragraphs 285 to 305 of the minutes of the last meeting)**

385. Ms Debby CHAN hoped to know the details of the discussion between TD and the trade about relocating the stop of residents' service route no. NR29 to Sai Kung (North) PTI. Furthermore, she clarified that the suggestion of drawing yellow criss-cross lines on both ends of the taxi stand at Chan Man Street was made to facilitate the entry/exit of vehicles but not to relocate the taxi stand. She also enquired whether TD could prohibit private cars from entering the Fuk Man Road roundabout.

386. Ms LEUNG Hin-yan hoped that TD would consider prohibiting the entry of taxis or private cars to the pier. She also reckoned that swapping the locations of the taxi stand at Chan Man Street and goods loading/unloading area could not resolve the transport problem. On the suggestion of relocating the stop of route no. NR29, she opined that TD should not only consider the views of the operator, but also those of Sai Kung residents. Lastly, she hoped that TD would identify appropriate sites for the provision of car park to alleviate the problem of illegal parking in Sai Kung.

387. Mr Thomas WANG of TD gave a consolidated response as follows:

- TD had conducted district consultation on the suggestion about the taxi stand at Chan Man Street, but had later found out that neighbouring shop tenants had not been consulted. TD was planning to collect views from neighbouring shop tenants and would give a consolidated reply to various stakeholders after collating the views received during the consultation.
- TD would look at the feasibility of restricting the entry of taxis or private cars to Fuk Man Road.
- Regarding the planning for car parks, TD would consider including the provision of public car parks in the development of government sites, such as in the project "Sports Centre and Town Plaza at Sai Kung".

388. Mr Eddie WAN of TD replied that TD needed to consult the operator, residents in Sai Wan Village and other relevant stakeholders about the relocation of the stop of route no. NR29.

389. Ms LEUNG Hin-yan enquired whether relevant stakeholders included residents in Sai Kung Town Centre. She also enquired the expiry date of the licence for operating route no. NR 29 and whether the licence would be renewed. Besides, she pointed out that according to the approved

Sai Kung Town Outline Zoning Plan, a “park and enjoy” facility was supposed to be provided in Sai Kung. She enquired why a public car park was proposed to be constructed in the sports centre in Area 4, Sai Kung instead.

390. Mr Francis CHAU said the present traffic condition at Chan Man Street was far from satisfactory. He hoped that TD would proactively consider the suggestion of relocating the stop of route no. NR29 to Sai Kung (North) PTI while examining stop arrangements for other routes. He also reflected that the location of the bus and minibus stops on Fuk Man Road were not suitable for entry of vehicles other than public transport carriers, hoping that TD would proactively consider solutions to the issues.

391. Mr Thomas WANG of TD gave a consolidated response as follows:

- He reiterated that TD had conducted district consultation on the suggestion about the taxi stand at Chan Man Street, but the views of neighbouring shop tenants had not been collected. TD would follow up by soliciting the views of neighbouring shop tenants.
- The “park and enjoy” facility mentioned by the Member would be provided at the locations of the two existing short term tenancy (STT) car parks on Mei Yu Street and Mei Fuk Street instead of the proposed location of the public car park in Area 4, Sai Kung. The two facilities belonged to two different development projects. TD would continue to examine and study the parking needs of Sai Kung.

392. Ms Debby CHAN enquired about the schedule for consulting shop tenants near the taxi stand at Chan Man Street and whether TD would consider providing metered parking spaces in car parks along Tai Mong Tsai Road. In addition, she pointed out that due to their length, buses might accidentally be driven onto the pavement when making turns at certain sections of Tai Mong Tsai Road. She asked TD and KMB about ways to tackle the problem. She also reflected that KMB was not using Tai Mong Tsai Road Carpark at present and was concerned about how TD would use it.

393. Mr Eddie WAN of TD replied that franchised bus models were suitable for traveling along Tai Mong Tsai Road. As a cautious and careful driver, a bus captain should drive at an appropriate speed having regard to the road conditions and length of the vehicle.

394. Mr Thomas WANG of TD gave a consolidated response as follows:

- TD had conducted a trial run in March 2020 to evaluate whether a 12-metre bus could travel along Tai Mong Tsai Road, and results showed that the bus could travel along the lanes of Tai Mong Tsai Road smoothly throughout the whole journey.
- TD estimated that views from shop tenants near the taxi stand at Chan Man Street would be collected in late September.
- TD planned to conduct district consultation on arrangements for the car parks along Tai Mong Tsai Road, which mainly focused on four car parks along Tai Mong Tsai Road, namely car park no. 6, car park no. 8, Yau Lee Stall car park, and Pak Tam Chung Car Park.
- As the previous generation of parking meters had ceased production, TD needed time to arrange for resources for replacement. TD planned to carry out consultation on installation of parking meters, and parking meters would be installed in batches in car parks with a view to increasing turnover rate of parking spaces in car parks.
- TD was communicating with KMB to understand road safety issues and its operational needs, thereby analysing whether it was necessary to keep the bus stop outside Yau Lee Stall and

that next to the car park. If not necessary, TD would further study whether there was a need to cancel the bus stop or provide parking spaces for other types of vehicles in the car park.

395. Mr Stanley HO enquired about the timetable for installing parking meters in the car park of Pak Sha Wan Tam Wah Ching Sea Activity Centre.

396. Ms Debby CHAN hoped that TD would provide reports on the trial run of KMB route no. 99 in March.

397. The Chairman suggested that TD conduct site inspection with Members concerned to evaluate whether a 12-metre bus was suitable for traveling along the relevant road sections.

398. Mr Thomas WANG of TD responded that he would approach relevant staff for reports on the trial run and reply to Members concerned afterwards. Regarding the timetable for installing parking meters in the car park of the sea activity centre, he would follow up the matter with the Member concerned.

399. The Vice-Chairman asked TD to provide supplementary information in response to Members' enquiries and declared that the above item would be retained.

**(18) Enhancement of lighting systems in villages and application procedures for installing village lights
(Paragraphs 501 to 506 of the minutes of the last meeting)
(SKDC(TTC) Paper Nos. 219/20 and 220/20)**

400. Members noted the written replies from HyD.

401. Ms Debby CHAN enquired whether village light no. VE8928 had been installed. The installation of solar-powered road lights was a new pilot scheme; if the pilot scheme was feasible, she suggested implementing the scheme in other rural areas.

402. Mr Ryan LEE requested HyD to ask CLP about the exact date of electricity supply.

403. Mr TSE Leung-yau of HyD responded that he would make enquiries with relevant staff and reply after the meeting.

404. The Vice-Chairman asked HyD to provide supplementary information in response to Members' enquiries and declared that the above item would be retained.

(B) Item referred by Sai Kung District Council Meeting (Road works/facilities)

**(1) Oppose to the application of glue to the slabs on the pavements in Sai Kung district
Enquiry about the details of strengthening works for paving block footpaths in Sai Kung district
(SKDC(M) Paper Nos. 159/20, 171/20, 201/20 and 204/20)**

405. With Members' consent, the Vice-Chairman declared that the above item would be deleted at the next meeting.

(C) Item referred by the Working Group on Hiram's Highway Improvement Project (Road works/facilities)

- (1) Urge the Government to address the problem of traffic congestion on Hiram's Highway and to study and implement 13 minor improvement works projects (Paragraphs 409 to 419 of the minutes of the last meeting) (SKDC(TTC) Paper No. 261/20)**

406. Members noted the written reply from HyD.

407. Mr Stanley HO was disappointed that HyD had not given any information on the traffic volume/capacity (v/c) ratio regarding the 13 minor improvement works projects in its written reply. He hoped that TD or HyD would examine the suggestions for road widening works and conduct environmental impact assessments. He opined that widening road sections from two-lane to four-lane carriageways would increase the vehicular and pedestrian flow in Sai Kung and hoped that HyD would provide concrete figures of the relevant v/c ratio.

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

408. Mr TSE Leung-yau of HyD replied that HyD noted the views of the Member. As most views were related to the Hiram's Highway Improvement Stage 2 Project, he would relay them to the Major Works Office of HyD.

409. Ms LEUNG Hin-yan said in its reply, HyD indicated that the projected v/c ratio after completion of the Hiram's Highway Improvement Stage 2 Project would be less than 0.6. She enquired about the actual figures before the widening works and relevant information on the TIA report.

410. Ms Debby CHAN believed that the provision of ferry services and cycle tracks was a possible direction to resolve the transport problems in Sai Kung. She hoped that TD or HyD would consider the proposal to limit the number of vehicles and let Members know their opinions on the proposal. She also hoped that the two departments would seriously consider studying and implementing the 13 minor improvement works projects so as to resolve the existing transport problems.

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

(Note: The Vice-Chairman took the chair temporarily.)

(D) The 8 motions raised by Members (Road works/facilities)

- (1) Request for optimising the noise mitigation measures of Cross Bay Link, Tseung Kwan O and enhancing the monitoring of the use of dump trucks and the impact on road surface (SKDC(TTC) Paper Nos. 221/20 and 262/20)**

412. The Vice-Chairman said the motion was moved by Mr Chris CHEUNG and seconded by Mr Edwin CHEUNG.

413. Members noted the written reply from CEDD.

414. Mr Chris CHEUNG hoped that TTC would write to THB, requesting it to deploy more resources to install a full enclosure along Cross Bay Link, Tseung Kwan O. He would also like CEDD to report to SKDC on the latest progress of Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O.

415. Mr Ricky OR asked CEDD about the appearance, design and relevant details of the semi-enclosure mentioned in its reply.

416. Ms LEUNG Hin-yan suggested inviting CEDD representatives to attend the meeting if works items related to the department would be discussed.

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

417. There being no amendment or objection from Members, the Chairman declared that the motion was carried, and the views of Members would be relayed to CEDD in writing. He said the matter would be referred to the Working Group on Tseung Kwan O – Lam Tin Tunnel, the Cross Bay Link, New Government Buildings for follow-up work.

(Note: The Vice-Chairman took the chair temporarily.)

(2) Suggestion for providing additional bicycle parking spaces in Tseung Kwan O (SKDC(TTC) Paper Nos. 222/20 and 248/20)

418. The Vice-Chairman said the motion was moved by Mr CHEUNG Wai-chiu and seconded by he himself, Messrs CHAN Wai-lit, Brandon YIP, Ms Debby CHAN, Messrs LAI Ming-chak, LUI Man-kwong, Gary FAN, CHUN Hoi-shing, LAI Wai-tong, Stanley HO and Ms LEUNG Hin-yan.

419. Members noted the written reply from TD.

420. Mr LAI Wai-tong opined that there was a pressing need for bicycle parking spaces at the exit of Haven of Hope Hospital near Ling Hong Road for the convenience of commuters and persons visiting TKO Heritage Post. He hoped that TD would proactively study the provision of bicycle parking spaces at the proposed location.

421. Mr CHEUNG Wai-chiu reflected that many bicycles were parked at the subway near Haven of Hope Hospital. He hoped that bicycle parking spaces would be provided at appropriate locations and enquired whether parking spaces could be provided near the entrance/exit of the Po Ning Road clinic. He also enquired whether the suggestion on areas under the footbridge at Hong Kong Velodrome Park could be referred to the District Works and Facilities Management Working Group and be followed up by the Leisure and Cultural Services Department (LCSD).

422. Mr Jason LAU of TD responded that as the main entrance of Haven of Hope Hospital was some distance away from cycle tracks, TD had reservations about the proposal. TD hoped to provide bicycle parking spaces at locations near cycle tracks as far as possible.

423. Mr Daniel MA of TD supplemented that TD recommended provision of bicycle parking spaces at locations near cycle tracks to avoid traffic conflict between bicycles and pedestrians. As for the proposal to provide bicycle parking spaces at Hong Kong Velodrome Park, it should be studied and followed up by LCSD.

424. Ms Valerie WONG said as TD had just mentioned that proposed locations with no cycle tracks in their vicinity would not be considered, she enquired why bicycle racks were provided at Hang Hau Station Exit A which was not connected with any cycle tracks.

425. Mr Daniel MA of TD responded that many indiscriminately parked bicycles were used to be found near the exit of Hang Hau Station. In response to the suggestion of Members, TD had taken a special measure in 2017 to install bicycle racks at Exit A, which had, however, led to the aforesaid problem. TD would therefore learn from the experience to avoid recurrence of similar situations.

426. Mr CHEUNG Wai-chiu hoped that TD would re-consider the proposal to provide bicycle parking spaces at the entrance of the Po Ning Road clinic. He also reflected that some bicycles had been parked at the location concerned for a prolonged period, hoping that the Police would follow up the matter.

427. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested TD to carry out follow-up work. He also suggested that TD and Members concerned conduct site inspections at the proposed locations.

(3) Suggestion for providing additional fish-eye mirrors inside the pedestrian subway between Chung Ming Court and King Lam Estate (SKDC(TTC) Paper Nos. 223/20 and 249/20)

428. The Vice-Chairman said the motion was moved by Ms Valerie WONG and seconded by Mr Ryan LEE.

429. Members noted the written reply from HyD.

430. Ms Valerie WONG enquired when HyD would commence road excavation works and whether fish-eye mirrors would be installed.

431. Mr NG Kin-fung of HyD responded that footpath widening works were expected to commence in late September and be completed in November 2020.

432. Mr Jason LAU of TD supplemented that upon completion of road improvement works at the location concerned, the sight distance of pedestrians and cyclists would be improved greatly. He therefore believed that installation of fish-eye mirrors was not necessary.

433. Mr CHEUNG Wai-chiu reflected that accidents often occurred at the location concerned and suggested that if the situation had not improved after widening the footpath, TD might re-consider the proposal to install fish-eye mirrors.

434. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested HyD to follow up the matter.

(4) Request for providing smart device to extend flashing green time at the crossing outside Po Lam Estate Multi-Purpose Hall on Po Fung Road (SKDC(TTC) Paper Nos. 224/20 and 250/20)

435. The Vice-Chairman said the motion was moved by Mr FUNG Kwan-on and seconded by Messrs CHEUNG Wai-chiu and CHUNG Kam-lun.

436. Members noted the written reply from TD.

437. Mr FUNG Kwan-on asked whether TD and the Police could provide any reasons or reports to show that past accidents occurred at the location concerned were associated with excessively short pedestrian green time. In addition, he reflected that elderly persons often had to run across the road when the pedestrian green signal was about to change. He opined that TD should examine the provision of buffer time between change of signals to avoid traffic accidents.

438. Mr Jason LAU of TD responded that the pedestrian crossing was about 16 metres in length, and the pedestrian green time currently provided was about 25 seconds, which was adequate for pedestrians to cross the road. A traffic island was also provided in the middle of the crossing; if pedestrians were unable to cross the road before the traffic light signal changed, they could wait to cross at the traffic island. TD would continue to monitor the traffic condition at the location concerned.

439. Mr CHEUNG Wai-chiu suggested that TD take reference from the new traffic lights off MTR Ngau Tau Kok Station, which allowed extension of green time with the use of the Elder Octopus, or implement other improvement measures, such as showing the remaining green time before the light changed to red.

440. Ms Valerie WONG said devices that allowed the elderly to extend the green time by using Elder Octopus Cards was one of the measures under the Age-friendly City Plan, and she hoped that TD would consider providing such devices. She enquired how many seconds the green time would be extended and whether the extension would affect nearby traffic.

441. Mr Ricky OR asked TD whether the standard green time was set based on the walking speed of adults or that of the elderly. He also reflected that no subway or footbridge was provided near the location concerned, leaving the public with no choice but to cross the road at grade, and he therefore opined that it was necessary to extend the pedestrian green time.

442. Mr Chris CHEUNG suggested that TD introduce a new type of traffic light that could count down to show the time left before change of traffic light signals.

443. Mr Daniel MA of TD gave a consolidated response as follows:

- The traffic light at the location concerned was designed based on the walking speed of the elderly. The walking speed of an average adult was 1.2 metres per second, whereas that of an elderly person was 0.9 metre per second. Therefore, the existing green time, which lasted for 25 seconds, was sufficient for crossing a 16-metre road.
- If the pedestrian green time was extended endlessly, pedestrians might be induced to rush across the road during the flashing green signal as they considered the green time to be lengthy.
- TD designed traffic lights based on the principle of safety, and the design of the traffic light at the crossing met the current design principles.
- In general, traffic lights with devices allowing the extension of green time with Elder Octopus Cards were designed by taking into account the walking speed of adults. After the elderly tapped their cards, the green time would be adjusted to tie in with the walking speed

of 0.9 metre per second. He reiterated that the green time of the traffic light at the captioned location had already been set based on the walking speed of 0.9 metre per second.

444. Mr FUNG Kwan-on enquired whether TD or the Police could provide reasons for or relevant information on traffic accidents occurred at the location concerned. He suggested that the remaining time of the pedestrian green signal be displayed on traffic lights, which, in his view, could deter the public from rushing across the road. He also suggested that a buffer time of 1.5 to 3 seconds be provided after the end of pedestrian green time and before the end of vehicular red time.

445. The Chairman said currently pedestrian lights at some crossings would only give green signal when their push buttons were touched. He hoped that TD would provide instructions at the locations concerned to remind the public to push the button.

446. Ms LEUNG Hin-yan asked whether TD had taken into account the response time when setting the pedestrian green time.

447. Mr Daniel MA of TD gave a consolidated response as follows:

- For traffic lights with push buttons, TD would adhere stickers as a reminder.
- TD did not have any figures of the traffic accidents.
- TD did not recommend anyone to cross the road when the pedestrian green light started to flash. He believed that displaying the remaining time would prompt people to rush across the road.
- TD had included a buffer time when designing the traffic lights. According to the current design standards, before vehicular traffic lights changed to green, the red and amber lights would be shown to provide a buffer time of two seconds.
- When designing the traffic lights, TD had already considered all relevant factors.
- Traffic accidents might be caused by various factors. Currently, there was insufficient data to show that the traffic accidents occurred at the location concerned was attributable to insufficient pedestrian green time.

448. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested TD to follow up the matter.

**(5) Request for providing rain shelters at some of the footbridges in Hang Hau to shield residents from rain and sunlight
(SKDC(TTC) Paper Nos. 225/20, 263/20 and 264/20)**

449. The Vice-Chairman said the motion was moved by Mr CHENG Chung-man and seconded by Messrs Andrew CHAN and Francis CHAU.

450. Members noted the written replies from HyD and LandsD.

451. Mr CHENG Chung-man said as two relevant footbridges had the problem of wet road surface when raining, he suggested the provision of rain shelters. He hoped that the relevant departments would conduct site inspections to clarify the ownership of the footbridges and study the feasibility of providing rain shelters.

452. Mr NG Kin-fung of HyD reflected willingness to conduct site inspections with Members

concerned.

453. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested HyD and LandsD to follow up the matter.

**(6) Request for providing a ventilation system at Tseung Kwan O Tunnel Bus-bus Interchange
(SKDC(TTC) Paper Nos. 298/20 and 335/20)**

454. The Vice-Chairman said motion (6) had been carried and discussed together with another item earlier.

**(7) Request for tackling the serious shortage of parking spaces in the peripheral areas of LOHAS Park and The Beaumont, propose to provide metered parking spaces between Lohas Park Road and the restored landfill and request for giving an account of the construction progress and schedule of the temporary car park at 1-3 Shek Kok Road
(SKDC(TTC) Paper Nos. 299/20 and 336/20)**

455. The Vice-Chairman said the motion was moved by Mr Chris CHEUNG and seconded by Mr Edwin CHEUNG.

456. Members noted the written reply from LandsD.

457. Mr Daniel MA of TD supplemented that according to the information provided by LandsD, the proposed site for metered parking spaces was in temporary or long-term use by the Environmental Protection Department, the Water Supplies Department and CEDD respectively. Therefore, metered parking spaces could not be provided at the location concerned, and TD could not follow up the proposal.

458. Mr Chris CHEUNG hoped that LandsD and TD would provide a concrete timetable for constructing the temporary car park at 1-3 Shek Kok Road. He also hoped that LandsD would submit supplementary information about the proposed site for metered parking spaces to provide the exact locations of the areas used by each department and other relevant details.

459. Mr Daniel MA of TD responded that regarding the construction progress of the temporary car park at 1-3 Shek Kok Road, the exact date should be provided by LandsD. TD supported the project and would provide timely assistance.

460. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried. TTC would write to LandsD to reflect Members' views and to request information about the exact locations of the areas used by each department.

**(8) Maintain smooth traffic flow at the Nam Pin Wai Road entrance/exit by considering and painting the yellow box marking
(SKDC(TTC) Paper Nos. 300/20, 324/20 and 325/20)**

461. The Vice-Chairman said the motion was moved by Mr Stanley HO and seconded by Mr Ryan LEE.

462. Members noted the written replies from TD and HyD.

463. Mr Stanley HO reflected that traffic congestion often occurred at the Nam Pin Wai roundabout exit to Ho Chung New Village and Nam Pin Wai in Sai Kung. As TD mentioned that temporary traffic arrangements would be implemented, he hoped that TD would make such arrangements as soon as possible and communicate with him in a timely manner.

464. Mr Thomas WANG of TD responded that the HyD consultant was handling the relevant matter and preparing plans. After the plans and timetable were confirmed, TD would report to TTC.

465. Mr Francis CHAU hoped to be provided with the plans of the temporary arrangements as soon as possible so that Members could make suggestions early.

466. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested TD to follow up the matter and to provide the plans of the temporary traffic arrangements after the meeting.

(E) The 4 questions raised by Members (Road works/facilities)

(1) Enquiry about the commissioning date of the traffic lights in Pak Shek Wo (SKDC(TTC) Paper Nos. 226/20, 251/20 and 252/20)

467. The Vice-Chairman said question (1) had been discussed together with another item earlier.

(2) Enquiry about the time for replacing new street lights and setting up the colour temperature of lamps on Po Lam Road North (SKDC(TTC) Paper Nos. 227/20 and 253/20)

468. The Vice-Chairman said the question was raised by Mr FUNG Kwan-on.

469. Members noted the written reply from HyD.

470. Mr FUNG Kwan-on reflected that street lights with colour temperature of 5 000K were too bright that they dazzled drivers. He hoped that when replacing street lights in the future, HyD would use LED lights with colour temperature of 3 000K, which had a yellowish colour and warm tone.

471. Mr NG Kin-fung of HyD responded that if HyD needed to replace the lamps on Po Lam Road North, the views of the Member would be considered.

(3) Enquiry about the causes of the frequent failure of lamps on Po Lam Road North near Footbridge NF182 outside Po Tak House (SKDC(TTC) Paper Nos. 228/20 and 254/20)

472. The Vice-Chairman said the question was raised by Mr FUNG Kwan-on.

473. Members noted the written reply from HyD.

474. Mr FUNG Kwan-on reflected that failure of lamps occurred very frequently. He enquired

whether it involved ageing of electrical wiring and hoped that HyD would consider replacing electrical wiring for the entire set of lamps. He also mentioned that the iron gate near the hillside at Po Lam Road North was not locked and hoped that the department would follow up the matter.

475. Mr NG Kin-fung of HyD responded that HyD had carried out inspection and testing of the lamp wiring and electric installations at the location concerned earlier, and results showed that the lighting system was normal. HyD would continue to monitor the situation to ensure normal operation of the lighting system. Besides, HyD would also follow up the situation of the iron gate left unlocked.

(4) Enquire whether relevant department(s) will arrange clearance of rubble and gravel from the roads to Tseung Kwan O at Tseung Kwan O Tunnel regularly to ensure the safety of motorists and passengers (SKDC(TTC) Paper Nos. 301/20 and 317/20)

476. The Vice-Chairman said question (4) had been discussed together with another item earlier.

IX. Others

(A) Matters Arising (Others)

(1) Progress on the follow up of Others by the Transport Department in response to the 3rd meeting of TTC in 2020 (SKDC(TTC) Paper No. 302/20)

477. Members noted the paper.

(2) Request the relevant departments to handle abandoned vehicles as soon as possible (Paragraphs 448 to 457 of the minutes of the last meeting)

478. Mr Justin NG of SKDO said after the previous meeting, SKDO had taken the initiative to liaise with various relevant departments to discuss the problem of abandoned vehicles in the district. In general, HyD would conduct regular inspections of public roads, and if any abandoned vehicles on the road were found causing traffic obstruction or immediate danger, HyD would refer the case to the Police for removal of such vehicles. Abandoned vehicles in other places, such as government sites, would be handled and followed up by LandsD. Government departments had to strike a balance among various factors, such as accountability of vehicle owners, road safety, etc., to ensure proper allocation of public resources. Owing to limited public resources, relevant departments might not be able to tow away abandoned vehicles immediately. The departments would handle abandoned vehicles having regard to the actual circumstances, for example, if a licence plate was displayed on the vehicle, the departments would obtain information about the registered vehicle and contact the owner concerned to handle the vehicle. In most cases, the departments would first contact the vehicle owners; according to experience, the owners would generally take follow-up actions to handle their vehicles. He welcomed Members to inform SKDO of the locations where abandoned vehicles were found so that relevant departments could carry out follow-up work.

479. Mr LAI Wai-tong reflected that there were many abandoned vehicles along the section of Po Lam Road South between Haven of Hope Hospital and TKO Heritage Post, and all vehicle licenses had already expired. He hoped that SKDO would co-ordinate the efforts of relevant departments

to handle and follow up the case by towing away the vehicles as soon as possible to avoid affecting members of the public visiting TKO Heritage Post in the future.

480. Ms Debby CHAN asked (a) whether members of the public should report the case to the Police or 1823 upon discovery of abandoned vehicles; (b) about the time required for HyD or the relevant department to handle abandoned vehicles at locations that would not pose immediate danger to road safety; (c) whether the relevant department would ask coach operators to handle coaches that had been parked in Pak Tam Chung Car Park for a prolonged period; (d) whether there would be any penalties if vehicle owners agreed to handle their abandoned vehicles; and (e) whether there were any deterrent measures against owners of abandoned vehicles.

481. Mr Ryan LEE enquired about the guidelines and procedures of relevant departments for handling abandoned vehicles. He hoped that SKDO and law enforcement agencies would work together to provide feasible solutions to tackle the problem.

482. Mr FUNG Kwan-on enquired whether the Police had carried out any towing operations and set a deadline after which an abandoned vehicle would be towed away or its chassis number would be examined for issuing a penalty ticket to the corresponding vehicle owner or company, and financial penalty could be recovered by proceedings.

483. Mr Justin NG of SKDO gave a consolidated response as follows:

- Relevant departments would join hands to follow up the problem of abandoned vehicles. Depending on the location, vehicle condition and difficulty in handling the abandoned vehicle, the approach to the situation would vary.
- Due to limited resources, the departments would first deal with and follow up cases that were easier to handle one by one.
- Relevant departments were currently following up the problem of abandoned vehicles along Po Lam Road South.
- In principle, government departments preferred proper handling of abandoned vehicles by their owners. It was not an ideal solution to have all abandoned vehicles handled by government departments.

484. Mr Raymond KO, Chief Inspector of Police Tseung Kwan O District Operations of Hong Kong Police Force (HKPF), gave a consolidated response as follows:

- According to an audit report dated 29 February 2000, police resources should not be used for handling abandoned vehicles. Other responsible departments could deal with the problem by invoking relevant laws.
- With existing resources, the Police would examine whether the abandoned vehicles had seriously affected road safety or endangered the safety of other road users in order to decide whether enforcement actions would be taken.
- At present, the Police's vehicle detention centres had no space to accommodate a large number of abandoned vehicles. According to the report of the Audit Commission, an abandoned vehicle, strictly speaking, could be defined as waste and be handled by other responsible departments.

485. Mr Ryan LEE enquired whether the Police had maintained statistics on the number of penalty tickets issued against expired vehicle licences.

486. Mr Raymond KO of HKPF replied that the Police had not kept record of the number of penalty tickets issued against expired vehicle licences.

487. Mr Francis CHAU enquired the department(s) from which members of the public could seek assistance upon discovery of abandoned vehicles in government car parks and public places.

488. The Chairman reflected that there were abandoned motorcycles near the tunnel at Po Lam Road North and on the pavement near the petrol filling stations at Po Hong Road. He hoped that SKDO would handle the matter as soon as possible.

489. Mr CHEUNG Wai-chiu enquired whether the relevant department(s) could remove the abandoned vehicles first, and then issue penalty tickets to and charge the handling charges to the vehicle owners concerned. He also enquired which department was responsible for payment of the charges for disposal of shared bicycles in the district.

490. Ms Debby CHAN suggested removing the abandoned vehicles first and then issuing penalty tickets to the owners concerned to speed up the handling of the problem. Meanwhile, the practice would also encourage the public to pay extra attention to whether their vehicle licences had expired.

491. Mr LAI Wai-tong hoped that SKDO would co-ordinate the efforts of the Police and LandsD to expedite the handling of abandoned vehicles along Po Lam Road South. As the vehicles had been abandoned at the passing bay of a one-way road and had obstructed access, there was a pressing need to handle the problem.

492. Mr Justin NG of SKDO gave a consolidated response as follows:

- SKDO noted Members' proposals for clearance of abandoned vehicles. Various relevant departments had all along been discussing ways to handle abandoned vehicles, and he appealed to Members for their understanding that it took time to handle some cases.
- SKDO would study with relevant departments approaches to the problem of abandoned vehicles along Po Lam Road South as soon as possible.
- He welcomed Members to provide SKDO with exact locations of those cases of abandoned vehicles mentioned earlier.

493. Mr Raymond KO of HKPF responded that the Police would discuss proposals to handle the matter with Members and relevant departments.

494. The Vice-Chairman said TTC would write to LandsD to enquire the number of vehicles towed in past years and the average time required for handling an abandoned vehicle case.

495. Mr Francis CHAU suggested referring the matter to the District Management Committee for follow-up work and asked various government departments to join forces to handle the matter. He also suggested that the Police issue penalty tickets upon discovery of abandoned vehicles and refer the cases to other relevant departments for further actions after issuing a certain number of penalty tickets.

496. The Vice-Chairman enquired whether the Government would consider regarding an abandoned vehicle as waste after the Police had issued five penalty tickets and leave the vehicle to other relevant departments for further handling.

497. Mr Raymond KO of HKPF responded that whether an abandoned vehicle could be regarded as waste should not depend on the number of penalty tickets issued, and thus proposals to handle the matter should not be considered along this direction.

498. The Vice-Chairman clarified that he was suggesting that an abandoned vehicle could be regarded as waste after issuance of a certain number of penalty tickets, the relevant department(s) could then tow away the vehicle. He also opined that Sai Kung district could serve as a trial spot for the above suggestion.

499. Mr CHEUNG Wai-chiu enquired what members of the public should do if they found abandoned vehicles and asked whether the relevant department(s) had provided clear guidelines. He also hoped to understand the time required for completing the entire handling process.

500. The Vice-Chairman said if the number of penalty tickets issued by the Police could be used for determining whether a vehicle was an abandoned vehicle, it would facilitate the public or Members to contact LandsD or other departments for towing of abandoned vehicles.

501. Mr Justin NG of SKDO gave a consolidated response as follows:

- Depending on the location and vehicle condition, various departments would be involved in the handling process. As communication between the departments was needed in deciding how to deal with individual cases, the time required for handling abandoned vehicles varied from vehicle to vehicle.
- In some cases, owners would follow up and remove their vehicles promptly after being notified by phone.
- As for cases where information about the vehicle owner was not available, if the vehicle was parked on government land, LandsD would be responsible for follow-up work; if obstruction or road safety issues were involved, SKDO would ask the Police to handle the case. Therefore, he could not give an exact answer in respect of the time required for handling abandoned vehicles, and he appealed to Members for their understanding.
- SKDO was willing to listen to the views of Members and study how to handle abandoned vehicles under different circumstances.

502. Mr LUI Man-kwong enquired whether a charter for handling illegally parked vehicles could be drawn up based on the one for joint clearance operations against indiscriminately parked bicycles, with a view to handling most cases where the licence plate or information about the vehicle owner was not available.

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

503. The Chairman declared that the above item would be retained and referred to the Working Group on Illegal Parking in Sai Kung District under TTC for follow-up work.

(Note: The meeting was temporarily chaired by the Vice-Chairman.)

- (3) Problem of noise generated by vehicles late at night**
Issues of illegal parking and noise generated by vehicles late at night in Tseung Kwan O South
(Paragraphs 458 to 482 of the minutes of the last meeting)
(SKDC(TTC) Paper Nos. 190/20, 230/20 and 231/20)

504. Members noted the written replies from THB, the Environment Bureau and TD.

505. Ms Debby CHAN enquired whether THB could provide information on police operations and penalty tickets issued against illegal road racing activities and illegal modification of vehicles in Sai Kung.

506. The Vice-Chairman said the Member's enquiry would be followed up by writing to THB.

[Post-meeting note from THB: Traffic enforcement operations were arranged by HKPF, and relevant figures were maintained by the Police. THB had referred the enquiry to the Police for direct reply to TTC.]

507. The Chairman hoped that the Police would set up roadblocks at Po Hong Road and Po Lam Road North in Tseung Kwan O North at nighttime to combat illegal road racing activities.

508. Mr Raymond KO of HKPF responded that having regard to risk assessments and the circumstances, Traffic Kowloon East would conduct irregular anti-illegal road racing operations. As regards the locations proposed by the Member, the Police would examine the need to refer the matter to the traffic branch for enforcement actions.

509. Mr LAI Wai-tong reflected that some noises from exhaust pipes of vehicles late at night were suspected to be associated with illegally modified vehicles. He hoped that the Police would proactively deal with those vehicles to resolve the problem of noise generated by vehicles late at night.

510. Mr Raymond KO of HKPF responded that exhaust pipe noises were not necessarily generated by illegally modified vehicles. Some luxury sports cars also produced loud noises. The Police conducted anti-illegal road racing operations from time to time, during which police officers would check whether vehicles intercepted had been modified illegally.

511. The Vice-Chairman declared that the above item would be retained and the matter concerning illegal parking would be referred to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

**(4) Enquiry about the usage of fee-paying car parks in Sai Kung Central
(Paragraphs 434 to 441 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 232/20)**

512. Members noted the written reply from TD.

513. With Members' consent, the Vice-Chairman declared that the above item would be deleted at the next meeting.

(B) The 3 motions raised by Members (Others)

**(1) Request for examining the legalisation of online hailed cars and formulating clear legislation to regulate online hailed cars to realise the idea of smart city
(SKDC(TTC) Paper Nos. 233/20 and 282/20)**

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

515. Members noted the written reply from TD.

516. There being no amendment or objection from Members, the Vice-Chairman declared that the motion was carried and requested TD to carry out follow-up work.

(2) Request for providing park-and-ride facilities in Sai Kung rural areas on holidays (SKDC(TTC) Paper Nos. 234/20 and 255/20)

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

518. Members noted the written reply from TD.

519. As a question under "Others" was related to the above matter and there being no objection from Members, the Chairman declared that the items would be discussed together.

Enquiry about the figures of parking spaces and illegal parking in Sai Kung rural areas (SKDC(TTC) Paper Nos. 305/20, 327/20 and 329/20)

520. The Vice-Chairman said the question was raised by Ms Debby CHAN.

521. Members noted the written replies from the Agriculture, Fisheries and Conservation Department (AFCD), TD and HKPF.

522. Ms Debby CHAN reflected the current problem of insufficient supply of parking spaces in Sai Kung. Besides, she would like to know the exact location of the area near Tai Mong Tsai Barbecue Area Site No. 9, which was mentioned in AFCD's reply. She reflected that as shown in AFCD's reply, the number of parking spaces in the area concerned was 46, which did not tally with the information in TD's reply. Meanwhile, she enquired about the reasons for the difference between the respective numbers of parking spaces in Pak Tam Chung Car Park provided by the above two departments. She also wished to know whether the 261 parking spaces mentioned in the reply were located within the country park area.

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

523. Ms LEUNG Hin-yan hoped that TD would reply to the following: (a) how the closure of road sections between Ho Chung and Sai Kung Town Centre as well as that between Nai Chung and Sai Kung Town Centre would cause inconvenience to the public; and (b) how the closure would extensively affect traffic conditions and society. If TD did not support the proposal, she asked whether TD had any practical measures to cater for the needs of Sai Kung residents and to improve the traffic condition in Sai Kung.

524. Mr Stanley HO suggested that TD meet with Members concerned to exchange views on the matter. He said the subject matter was raised in the hope of reducing the number of vehicles entering Sai Kung. He hoped to discuss the provision of park-and-ride measures with TD representatives and study ways to reduce the vehicular flow to Sai Kung.

525. Mr Thomas WANG of TD gave a consolidated response as follows:

- On park-and-ride facilities, he agreed to discuss whether the relevant proposal was feasible with Members concerned in detail for more in-depth review and consideration.
- As TD believed that Members were more concerned about the information on parking spaces for private cars and coaches, the number of parking spaces in Pak Tam Chung Car Park provided by TD did not include motorcycle parking spaces.
- In response to the Member's enquiries about the inconvenience caused by road closure to the public and its extensive impact on traffic conditions and society, he said TD would provide further information, if available, after the meeting.

526. Ms Debby CHAN enquired whether parking spaces were provided at Wong Shek Pier inside the country park. Meanwhile, she would like TD to confirm the number of parking spaces in the country park. Besides, she hoped that TD would conduct some research on the proposal to move the Pak Tam Chung Barrier Gate forward.

527. The Chairman asked TD to note Members' enquiries and to discuss and follow up the matter with Members concerned.

528. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to carry out follow-up work.

(3) Request for deploying more driving examiners to handle the progress of driving tests (SKDC(TTC) Paper Nos. 303/20 and 337/20)

529. The Chairman said the motion was moved by Mr FUNG Kwan-on and seconded by the Vice-Chairman, Messrs Francis CHAU, CHEUNG Wai-chiu, CHAN Wai-lit, CHENG Chung-man, Ms Valerie WONG, Ms Debby CHAN, Ms LEUNG Hin-yan and Mr LEUNG Li.

530. Members noted the written reply from TD.

531. Mr FUNG Kwan-on hoped that TD would continue to arrange driving examiners to conduct road tests for candidates on Saturdays in the short term. He also enquired the number of driving examiners recruited in the new round of recruitment.

532. Ms Charis LEE of TD responded that TD noted the views and would provide the number of driving examiners recruited after the meeting.

533. There being no amendment or objection from Members, the Chairman declared that the motion was carried. He also requested TD to carry out follow-up work and provide supplementary information as requested.

(C) The 11 questions raised by Members (Others)

(1) Issue about illegal parking in Tseung Kwan O South (SKDC(TTC) Paper Nos. 235/20, 256/20 and 257/20)

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

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

536. Mr LAI Wai-tong hoped that TD and HKPF would pay attention to the illegal parking problem in Tseung Kwan O South. He reflected that the problem of illegal parking at the bus stop off Yee Ming Estate and that outside Evangel College was so serious that passengers had to step onto the roadway in order to get on the bus. He pointed out that a Japanese department store would be opened in the shopping centre at Tong Chun Street at the end of 2020. He believed that there would be many illegally parked vehicles in the vicinity by then, hoping that the Police and TD would keep an eye on the situation.

537. Mr FUNG Kwan-on hoped that TD and the Police would pay attention to the problem of illegal parking near the entrance of Po Lam Estate, Tseung Kwan O. He hoped that banners would be displayed at the location concerned to remind drivers not to park illegally.

538. Mr Matthew WONG, Engineer/Special Duties 2 of TD, gave a consolidated response as follows:

- TD would co-operate with the Police in handling the problem of illegal parking, hoping that the situation could be improved through law enforcement.
- TD noted the problem of illegal parking near Yee Ming Estate and Evangel College as well as the forthcoming opening of the Japanese department store in Tseung Kwan O South.

539. Mr Raymond KO of HKPF gave a consolidated response as follows:

- The overall transport complaint figures from June to August 2020 had dropped owing to the Police's latest measure of issuing multiple penalty tickets. If the vehicle concerned was still parked at the same road section 30 minutes after the Police had issued a penalty ticket, the Police would issue another penalty ticket.
- As the above new measure had achieved satisfactory results, the Police would continue to adopt this mode of issuing penalty tickets in the hope of improving the situation of illegal parking.
- On the opening of the Japanese department store in Tseung Kwan O South, the Police believed that TD would lead relevant departments to study whether parking spaces could be provided in nearby areas for accommodating more vehicles.

540. The Chairman requested TD and HKPF to follow up on the views of Members and declared that the above item would be referred to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

(2) Enquiry about the situation of illegal parking in Sai Kung Central (SKDC(TTC) Paper Nos. 236/20 and 258/20)

541. The Chairman said the question was raised by Ms LEUNG Hin-yan.

542. Members noted the written reply from HKPF.

543. Ms LEUNG Hin-yan pointed out that the numbers of penalty tickets issued in the last two quarters were about the same. She enquired whether the Police had any improvement measures to step up efforts in combating illegal parking.

544. Ms Debby CHAN enquired about the circumstances under which the Police would tow away a vehicle.

545. Mr Ron YUNG, Assistant Divisional Commander (Operations), Sai Kung Division of HKPF, gave a consolidated response as follows:

- The Police would tow away vehicles causing serious obstruction or immediate danger.
- At present, the Police issued multiple penalty tickets to target particularly at vehicles parked at road sections which caused traffic obstruction. In this mode, the deterrent effect of penalty tickets could be strengthened, and the Police would continue to examine the changes brought by the new mode to road traffic and the irresponsible behaviour of road users.

546. Ms LEUNG Hin-yan hoped that the Police would consider according priority to tackling the problem of illegal parking at Sai Kung pier near Fuk Man Road roundabout and at the entrance of Tui Min Hoi Tsuen near the public toilet.

547. Mr Ron YUNG of HKPF replied that the Police would handle cases having regard to the actual obstruction caused. In case of serious obstruction, the vehicles concerned would be towed away immediately.

548. The Chairman requested HKPF to follow up on the views of Members and declared that the above item would be referred to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

(3) Enquiry about the usage of metered parking spaces in Sai Kung Central (SKDC(TTC) Paper Nos. 237/20 and 259/20)

549. The Chairman said the question was raised by Ms LEUNG Hin-yan.

550. Members noted the written reply from TD.

551. Ms LEUNG Hin-yan reflected that there were no vacant parking spaces at Chui Tong Road and Man Nin Street; however, it was stated in the reply that the utilisation rates of the metered parking spaces ranged from 60 to 70%. She therefore enquired whether cases in which the vehicle owner had not fed the meter were also included. She also hoped to know whether the Police or TD was aware of the situation and enquired whether all types of vehicles could be parked in the metered parking spaces at Fuk Man Road.

552. Mr Thomas WANG of TD gave a consolidated response as follows:

- The average utilisation rate of metered parking spaces was calculated by dividing the total number of meter operating hours by that of the purchased hours, thus only cases in which the vehicle owner had fed the meter would be included. He did not exclude the possibility that some drivers parked without feeding the meter.
- Private cars were not allowed to use the metered parking spaces at Fuk Man Road near Tang Shiu Kin Sports Field.

553. Mr Francis CHAU pointed out that utilisation rates of the parking meters at some locations were relatively low, meaning that the meters were seldom used; he hoped that relevant department would follow up the matter. In view of the existing electronic or remote payment arrangements,

he hoped that TD would consider adjusting the parking time of some metered parking spaces accordingly.

554. Ms LEUNG Hin-yan hoped that the Police would note, follow up and deal with the situation of many people using metered parking spaces without feeding the meter.

555. The Chairman requested HKPF to follow up on the views of Members and referred the above item to the Working Group on Illegal Parking in Sai Kung District for follow-up work.

(4) Enquiry about how the Transport Department determines the parking spaces in a particular area as “insufficient” with objective criteria (SKDC(TTC) Paper Nos. 238/20 and 260/20)

556. The Chairman said the question was raised by Ms LEUNG Hin-yan.

557. Members noted the written reply from TD.

558. Ms LEUNG Hin-yan hoped that TD would explain how it determined the insufficiency of parking spaces.

559. Mr Thomas WANG of TD responded that when determining the insufficiency of parking spaces, TD had to take into account the use of car parks during different periods on different dates. Earlier investigations revealed that during holidays, many vehicles were parked illegally on the roadsides, but a considerable number of parking spaces in STT car parks or public car parks nearby were not occupied. As the utilisation rate of parking spaces might be affected by various factors, it was difficult for TD to calculate whether parking spaces in a certain area were in shortage by using a single formula.

560. Ms LEUNG Hin-yan hoped that TD would provide objective data when responding to whether the supply of parking spaces in Sai Kung was insufficient in the future.

(5) Enquiry about the management of short-term tenancy sites in Sai Kung Central by the Government (SKDC(TTC) Paper Nos. 239/20 and 283/20)

561. The Chairman said the question was raised by Ms LEUNG Hin-yan.

562. Members noted the joint written reply from the Development Bureau, LandsD and Planning Department (PlanD).

563. Ms LEUNG Hin-yan enquired whether LandsD, in handling matters concerning STT sites, would determine the land use before conducting tender exercise or would conduct tender exercise first and determine the land use only after the STT site was leased out.

564. The Chairman requested LandsD and PlanD to follow up on the views of Members, and the Member’s enquiries would be followed up by writing to LandsD. The Chairman continued that the above item would be referred to the Housing, Planning and Development Committee for follow-up work.

(6) Enquiry about the figures of traffic accidents at the two roundabouts at Po Ning Road/Po Shun Road and Po Ning Road/Sheung Ning Road in Hang Hau (SKDC(TTC) Paper Nos. 304/20, 318/20 and 326/20)

565. The Chairman said the question was raised by Mr Andrew CHAN.

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

(7) Enquiry about the figures of parking spaces and illegal parking in Sai Kung rural areas (SKDC(TTC) Paper Nos. 305/20 and 327/20 to 329/20)

567. The Chairman said question (7) had been discussed together with another item earlier.

(8) Enquiry about the reasons for congested traffic in Sai Kung Town Centre (SKDC(TTC) Paper Nos. 306/20, 330/20 and 331/20)

568. The Chairman said the question was raised by Ms LEUNG Hin-yan.

569. Members noted the written replies from TD and HyD.

570. Ms LEUNG Hin-yan pointed out that in its reply, TD had indicated that the congested traffic in Sai Kung Town Centre was attributable to various factors. She enquired about the factors involved and hoped that TD would reply in writing.

571. The Chairman asked TD to provide a written reply after the meeting.

(9) Further enquiry about how the Transport Department defines the “shortage” of parking spaces in an area with a set of objective criteria (SKDC(TTC) Paper Nos. 307/20 and 332/20)

572. The Chairman said the question was raised by Ms LEUNG Hin-yan.

573. Members noted the written reply from TD.

574. Ms LEUNG Hin-yan said although it was indicated in the respective replies from TD and the Police that the supply of parking spaces in Sai Kung was adequate and follow-up actions had been taken to combat illegal parking, road traffic in Sai Kung remained unsmooth.

(10) Enquiry about the policy on matters related to cycling (SKDC(TTC) Paper Nos. 308/20, 319/20 to 321/20, 333/20, 334/20 and 340/20)

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

576. Members noted the written replies from HyD, FEHD, CEDD, LandsD, TD and HKPF.

577. Mr LAI Wai-tong reflected that abandoned shared bicycles had been found along the seawall of Eastern Channel in Tseung Kwan O South, hoping that SKDO would assist in supervising the handling of the matter by relevant departments. He also complained about the poor management of bicycle parking spaces, which had not improved despite the issue having been reflected to FEHD repeatedly. He hoped that TTC would write to FEHD to follow up the matter and

requested TD to follow up the problem of indiscriminate parking of bicycles.

578. Mr CHUN Hoi-shing reflected that in Po Tsui Park in Po Lam, railings on the footpath between the bicycle parking spaces near the tennis court and the cycle track, i.e. near the entrance of Po Tsui Park at Po Hong Road, had obstructed members of the public from pushing their bicycles from the cycle track to the parking spaces. He hoped that TD would follow up the matter.

579. Mr Jason LAU of TD responded that TD would find out and follow up the situation after the meeting.

580. The Chairman suggested that SKDO inspect areas where bicycles had been parked indiscriminately and carry out follow-up work.

581. Mr CHEUNG Wai-chiu said as there was no connection to a cycle track off Wan Po Road near LOHAS Park, cyclists needed to cycle along uphill/downhill roads or roadways. Other areas in the district also lacked comprehensive planning for cycle tracks, and members of the public needed to cycle along pedestrian routes. He therefore hoped that TD would review cycle tracks in the district and carry out follow-up work.

582. Mr FUNG Kwan-on reflected that queues of passengers waiting for buses at the bus stop off Po Kin House in Po Lam Estate would stretch across the cycle track, thus posing danger. He enquired whether works would be conducted to relocate the bus stop.

583. Ms LEUNG Hin-yan said cycle tracks in Tseung Kwan O were not connected with Kowloon. She hoped that TD would also give consideration to cycle tracks when carrying out widening works for roads in the district, thereby enabling residents in the district to use bicycles as commuting devices.

584. Mr LAI Wai-tong recommended that relevant departments take reference from the “Western Coast Road” proposal that had once been put forward to provide a cycle track along the waterfront to connect and extend the cycle tracks in Tseung Kwan O to Kowloon East.

585. The Chairman said Members could conduct site inspection together with TD representatives at the above bus stop, and the views of Members would be relayed to CEDD in writing.

**(11) Enquiry about the policy on matters related to electric mobility devices
(SKDC(TTC) Paper Nos. 309/20 and 338/20)**

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

587. Members noted the written reply from TD.

588. Mr Stanley HO enquired whether motorised personal mobility devices included electric wheelchairs and asked for information on the relevant regulations.

589. Mr Matthew WONG of TD responded that designated TD staff would introduce the proposed regulatory framework on electric mobility devices at the TTC meeting in November 2020.

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

X. Report Items

(A) Progress Report of Major Works of the Sai Kung District Council

(Paragraph 497 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 310/20)

591. Members noted the paper.

592. Ms LEUNG Hin-yan requested that the sentence “some SKDC members expressed their views and concerns onto the gazettal road scheme” under “progress/ status” of project no. 806TH be revised to “some SKDC members expressed strong opposition to the gazettal road scheme”.

593. The Chairman said the Member’s views would be relayed to CEDD in writing.

(B) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area

(Paragraph 498 of the minutes of the last meeting)
(SKDC(TTC) Paper Nos. 241/20 and 311/20)

594. Members noted the paper.

595. The Chairman asked SKDO and TD to continue to follow up the matter.

(C) Statistics on cycling accidents

(Paragraph 499 of the minutes of the last meeting)
(SKDC(TTC) Paper Nos. 242/20 and 312/20)

596. Members noted the paper.

(D) Report of the Working Group on Road Safety in Sai Kung District

(SKDC(TTC) Paper No. 243/20)

597. As an item under “Any Other Business” was related to the above report and there being no objection from Members, the Chairman declared that the items would be discussed together.

Sai Kung Bicycle and Road Safety Campaign 2020-2021 (SKDC(TTC) Paper No. 339/20)

598. The Vice-Chairman (Convenor of the Working Group on Road Safety in Sai Kung District) reported that the Working Group on Healthy and Safe City Activities and Working Group on Road Safety in Sai Kung District of SKDC had reserved an allocation of \$200,000 in the current year for inviting local groups to co-organise promotional activities with the theme of bicycle and road safety. In early July, the Secretariat had announced on the SKDC website that “Sai Kung Bicycle and Road Safety Campaign 2020-21” had been open for application. One funding application had been received before the deadline, and the applicant was the Hong Kong Road Safety Association. In the light of the situation of COVID-19 outbreak, a joint meeting of the two Working Groups could not be held shortly. Considering that preparatory work for the campaign should commence in early October, the Secretariat had earlier sought the consent of the Convenors of the two Working Groups and the Chairmen of the committees under which the Working Groups were established to vet the funding application by email circulation. The two Working Groups had endorsed recommending the funding application to the Education, Health and Social Welfare

Committee and TTC respectively.

599. Regarding the application for co-organising “Sai Kung Bicycle and Road Safety Campaign 2020-21”, there being no other comment or objection from Members, the Chairman declared the endorsement of recommending the funding application to the Finance and Administration Committee. He also declared that the above report was endorsed.

XI. Any Other Business

(A) Sai Kung Bicycle and Road Safety Campaign 2020-2021
(SKDC(TTC) Paper No. 339/20)

600. The Chairman said item (A) had been discussed together with another item earlier.

(B) Request Traffic and Transport Committee to write to the Transport Department expressing oppositions to the provision of a “no right-turn” sign at the exit of Choi Ming Shopping Centre car park and a centre island on Choi Ming Street; and strongly condemn the Transport Department for amending the Road Users’ Code during the consultation period
(SKDC(TTC) Paper No. 344/20)

601. Mr CHAN Wai-lit moved an extempore motion, which read: ‘Request Traffic and Transport Committee to write to the Transport Department expressing oppositions to the provision of a “no right-turn” sign at the exit of Choi Ming Shopping Centre car park and a centre island on Choi Ming Street; and strongly condemn TD for amending the Road Users’ Code during the consultation period’. The extempore motion was seconded by Ms Valerie WONG, Messrs CHENG Chung-man, CHEUNG Wai-chiu, CHOI Ming-hei, Ryan LEE, Ms Debby CHAN, Messrs FUNG Kwan-on, LAI Wai-tong, Ms LEUNG Hin-yan and Mr LUI Man-kwong.

602. In accordance with Order 13(2) of SKDC Standing Orders, the Chairman invited Members to vote on whether the above extempore motion would be included in the agenda of the meeting. With the agreement of over half of the Members present at the meeting, the Chairman declared that the extempore motion would be included in the agenda.

603. Mr CHAN Wai-lit said on 24 August, he had been informed that TD had been conducting consultation on the provision of a centre island on Choi Ming Street through SKDO. At that time, the road section to the right of the exit of Choi Ming Shopping Centre car park was marked with double white lines, and there was no “no right-turn” sign. However, on 29 August, he had found out that TD had made changes to the rules of the road during the consultation period by adding a “no right-turn” sign. Drivers had been legally allowed to turn right at Choi Ming car park; yet, TD had altered the rules of the road during the consultation period to make turning right at the location illegal, thus rationalising the provision of centre island in the middle. He opined that TD should not alter any rules of the road during the consultation period and hoped that TD would remove the sign as soon as possible.

604. Mr Matthew WONG of TD responded that TD would follow up the matter with the Member concerned after the meeting.

605. Mr CHAN Wai-lit enquired whether it was against the law to cross double white lines to make a right turn and whether TD could alter the rules of the road during the consultation period.

606. The Chairman enquired whether TD normally needed to carry out district consultation before making changes to traffic signs.

607. Mr Matthew WONG of TD responded that the provision of a “no right-turn” sign was a traffic improvement measure to enhance road safety, while the provision of a centre island was a measure for further improvement.

608. Mr CHEUNG Wai-chiu enquired if residents opposed the proposal, whether TD would still insist on implementing the proposal on the grounds of road safety.

609. Mr Francis CHAU pointed out that it was safer to turn left at the location concerned. Yet, as illegally parked vehicles were often found near the roundabout after drivers turned left, most drivers would turn right at the location concerned.

610. Mr LUI Man-kwong understood that the sign had been added for the sake of safety, but he enquired whether TD would often alter the rules of the road during public consultation period.

611. Mr Andrew CHAN opined that the above motion reflected a procedural problem in consultation and it should be handled and followed up.

612. Mr LAI Wai-tong said as mentioned by the mover, it was indicated in TD’s consultation paper on 24 August that turning right at the location concerned was illegal. However, according to the TD website, drivers could make right turns at the location concerned. He therefore enquired about the reasons for the inconsistency between TD’s consultation paper and relevant legislation as well as the addition of a new traffic sign at the location concerned during the consultation period.

613. Mr FUNG Kwan-on reckoned that departments should provide SKDC with the relevant information in an open and transparent manner. In view of the above situation, he opined that TD should discuss with related law enforcement agencies and stakeholders before handling the matter. He enquired whether TD had approached Members concerned in advance for inspection and follow-up work. If not, he enquired why TD would issue a consultation paper with content inconsistent with the relevant legislation and make special traffic arrangements in such a hasty manner.

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

- TD would conduct site inspections with the Member concerned.
- TD had added the “no right-turn” sign at the location concerned for safety reasons. Drivers had to cross four traffic lanes if they were to make a right turn at the location concerned, which would pose a considerable risk. To further enhance road safety, TD was currently conducting consultation on the provision of a central island there.

615. Mr NG Kin-fung of HyD supplemented that the “no right-turn” sign had been installed on 29 August.

616. Mr CHUNG Kam-lun said in the past, TD had also implemented improvement measures without consulting the public when road safety issues had been involved. However, he opined that TD should enhance the entire consultation process by consulting SKDC and the public before arranging for improvement measures, so as to inform SKDC Members and the public of the road

safety problems.

617. The Chairman reflected that the “no right-turn” sign was far away from the lanes. Furthermore, he opined that TD should not implement road improvement measures at the location concerned during the consultation period, which in turn forced stakeholders to accept the suggestion of providing a central island. He also reckoned that TD should carry out district consultation before adding new traffic signs in the future.

618. Mr Matthew WONG of TD noted the views of Members.

619. There being no amendment or objection from Members, the Chairman declared that the motion was carried.

(C) Item referred by the District Facilities Management Committee: Urge the Transport Department to report on the progress of and conceptual design for Town Park in Area 66, Tseung Kwan O
(SKDC(DFMC) Paper Nos. 85/20, 92/20 and 108/20)

620. Mr LAI Wai-tong hoped that TD would, in respect of the above matter, respond on when it would consult SKDC again and provide information on the conceptual design of the Town Park. He also enquired when TD would apply to the Town Planning Board for planning permission.

621. Mr Matthew WONG of TD responded that TD would follow up and study the matter.

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

(D) Request for providing service of GMB route no. 9A on Saturdays

623. The Chairman hoped that TD would consider providing service of GMB route no. 9A on Saturdays. He reflected that currently there was no GMB passing by the Geopark on Saturdays, and the public had to visit there by taxi.

624. Mr Eddie WAN of TD responded that at present, route no. 9A only operated in the afternoon on Sundays and public holidays, mainly to cope with the needs of passengers traveling from the East Dam to Pak Tam Chung on holidays, thereby diverting passengers waiting for taxis at the East Dam. TD would study the patronage demand in the area concerned and the feasibility of providing minibus service on Saturdays.

XII. Date of Next Meeting

625. The Chairman announced that the next meeting would be held at 9:30 am on 12 November 2020 (Thursday). The meeting was adjourned at 8:06 p.m.

Sai Kung District Council Secretariat
November 2020