

(Confirmed minutes)
(Translation)

Sai Kung District Council
Traffic and Transport Committee
Minutes of the Second Meeting in 2021

Date: 11 March 2021 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

Present

<u>Present</u>	<u>From</u>	<u>To</u>
Mr LAM Siu-chung, Frankie (Chairman)	9:30 a.m.	2:01 p.m.
Mr YU Tsun-ning (Vice-Chairman)	9:30 a.m.	2:01 p.m.
Ms CHAN Ka-lam, Debby	9:43 a.m.	2:01 p.m.
Mr CHAN Wai-lit	9:30 a.m.	2:01 p.m.
Mr CHAN Yiu-chor, Andrew	9:30 a.m.	2:01 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	2:01 p.m.
Mr CHENG Chung-man	9:43 a.m.	2:01 p.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	2:01 p.m.
Mr CHEUNG Mei-hung, Chris	9:30 a.m.	2:01 p.m.
Mr CHEUNG Wai-chiu	10:24 a.m.	2:01 p.m.
Mr CHOI Ming-hei	9:30 a.m.	2:01 p.m.
Mr CHUN Hoi-shing	9:30 a.m.	2:01 p.m.
Mr FUNG Kwan-on	9:30 a.m.	2:01 p.m.
Mr HO Wai-hong, Stanley	9:43 a.m.	2:01 p.m.
Mr LAI Wai-tong	9:30 a.m.	2:01 p.m.
Mr LAU Kai-hong	9:30 a.m.	10:16 a.m.
Mr LEE Ka-yui	10:00 a.m.	2:01 p.m.
Mr LEE Yin-ho, Ryan	9:43 a.m.	2:01 p.m.
Ms LEUNG Hin-yan	10:55 a.m.	2:01 p.m.
Mr LEUNG Li	9:30 a.m.	10:20 a.m.
Mr LUI Man-kwong	9:30 a.m.	2:01 p.m.
Mr TSE Ching-fung	9:45 a.m.	2:01 p.m.
Ms WONG Cheuk-nga, Valerie	9:45 a.m.	2:01 p.m.
Mr YIP Brandon Kenneth	9:30 a.m.	11:15 a.m.
Mr KWOK Tun-yiu, Donald (Secretary)	Executive Assistant (District Council) 10, 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 LUK Yin-yam, Vera	Liaison Officer (Youth Development/Tseung Kwan O(C)), Sai Kung District Office

Ms LAM Yu-ching, Linda	Executive Officer (District Council) 2, Sai Kung District Office	
Ms HO Kit-ying, Florence	Senior Transport Officer/Sai Kung, Transport Department	
Ms LEE Ka-in, Charis	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 NG Kin-fung	District Engineer/Tseung Kwan O, Highways Department	
Ms CHEUK Yuet-ching	Chief Inspector (Operations) (Tseung Kwan O), 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	
Miss LIU Tung-ye, Virginia	Senior Transport Officer/Bus/New Territories East 2, Transport Department	} For agenda item I
Mr LEUNG Pak-fung, Kazaf	Transport Officer/Bus/New Territories East 2, Transport Department	
Mr MAK Shing-pong, Douglas	Manager (Operations), Kowloon Motor Bus Company (1933) Limited	} For agenda items I to IV
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 SIN Chi-yin, Mistral	Manager (Planning), New World First Bus Services Limited/Citybus Limited	
Mr WONG Ka-chung, Calvin	Chief Planning Officer, New World First Bus Services Limited/Citybus Limited	
Ms CHUNG Pui-yi, Penny	Chief Public Affairs Officer, New World First Bus Services Limited/Citybus Limited	} For agenda item VI
Ms WAI Yin-mei, Stephanie	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	

Absent

Mr CHUNG Kam-lun
Mr FAN Kwok-wai, Gary
Mr LAI Ming-chak
Mr OR Yiu-lam, Ricky

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the second meeting of the Traffic and Transport Committee (TTC) in 2021.

2. The Chairman said the Secretariat had been notified before the meeting that Messrs CHUNG Kam-lun and Gary FAN were unable to attend the meeting, due to denied bail. It had also been notified that Messrs LAI Ming-chak and Ricky OR were unable to attend the meeting, due to official commitments and unforeseen circumstances respectively. There being no objection from Members, the Chairman said that the applications for absence from meeting were approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders (SKDC Standing Orders).

3. The Chairman said five motions and five questions had been received for the meeting.

I. New Items

(A) Bus Route Planning Programme 2021-2022 for Sai Kung District (SKDC(TTC) Paper No. 45/21)

4. The Chairman welcomed –

- Miss Virginia LIU, Senior Transport Officer/Bus/New Territories East 2, Transport Department
- Mr Kazaf LEUNG, Transport Officer/Bus/New Territories East 2, Transport Department

5. Miss Virginia LIU, Senior Transport Officer/Bus/New Territories East 2 of Transport Department (TD), gave an introduction to the Programme.

6. Mr LAI Wai-tong enquired about the reasons for the failure to commence both bus services from Tiu Keng Leng to Kwun Tong and cross-harbour routes and related considerations. In addition, he reflected that the existing bus services could not fully cover Tseung Kwan O South and enquired whether New World First Bus (NWFB) Route No. 795X could be extended to the vicinity of Tong Yin Street and Alto Residences.

7. Mr Chris CHEUNG hoped that NWFB Route No. 796S and Kowloon Motor Bus (KMB) Route No. 98S could provide whole-day service or enhance the frequency to cope with residents' transport demand for travelling to Mong Kok. In addition, it was suggested in last year's Bus Route Planning Programme (RPP) that bus services of NWFB Route No. N796 should be extended to overnight service to and from Kowloon. He hoped this year's RPP would also list out the said suggestion. Regarding the new bus service plying between Tsing Yi Road and Tseung Kwan O Industrial Estate, he hoped TD would explore the feasibility of providing round trip service, so as to benefit the residents in Tseung Kwan O and increase the attractiveness of the route. At last, he hoped to enhance the frequency of KMB Route No. N290.

8. Mr Ryan LEE reiterated that TD should consider providing whole-day service for KMB Route No. 91S.

9. Mr CHUN Hoi-shing welcomed TD and KMB to introduce special departures of KMB Route No. 98B and hoped TD and KMB would consider providing whole-day service for the said route.

10. Mr LUI Man-kwong hoped to enhance the frequency of Route Nos. 795X and N290. Regarding the suggestion on the new bus service plying between Tsing Yi Road and Tseung Kwan O Industrial Estate, he wanted NWFB and KMB to introduce round trips and re-route via Tseung Kwan O South. He also hoped through the suggestion on the new bus service plying between Hong Sing Garden and Tai Po Industrial Estate, the bus frequency would be enhanced and whole-day service would be provided.

11. Mr LEUNG Li considered that NWFB should strengthen special departures of Route No. 797 to meet its service demand and patronage, and consider re-routeing of Route No. 797 via Tseung Kwan O South and Tiu Keng Leng given strong passenger demand. He also considered that extending Route No. 797 to San Po Kong would increase its journey time, lead to low frequency, weaken the competitiveness of the route and overlap with KMB Route No. 98. Moreover, he hoped to enhance the frequency of Route No. N290 and enquired about the implementation date of the bus route plying between Shek Mun and Choi Ming Public Transport Interchange.

12. Ms Valerie WONG said the frequency of KMB Route No. 98B was low and asked TD why there were no bus routes departing from Hang Hau to Tseung Kwan O Tunnel Bus-Bus Interchange (BBI). She said she had provided various suggestions on the said service earlier, including the route extension of KMB Route No. 91S and provision of whole-day service. She hoped TD would implement the suggestion as soon as possible, so that the residents in Hang Hau could make full use of the BBI.

13. Mr Edwin CHEUNG hoped TD and NWFB would increase special departures of Route No. 797. He considered that the suggested sole departure of Route No. 797 at 7:30 a.m. was insufficient and too early, which might affect the yardstick for assessing the passenger volume. In addition, he hoped that the bus company would utilise existing resources to allow two of its departures to re-route via Kowloon Bay Business Area instead of allocating additional resources. Moreover, he wanted TD and NWFB to follow up with the suggestion on the proposed bus route plying between Tiu Keng Leng and Kwun Tong. At last, he hoped that sectional fares to Kwun Tong would be provided for Route No. N796 and urged the bus companies to provide interchange discounts for passengers interchanging from long-haul routes to short-haul routes.

14. Mr CHENG Chung-man said TD once committed to introducing bus service from Hang Hau non-stop to the BBI upon the commissioning of the BBI (Kowloon bound). However, this year's RPP merely stated that special departures would be provided and there were no suggestions on provision of whole-day service. He hoped that TD would consider the needs of residents in Hang Hau.

15. Mr TSE Ching-fung enquired about the implementation progress of the bus route plying between Ma On Shan and Tseung Kwan O in last year's RPP. He also enquired whether Route No. X795 would be extended to Mei Foo, and whether the route plying between Tseung Kwan O and Tai Po Industrial Estate would stop at Tai Po Town Centre.

16. Mr FUNG Kwan-on considered that the RPP did not cater for the demand for overnight routes plying between Tseung Kwan O and Kowloon. He recommended TD to consider

extending existing routes, including Route No. N290, or enhance its frequency as a means of service strengthening.

17. Mr Stanley HO hoped that TD would introduce bus services similar to that of KMB Route No. 92R during peak hours on weekdays. He also hoped that TD would explore the feasibility of introducing direct bus routes plying between Sai Kung District and Northwest New Territories.

18. Mr Andrew CHAN hoped that TD would introduce bus service from Hang Hau non-stop to the BBI as soon as possible. While he understood that there might not be sufficient resources to introduce new routes, he suggested adjusting existing whole-day bus services to re-route via Hang Hau. He reflected that he had presented different proposals for TD's consideration and would be happy to discuss with TD on the implementation arrangements.

19. Mr Francis CHAU reflected that KMB Route No. 98B should be converted to a permanent route. He suggested re-routeing some morning departures via Po Shun Road after stopping in Hang Hau, whereas the remaining departures would traverse via Tseung Kwan O Tunnel after stopping in King Lam and Po Lam and provide whole-day service, such that residents could travel to the BBI or interchange with other routes across districts on Kwun Tong Road. To facilitate residents using interchange services, he also suggested bus routes under NWFB and Citybus, including Route No. 796C, adding an additional bus stop at the noise barrier on Po Shun Road.

20. The Chairman considered that the suggestions listed in this year's RPP did not benefit the residents in Ma Yau Tong Village. He hoped TD would follow up and consider reviewing the bus network serving hilly areas, including extending Route Nos. 93K and 95M to Kwun Tong Business Area.

21. Miss Virginia LIU of TD gave a consolidated response as follows:

- Residents in the vicinity of Tiu Keng Leng could take MTR to Kwun Tong. Upon the commissioning of the BBI (Kowloon bound), passengers could take Route Nos. 796P and 796X and interchange with Route No. 797 at the BBI to travel to and from Kwun Tong. TD would continue to monitor the service level of the above bus routes and changes in passenger demand.
- Apart from MTR, residents in Hang Hau and Tiu Keng Leng could first take Route No. 694 to Eastern Harbour Crossing Toll Plaza and interchange with other cross-harbour bus routes to the vicinity of Causeway Bay, Wan Chai and Central. TD advised passengers to adopt the current interchange arrangements to reach their destinations so as to better utilise public transport network resources. TD had no further plans to introduce additional cross-harbour bus services at present. Nonetheless, TD would continue to pay attention to public transport services in the district and changes in passenger demand. TD would also review the service suggestions in due course.
- Subject to the development of COVID-19, TD would review the implementation on extension of Route No. N796 to LOHAS Park with the bus company. TD also noted Members' views about the unclarity of implementation details of extension of Route No. N796 to LOHAS Park in this year's consultation paper.
- TD had been encouraging bus companies to provide sectional fares, and hoped the bus company could consider providing more sectional fares for Route No. N796 whenever possible, subject to its operational situation.
- During the stage of bus route planning, apart from considering the convenience the services provided for the passengers to travel to other areas, TD would also evaluate

whether the resources could be utilised. For example, whether the areas had adequate patronage and availability of alternative means for public transport. The new bus route plying between Tsing Yi Road and Tseung Kwan O Industrial Estate could benefit passengers commuting to and from Tseung Kwan O Industrial Estate during peak hours. Therefore, the proposed routeing in the vicinity of Tseung Kwan O was relatively more direct. The existing Route No. 290 series had already provided whole-day service plying among Tseung Kwan O, Tsuen Wan and Kwai Tsing areas. TD would consider whether the patronage was justified to introduce round trips for the new bus route and enhance services when necessary.

- TD noted Members' views on frequency enhancement of Route Nos. 795X and N290. TD would follow up the suggestions after service implementation in response to passenger demand and the above views.
- TD had suggested Route No. 98B to be re-routed from Hang Hau via Tseung Kwan O Tunnel heading for Kwun Tong in this year's RPP. Although the route had to operate via Po Lam, it was a relatively convenient choice for passengers on the basis of utilising existing bus resources. Upon the commissioning of the BBI (Kowloon bound), members of the public could make use of the existing interchange services and MTR to reach their destinations. TD noted Members' views on the bus routes and would liaise with the bus companies on frequency enhancement when necessary.
- TD noted Members' views on frequency enhancement of special departures of Route No. 797. After the implementation of special departures in the future, TD would follow up the suggestion with the bus company based on the passenger demand.
- Upon route extension of NWFB Route No. 797 to San Po Kong and its introduction of additional special departures, NWFB would allocate extra vehicles to operate the route. TD would review the operation of the route after implementation of service adjustments and liaise with the bus company on the need to deploy additional resources when necessary.
- TD was carrying out initial preparatory work for the operator selection exercise of bus routes plying between Wu Kai Sha and Hong Sing Garden, and between Shek Mun and Choi Ming Public Transport Interchange. TD would continue liaising with relevant District Councils and inform them about the progress of the selection exercise in due course.
- When conducting assessments on frequency enhancement proposals, TD would take into account whether passenger demand was justified and resources allocation of bus companies. KMB Route No. 92 currently provided whole-day service plying between Sai Kung and the vicinity of Choi Hung. TD would consider whether passenger demand for Route No. 92R was justified during peak hours on weekdays and continue to monitor the situation.

22. Mr Francis CHAU reflected that residents would have to pay higher fares if they took existing routes to the BBI, interchanged with routes to Kwun Tong Road and further interchanged with routes to other districts. He suggested TD to rationalise the bus routes in the district, so as to allocate more resources to Route Nos. 98A and 98B for whole-day services and split their routeings to serve Hang Hau and Po Lam respectively. In addition, he hoped that bus companies would offer cross-company interchange discounts and urged NWFB to consider the said proposals such that members of the public could interchange with bus routes under NWFB on Po Shun Road in Hang Hau.

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

- KMB welcomed the idea of allocating more resources to introduce bus services plying between Tiu Keng Leng and Kwun Tong.
- Upon service implementation of Route No. 98, Route No. 98B would be truncated to depart from Hang Hau. KMB would actively liaise with TD regarding the suggestion of Route No. 98 stopping at LOHAS Park Station Public Transport Interchange.
- Subject to the population growth of LOHAS Park, KMB would continue to liaise with TD regarding the frequency enhancement of Route No. 98S.
- KMB had submitted an application to TD regarding the service extension of special departures of Route No. 91S to Kwun Tong. KMB hoped that the proposed service adjustments would be in line with the commissioning of the BBI (Kowloon bound).
- Apart from truncating Route No. 98B to depart from Hang Hau, KMB welcomed TD and Members to discuss how to utilise resources in the district to provide bus service from Hang Hau non-stop to the BBI.
- According to the patronage data, the existing frequency of Route No. N290 could meet passenger demand. KMB understood that the patronage might be affected by the development of COVID-19. KMB would closely monitor the situation and apply for frequency enhancement when necessary.
- KMB would actively study the provision of bus services similar to that of Route No. 92R during peak hours on weekdays.
- KMB noted the suggestions on bus route rationalisation in hilly areas. KMB would review its resources, with a view to benefitting the residents of hilly areas.

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

- Upon the commissioning of the BBI (Kowloon bound), residents in Tiu Keng Leng could make use of Route No. 796 series and interchange with Route No. 797 to Kwun Tong.
- In responding to Members' views, NWFB proposed to introduce a special departure of Route No. 797 from Tseung Kwan O South to the BBI this year. Upon service implementation of the special departure, NWFB would review whether to allocate more resources with a view to enhancing service or providing return trips in the afternoons in response to passenger demand.
- NWFB/Citybus would explore the feasibility of introducing bus services from Hang Hau to the BBI.
- Upon the commissioning of the BBI (Kowloon bound), residents of LOHAS Park could take Route No. 797 and interchange with Mong Kok bound bus routes at the BBI.
- In response to population growth in the district, NWFB would allocate additional resources to introduce Route Nos. 795X and X795 and review the service after service implementation to explore the need for frequency enhancement or extension of service hours.
- NWFB proposed to add two vehicles to offset the extended journey time of Route No. 797 to San Po Kong and its frequency would remain unchanged. After route adjustments, NWFB would closely monitor the journey situation and allocate resources when necessary to stabilise headway.
- NWFB noted the suggestions on providing section fares for Route No. N796 and had no further plans at present.
- Both Route Nos. 795X and X795 would have en-route stops at Mei Foo.

25. Mr LAI Wai-tong hoped to introduce bus services similar to that of KMB Route No. 296A, such that residents in Tiu Keng Leng and Tseung Kwan O South could utilise the interchange network on Kwun Tong Road. If passengers took Route No. 796X, interchanged with Route No. 797 and took other routes, they had to pay higher fares. He reflected that according to the interchange proposals submitted by bus companies, residents had to pay unreasonable fares and bus companies had no intentions to offer attractive interchange discounts.

26. Ms Debby CHAN enquired whether special fares would be charged if special departures of Route No. 92R were introduced during peak hours on weekdays. She also asked how TD determined passenger demand and hoped TD would provide information on the standards of vetting holiday bus route applications.

27. Mr Chris CHEUNG enquired about the implementation dates of route extension of Route No. N796 to LOHAS Park and introduction of Airport Bus Route No. A28. He reiterated that round trips must be provided for the new route plying between Tsing Yi Road and Tseung Kwan O Industrial Estate. He took the view that if no round trips were provided, it would be difficult to assess the demand of residents living in Tseung Kwan O area. In addition, he asked why TD had not yet granted the application for frequency enhancement of KMB Route No. 98S.

28. Mr CHAN Wai-lit said that should Route No. 797 be extended to San Po Kong, its routing would overlap with that of Green Minibus (GMB) Route Nos. 110 and 110A and enquired how TD would handle such problem. He reflected that residents hoped to interchange with New Territories bound routes on Kwun Tong Road. However, the current interchange options could not meet their demands and the difficulty in getting on a bus might be encountered during peak hours under certain options. He enquired whether NWFB's financial loss had led to TD's opposition to KMB's introduction of bus route plying between Tiu Keng Leng and Kwun Tong.

29. Miss Virginia LIU of TD gave a consolidated response as follows:

- Regarding the interchange discounts, TD had been encouraging every bus company to provide more fare concessions, with a view to reducing passengers' fare expenses. TD understood that the current interchange options might not meet some passengers' concerns about fares. However, it could reduce overlapping of bus routes on the basis of utilising existing bus route resources.
- TD was aware that there had been an increasing demand for passengers to travel to Sai Kung during holidays amid the pandemic. Consequently, the bus company had proposed to provide round trips for Route No. 92R. When assessing such proposal, TD considered that the service could cater for the increasing passenger demand supported by patronage, and therefore supported such service implementation.
- Route No. N796 was originally targeted to be implemented in the second quarter of this year. Due to COVID-19, passenger demand for airport and overnight bus services had significantly declined. As a result, the target implementation dates of Route Nos. N796 and A28 might be delayed. TD would continue to closely monitor changes in passenger demand and maintain communication with bus companies and implement the proposals in due course.
- Residents in Tiu Keng Leng could take MTR or interchange with Route No. 796 series to travel to Kwun Tong or other areas. TD hoped to utilise resources of existing public transport services and would not suggest providing additional services plying between Tiu Keng Leng and Kwun Tong.

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

- Route No. 92R currently provided four regular departures to Tsim Sha Tsui in the evening. KMB would strengthen services subject to actual passenger demand, with a view to dispersing visitors to leave Sai Kung at weekends.
- KMB proposed to add three Sai Kung bound departures of Holiday Route No. 92R to facilitate passengers travelling to Sai Kung. KMB would review passenger demand upon service implementation and consider adjusting frequency when necessary.

31. Mr Mistral SIN of NWFB/Citybus responded that the implementation dates of Route Nos. N796 and A28 would be slightly delayed due to COVID-19. NWFB/Citybus would liaise with TD regarding the implementation of the above routes, in view on COVID-19 situation and passenger demand.

32. Ms Debby CHAN asked how TD would review passenger demand and would like to understand what channels or mechanisms TD would deploy to review the demand. In addition, she hoped that TD should face up to the transport demand from the residents in Sai Kung, apart from meeting the visitors' demand. She asked TD to provide supplementary information about the considerations and standards of vetting holiday bus route applications after the meeting.

33. Miss Virginia LIU of TD responded that the departure schedule of Route No. 92R (Sai Kung bound) was tentative. TD would review the patronage and travelling patterns of routes providing similar services and finalise the departure schedule afterwards. TD would provide Members with the required supplementary information.

34. The Chairman said the issue would be followed up by the Working Group on Bus and Minibus Routes in Sai Kung District.

Request the commencement of studies on public transport services in the area of Anderson Road quarry development and the integration of transport services via Po Lam Road by the Transport Department to facilitate the needs of residents in Tseung Kwan O
(SKDC(TTC) Paper No. 92/21)

35. Mr LAI Wai-tong would like to move an extempore motion, which read "Request the commencement of studies on public transport services in the area of Anderson Road quarry development and the integration of transport services via Po Lam Road by the Transport Department to facilitate the needs of residents in Tseung Kwan O."

36. The extempore motion was seconded by the Vice-Chairman, Ms Debby CHAN, Messrs CHAN Wai-lit, CHEUNG Wai-chiu, CHENG Chung-man, CHUN Hoi-shing, Brandon YIP, FUNG Kwan-on, CHOI Ming-hei, LUI Man-kwong and Francis CHAU.

37. There being no objection from Members, the Chairman declared that the extempore motion would be included in the agenda.

38. Mr LAI Wai-tong said in view of the forthcoming commissioning of Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel), together with the development scheme of housing and community facilities in the area of Anderson Road quarry development, he reflected that it was the appropriate time at present to commence planning on public transport services in the area. To cope with community development, changes in population structure and residents' commuting patterns, he

requested TD and bus companies to immediately commence studies on public transport services in the area of Anderson Road quarry development. In addition, he requested TD and bus companies to review the performance of existing public transport services via Po Lam Road, rationalise some routes in a prudent manner, which included studies on rationalisation of some routes before intake of the development area, with a view to improving the efficiency of overall public transport services via Po Lam Road and facilitating the needs of residents.

39. Mr Francis CHAU hoped TD and bus companies would consider rationalising bus routes in Tseung Kwan O area as soon as possible, especially the routes serving hilly areas. He also hoped TD would consider adding stopping points at the BBI near Po Tat Estate to facilitate residents interchanging with other routes.

40. Miss Virginia LIU of TD responded that TD would consider the relevant public transport scheme in stages and report to SKDC TTC in due course.

41. There being no amendment or objection from Members, the Chairman declared that the extempore motion was endorsed and asked TD to follow up with SKDC's requests. The issue would be followed up by the Working Group on Bus and Minibus Routes in Sai Kung District.

II. Major changes in public transportation services launched in Sai Kung District from 1 January 2021 to 28 February 2021
(Paragraphs 4 to 8 of the minutes of the previous meeting)
(SKDC(TTC) Paper Nos. 46/21 and 47/21)

42. Members noted the papers.

III. 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 1st meeting of TTC in 2021
(Paragraph 9 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 48/21)

43. Members noted the paper.

(2) Transport and fares for Sai Kung outlying islands
(Paragraphs 10 to 14 of the minutes of the previous meeting)
(SKDC(TTC) Paper No. 49/21)

44. Members noted the written reply from TD.

45. Ms Debby CHAN hoped TD would clarify whether the information set out in the paper referred to the transfer of kaito licences, instead of applications from new operators for operating designated routes.

46. Ms Florence HO, Senior Transport Officer/Sai Kung of TD, responded that licence holders of kaito routes must be the owners of the vessels deployed for the same kaito service. Operators had to take note of licence-related arrangements during transfer of vessels.

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

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

(1) Urge the Government to subsidise travel by boat for residents of outlying islands (SKDC(TTC) Paper No. 50/21 and 78/21)

48. The Chairman said the motion was moved by Ms Debby CHAN and seconded by he himself, Messrs LAI Ming-chak, CHEUNG Wai-chiu and LUI Man-kwong.

49. Members noted the written reply from TD.

50. Ms Debby CHAN enquired about the general conditions required for extension of the \$2 Scheme (the Scheme) to kaito services. In addition, she enquired about the details and progress of the implementation of the Scheme in Sai Kung District. She hoped to understand how SKDC could assist in the implementation of the Scheme.

51. Ms Florence HO of TD responded that TD would extend the Scheme to kaito service operators on condition that they fulfilled the specific operating requirements stated by TD. The general conditions of the Scheme included (A) registration with TD of the origin and destination of the routes and fares; (B) installation of an Octopus payment system on admitted routes to ensure adherence to pre-set registered fares for calculating reimbursement of differential fares; (C) compliance with TD's regular reporting and audit requirements. TD was carrying out advanced preparatory work at present and measures would be implemented in stages starting from the first quarter of next year. TD would also maintain contact with the operators and introduce the details of the Scheme to them.

52. Ms Debby CHAN enquired about the locations in Sai Kung which could be installed with Octopus fare collection readers. She also hoped TD would provide the timeline and details of the Scheme, including the number of kaito routes involved.

53. The Chairman enquired whether kaito service operators were required to submit fixed fare applications and granted approval if they intended to participate in the Scheme.

54. Ms Florence HO of TD gave a consolidated response as follows:

- She would convey the enquiries of the details of the Scheme to dedicated colleagues and ask them to announce the details of the Scheme in due course.
- The majority of kaito routes at present was introduced for tourism or recreation purposes. Generally speaking, if kaito routes of tourism or recreation nature wished to adjust fares, the operators had to inform TD in advance. Based on the nature of kaito routes, there would be different mechanisms for handling fare adjustment applications.

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

**(2) Urge for the enhancement of public transport and supporting facilities in Sai Kung Country Park
(SKDC(TTC) Paper No. 51/21, 79/21 and 80/21)**

56. The Chairman said the motion was moved by Ms Debby CHAN and seconded by he himself, Ms LEUNG Hin-yan, Messrs LEUNG Li, LUI Man-kwong, LAI Wai-tong, LAI Ming-chak and CHEUNG Wai-chiu.

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

58. Ms Debby CHAN asked TD to provide supplementary information about the operating situation of GMB Route No. 9R. She also enquired why the said route could not be arranged to operate on Saturdays. In addition, she asked TD to provide operating statistics on GMB Route Nos. 7 and 9, as well as Residents' Bus Service Route No. NR29. Moreover, she reflected that there had been an increase in the number of private cars entering Sai Kung Country Park with visitors' permits in recent years. In this connection, she hoped that TD would consider strengthening the service of KMB Route No. 289R to encourage and facilitate visitors to use public transport services and minimise the problem of illegal parking at Wong Shek Pier. She asked if TD had improved the measures to meet the transport needs of residents in Sai Kung and enquired about the follow-up work on the empty vehicles departing from Pak Tam Chung as mentioned earlier.

59. Ms Charis LEE, Senior Transport Officer/Public Pier of TD, gave a consolidated response as follows:

- TD would provide supplementary information about the operating statistics on GMB Route Nos. 7, 9 and 9A, as well as Residents' Bus Service Route No. NR29 after the meeting.
- She did not have relevant information and statistics related to visitors' permits at the meeting.
- TD and the bus company would adjust the frequency of Route No. 289R as much as possible to cope with passenger demand. TD would also convey the situation of illegal parking at Wong Shek Pier to the Hong Kong Police Force (HKPF).
- TD would liaise with the operator to monitor the situation of empty vehicles departing from Pak Tam Chung, and provide a reply after the meeting.
- The GMB operator would assign the station officer at the East Dam to monitor the weather and on-site situation, and allocate vehicles and enhance frequency when necessary.

60. Ms Debby CHAN reflected that she had made an enquiry about statistics related to visitors' permits to the Agriculture, Fisheries and Conservation Department (AFCD). She took the view that the figures in recent years were astounding. She suggested TD and AFCD to discuss and improve the traffic situation of Sai Kung Country Park together, and consider erecting display signs in country parks to indicate the range of reasonable taxi fares from Sai Kung Town Centre to country parks and minimise the problem of overcharging by taxis.

61. The Chairman hoped TD would strengthen GMB services to the East Dam on Saturdays and enquired whether KMB had submitted any applications to TD regarding the introduction of service to the East Dam.

62. Ms Christine WONG of KMB responded that KMB understood that the current alternative public transport services could not meet visitors' demand for going to the East Dam at weekends. KMB was actively exploring and discussing with TD the feasibility of alternative service solutions.

63. The Chairman hoped TD would follow up the suggestion on erecting display signs at suitable locations to list out fares charged by different taxis. There being no amendment or objection from Members, the Chairman declared that the motion was carried and asked TD to follow up SKDC's requests and provide supplementary information after the meeting.

IV. Items related to bus service

(A) One motion raised by Members (bus)

(1) Request the Transport Department's early planning and confirmation of bus routes via Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin Tunnel to divert traffic in the district more effectively (SKDC(TTC) Paper Nos. 52/21 and 81/21)

64. The Chairman said the motion was moved by he himself and seconded by Messrs CHUNG Kam-lun, Gary FAN, LEUNG Li, LUI Man-kwong, LAI Ming-chak, FUNG Kwan-on, CHUN Hoi-shing, LAI Wai-tong, Francis CHAU, Ricky OR, TSE Ching-fung, Ryan LEE, Andrew CHAN, Ms Valerie WONG, Messrs LEE Ka-yui, CHOI Ming-hei, CHENG Chung-man, Ms Debby CHAN and Mr CHEUNG Wai-chiu.

65. Members noted the written reply from TD.

66. As a question under "Others" was relevant to the above issue, and there being no objection from Members, the Chairman said that they would be discussed together.

Enquiry about the measures by the Transport Department to relieve traffic congestion in Tseung Kwan O Tunnel before the completion of Tseung Kwan O - Lam Tin Tunnel (SKDC(TTC) Paper Nos. 72/21 and 90/21)

67. The Chairman said the question was raised by he himself.

68. Members noted the written reply from TD.

69. Mr LAI Wai-tong said upon the commissioning of the Tseung Kwan O Tunnel BBI located at the Tseung Kwan O Tunnel Toll Plaza (Tseung Kwan O bound), one automatic toll collection lane was added and one manual toll collection lane was reduced. However, such modification led to traffic congestion thereat. He hoped that TD would consider waiving the toll of Tseung Kwan O Tunnel earlier. He also hoped that upon the commissioning of the BBI and Tseung Kwan O – Lam Tin Tunnel, together with the implementation of the development plan of Anderson Road, TD would consider reviewing the bus resources in the district and pursuing bus route rationalisation.

70. Mr Francis CHAU took the view that the traffic flow of Tseung Kwan O Tunnel had far exceeded its capacity and therefore congestion occurred. TTC could foster exchange of ideas with TD and tunnel companies and discuss measures to ensure smooth flow of traffic when passing

Tseung Kwan O Tunnel. He also considered that focus discussions should be initiated on whether to demolish the toll booths at the Tseung Kwan O Tunnel Toll Plaza as soon as possible.

71. Mr LUI Man-kwong suggested that manual toll collection lanes should be added in short term and the feasibility of earlier toll waiver for Tseung Kwan O Tunnel should be explored in long term.

72. The Chairman said he hoped TD and bus companies would explore the arrangements of related bus routes and leave ample time for discussing the proposal. He suggested that Tseung Kwan O Tunnel should make reference to the practices of other tunnels, for example, using traffic light signals or traffic cones and regulating vehicles queuing up to enter tunnels. He also suggested converting the leftmost lane of Tseung Kwan O Tunnel Toll Plaza (Kowloon bound) to bus and minibus-only lane, so as to encourage citizens to take public transport and reduce the use of private cars.

73. Mr Jason LAU, Engineer/Special Duties 1 of TD, gave a consolidated response as follows:

- The arrangements of toll booths at the Tseung Kwan O Tunnel Toll Plaza were under the purview of TD's colleagues responsible for Kowloon area. He noted that the Chairman and the relevant colleagues would conduct a site visit to that location next week, during which temporary traffic flow control measures could be further discussed so as to alleviate the problem of congestion.
- In terms of traffic engineering, only after the commissioning of Tseung Kwan O – Lam Tin Tunnel and Tseung Kwan O Cross Bay Link could it play a prominent role in diverting road traffic to resolve the problem of congestion in Tseung Kwan O Tunnel.

74. Ms Florence HO of TD responded that TD was examining proposals to improve the bus network and review bus routes in the district, with a view to improving the operational efficiency of bus services. TD would report to TTC on the progress in due course.

75. Mr FUNG Kwan-on said drivers felt confused when the driving direction of one of the toll collection lanes would be adjusted from time to time at Tseung Kwan O Tunnel Toll Plaza. He hoped TD would avoid such adjustment. Besides, he hoped TD would expedite the process of handling water seepage of the shelter at the BBI (Tseung Kwan O bound).

76. The Chairman said TD would adjust the driving direction of one of the toll collection lanes in order to cope with increasing traffic flow during peak hours. Consequently, during morning peak hours, one Kowloon bound manual toll collection lane would be added, whereas during evening peak hours, one Tseung Kwan O bound manual toll collection lane would be added. He also said that he would attend a site visit with the representatives of TD to Tseung Kwan O Tunnel on 17 March and interested Members could attend together.

77. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up with Members' views. The above item would be referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work. The Chairman added that the above question would be retained for TTC to follow up.

(B) One question raised by Members (bus)

(1) Enquiry about the patronage of Sai Kung recreation bus routes 99R and 289R

(SKDC(TTC) Paper Nos. 53/21, 81/21 and 91/21)

78. The Chairman said the question was raised by Ms Debby CHAN.

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

80. Ms Debby CHAN reflected that the traffic problem in Sai Kung Country Park was severe during holidays. She hoped to understand how KMB would monitor the operating situation of its bus routes and whether it had studied the data collected. She considered that the boarding and alighting figures of en-route stops could better help understand the operating situation of bus routes. She enquired whether the patronage provided by TD or KMB solely reflected the data at the terminus.

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

- KMB surveyed route patronage on a regular basis and would submit relevant figures to TD.
- The patronage at Sai Kung Town Centre might not fully reflect the operating situation of bus routes.
- The highest patronage of Route No. 99R was recorded at nightfall, i.e. the peak period when visitors left Sai Kung.

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

- TD noted Members' views that the data collected could not fully reflect the operating situation of bus routes.
- The survey mentioned in the reply was conducted unceasingly from 7:30 a.m. to 8:30 p.m. at Sai Kung Pier. According to the survey results, the peak hour of the route ranged from 4:00 p.m. to 5:00 p.m.
- TD could re-conduct a survey on Route No. 99R if necessary and provide survey results, including the boarding and alighting figures of some en-route stops.

83. Mr LAI Wai-tong enquired whether KMB's patronage data submitted to TD were gathered from the survey results of on-board inspection or extracted from the information of the Octopus fare collection system.

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

84. Ms Christine WONG of KMB responded that KMB had monitored patronage in various aspects, including the use of Octopus system, deploying staff to conduct inspection at bus stops and the use of surveillance system in bus compartments, etc.

85. Mr FUNG Kwan-on said he was aware that NWFB/Citybus would achieve manpower savings after the merger. Therefore, he enquired what measures would be taken to avoid the quality of bus services from being impaired after reducing manpower.

86. Mr Calvin WONG, Chief Planning Officer of NWFB/Citybus, responded that NWFB/Citybus would gather patronage data in various aspects, which mainly relied on data in the Octopus fare collection system, as well as regular surveys on different bus routes. In addition, NWFB/ Citybus would also make use of the counters installed at the doors to better understand

the boarding and alighting situation at en-route stops.

87. Ms Penny CHUNG of NWFB/Citybus responded that the holding companies of NWFB/Citybus had earlier mentioned the completion of a comprehensive preliminary review on their business and the implementation of organisational restructuring for their offices, in which some of the positions had been reduced. The companies were currently reviewing the job duties of other non-office staff. The company will focus more on the customer experiences. NWFB/Citybus understood that citizens were very concerned about bus services and would continue to provide customers with quality bus service.

88. Mr FUNG Kwan-on took the view that reducing frontline manpower might affect passenger safety and their travel experiences. He enquired whether NWFB/Citybus had committed to taking the relevant factors into consideration before reducing manpower.

89. Ms Debby CHAN hoped KMB would supplement the patronage of Route No. 99R and asked TD to conduct on-site survey on Route No. 289R. She suggested conducting surveys on the two routes at Mak Bin roundabout, Pak Tam Chung and Sai Sha Road respectively. She took the view that comprehensive route data was needed to facilitate further discussion on whether to support the introduction of additional departures of Route No. 92R.

90. Ms Charis LEE of TD responded that TD would conduct on-site surveys and supplement relevant figures after the meeting.

91. Ms Penny CHUNG of NWFB/Citybus responded that NWFB/Citybus would conduct comprehensive reviews before implementing resource re-allocation or arrangement. The companies were committed to providing customers with quality bus services.

(Note: The Chairman continued to chair the meeting at this juncture)

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

V. Items related to minibus service

(A) One motion raised by Members (Minibus)

(1) Request studies on the addition of an en route stop for minibus route no. 113 at the public transport interchange of The LOHAS (SKDC(TTC) Paper Nos. 54/21 and 83/21)

93. The Chairman said the motion was moved by Mr Chris CHEUNG and seconded by Mr Edwin CHEUNG.

94. Members noted the written reply from TD.

95. Mr Chris CHEUNG said residents of MALIBU had to go to The Capitol to take GMB Route No. 113. He enquired whether TD had any views on the above suggestion and had any liaison with the operator.

96. Ms Florence HO of TD gave a consolidated response as follows:

- Route No. 113 mainly provided service to Hang Hau via Shek Kok Road and Wan Po Road, primarily serving the residents in the vicinity of The Beaumont.
- Extending service to LOHAS Park Station Public Transport Interchange (PTI) would lengthen the journey time and affect existing passengers.
- The residents of LOHAS Park could take MTR to Hang Hau.
- The suggestion would overlap with the catchment areas of GMB Route Nos. 112A and 112M from Shek Kok Road to LOHAS Park Station PTI.
- TD did not support the above suggestion at this stage.

97. Mr Chris CHEUNG said each phase of LOHAS Park was sparsely distributed and hoped TD would provide additional en-route stops, subject to the development of LOHAS Park.

98. Mr LAI Wai-tong questioned about the effectiveness of LOHAS Park Station PTI. Most bus routes departing from the PTI had to make round trips to and fro Wan Po Road and make u-turns at Tseung Kwan O Industrial Estate. He took the view that TD should explore measures to improve the supporting transport facilities at LOHAS Park and ensure that the PTI could be well utilised.

99. Ms Florence HO of TD responded that TD noted Members' views and would continue to closely monitor and review the situation.

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

(B) One question raised by Members (Minibus)

(1) Questions about the service of minibus route no. 102B in Hang Hau area (SKDC(TTC) Paper Nos. 55/21 and 84/21)

101. The Chairman said the question was raised by Mr CHENG Chung-man.

102. Members noted the written reply from TD.

103. Mr CHENG Chung-man said the serious problem of low frequency of GMB Route No. 102B made it doubtful whether the route was still in operation. TD had always provided different responses to such problem. He hoped that TD would provide a definite reply.

104. Ms Florence HO of TD gave a consolidated response as follows:

- Upon receiving complaints from citizens over skipping bus stops and lost trips in respect of the route, TD would request the operator to provide written explanations.
- TD had continued to closely monitor the operation of the route and launched focus investigations into the allegations.
- After learning of the problem of lost trips, TD immediately arranged meetings with the operator to understand the operating situation of the route and request the operator to provide service in accordance with the Schedule of Service.
- Concerning the operator's desire to adjust the frequency and timetable of the route with

a view to improving operational efficiency, TD was currently figuring out the details of the proposal on service adjustment and would give due consideration upon receiving the proposal to be submitted by the operator.

105. Mr CHENG Chung-man hoped TD would provide a written reply and requested TD to invite him and other SKDC Members overseeing Hang Hau area to arrange meetings about the issue, which aimed at understanding the operating difficulties faced by the operator and identifying feasible solutions.

106. Ms Florence HO of TD responded that TD would review the operating situation of the route.

107. Ms Valerie WONG reflected that some vehicles, despite displayed as Route No. 102B, actually operated the routing of Route No. 102. Therefore, passengers needed to ask about the actual routing when getting on the vehicle.

108. The Chairman requested TD to follow up with Members' views and arrange meetings with SKDC Members overseeing Hang Hau area and the operator to discuss improvement measures. He said the issue would be referred to the Working Group on Bus and Minibus Routes in Sai Kung District for follow-up work.

109. Mr Andrew CHAN requested TD to invite him to attend the meeting.

110. The Chairman enquired about the progress of follow-up work by the Working Group on Bus and Minibus Routes in Sai Kung District.

111. Mr LAI Wai-tong (the Convenor of the Working Group on Bus and Minibus Routes in Sai Kung District) said the second meeting of the Working Group on Bus and Minibus Routes in Sai Kung District in 2020 was held on 20 October. Members could refer to the progress report, i.e. SKDC(TTC) Paper No. 391/20, to understand the latest progress of the issue. The Secretariat had sent an e-mail on 3 March this year to Members of the Working Group and sought Members' approval for endorsing the minutes by filling in the attached reply slip and returning it to the Secretariat.

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

VI. 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 1st meeting of TTC in 2021
(Paragraph 72 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 56/21)**

112. 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
(Paragraphs 73 to 79 of the minutes of the last meeting)**

113. Mr Chris CHEUNG reflected that the current train frequency of LOHAS Park Station was the same as original. During peak hours, the severe queuing problem resulted in an imminent need to install additional entry/exit gates. He urged the MTR Corporation Limited (MTRCL) to provide a concrete reply to the above issue.

114. Ms Stephanie WAI, Assistant Public Relations Manager – External Affairs of MTRCL, gave a consolidated response as follows:

- MTRCL noted the queuing situation at LOHAS Park Station. However, it took longer time to optimise facilities of new stations and factors such as the on-site environment, fire safety and passenger flow had to be taken into consideration. Therefore, MTRCL could not install additional entry/exit gates in the short run.
- Before the signalling system upgrading of Tseung Kwan O Line, the train frequency had to adhere to the existing timetable. MTRCL would strengthen crowd control measures and deploy more staff to provide assistance at entry/exit gates and escalators.

115. Mr Chris CHEUNG said removal of the fences adjacent to the existing entry/exit gates could provide room for installation of two additional entry/exit gates. He hoped MTRCL would provide a concrete reply on the progress of the implementation of the above suggestion, and asked whether TD had any views thereon. He took the view that TD had not fulfilled its obligation to monitor the performance of MTRCL and suggested TD conducting surveys at LOHAS Park Station during peak hours to better understand the situation. Moreover, he enquired about the progress of adding MTR Fare Savers in the district. He would like to arrange meetings with the technical staff of MTRCL to discuss problems related to frequency improvement, MTR Fare Savers and entry/exit gates.

116. Ms Florence HO of TD responded that the current frequency of LOHAS Park Station could largely meet passenger demand. TD would closely monitor the situation and request MTRCL to adjust services subject to passenger demand when possible.

117. The Vice-Chairman enquired whether MTRCL could arrange technical staff to attend the next meeting.

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

- Regarding the location of installing entry/exit gates at LOHAS Park Station Exit B suggested by Members, she would convey the views to relevant technical department to explore the feasibility of the suggestion.
- MTRCL had a specialised department to follow up with matters related to MTR Fare Savers. She would convey SKDC's request to relevant colleagues and discuss the option with Members in due course.

119. The Vice-Chairman requested MTRCL to respond to the information about the feasibility of installing entry/exit gates at LOHAS Park Station Exit B after the meeting and said that the above item would be retained one more time.

(3) Request MTRCL's suspension of the demolition plan for the walkway cover on Tong Chun Street and the current mode to be maintained by retaining the walkway cover on Tong Chun Street before fully consulting the District Council, local residents and all stakeholders

**(Paragraphs 266 to 269 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 57/21)**

120. Members noted the written reply from MTRCL.
121. The Chairman said that the walkway of Tong Chun Street was close to the schools and enquired when MTRCL planned to commence the works.
122. Ms Stephanie WAI of MTRCL responded that MTRCL had contacted the schools regarding the preliminary planning of the works, in the hope that the works would align with the schools' timetables as much as possible. MTRCL initially considered commencing the works during summer vacation and upon completion of the works, restoring the walkway which will be referred to relevant government departments for road maintenance work in the future.
123. Mr LAI Wai-tong reflected that many residents currently still used the walkway instead of the footbridge to travel between the MTR Station and Sheung Tak. Therefore, he hoped MTRCL would take account of and review the views from the residents in a prudent manner. If the walkway cover was to be demolished, he hoped TD would consider providing alternative solutions, for example, construction of a permanent covered pedestrian walkway.
124. Mr Chris CHEUNG said the cover was very important to the residents nearby. He hoped MTRCL would arrange an ad hoc meeting with SKDC to discuss MTR-related issues.
125. Mr CHOI Ming-hei considered that the item was still controversial and suggested retaining the above item.
126. Mr Francis CHAU said as the temporary cover would affect the residents of Sheung Tak and Kwong Ming and the relevant Members were unable to attend the meeting or were not present in the meeting at the moment, he suggested retaining the above item. He hoped MTRCL and relevant departments would consider allocating resources to continue to provide a safe and comfortable walkway.
127. Ms Stephanie WAI of MTRCL gave a consolidated response as follows:
- The maintenance and repair of the cover was undertaken by MTRCL. In recent years, MTRCL found that the conditions of the cover could not be effectively improved after repair and maintenance. She emphasised that the structure and design of the cover were of temporary nature and could not be permanently preserved. The structure had already reached the stage of its life cycle that required preparation for planned demolition.
 - Before the commencement of demolition work, MTRCL hoped to reach consensus with relevant stakeholders. After communication, the neighbouring schools were generally aware of MTRCL's arrangements and geared up for adaptation to the works.
 - After the demolition of the cover, MTR had no stance on whether government departments should construct a permanent walkway cover.
 - The footbridge nearby had been in use for more than one year. Generally speaking, MTRCL considered that the conditions in the district could suffice to implement the timetable of the demolition of the temporary cover.
128. The Vice-Chairman hoped that government departments would construct a permanent

structure for the convenience of residents, after the demolition of the temporary cover.

129. Ms Valerie WONG said relevant Members were still consulting residents about the issue. Therefore, she suggested retaining the issue first and discussed further after gauging detailed views from the residents.

130. The Vice-Chairman hoped that MTRCL would deploy representatives of the technical department to attend future TTC meetings or meet relevant Members to discuss issues related to MTR station facilities and the walkway cover of Tong Chun Street. The Vice-Chairman said that the above item would be retained one more time.

(Note: The Chairman continued to chair the meeting at this juncture)

VII. 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 81 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 58/21)**

131. Members noted the paper.

**(2) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(Paragraph 82 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 59/21)**

132. Members noted the paper.

133. Mr CHOI Ming-hei enquired about the detailed location of project item no. NE/20/1919.

134. Mr NG Kin-fung, District Engineer/Tseung Kwan O of Highways Department (HyD), responded that he would provide the relevant drawings after the meeting.

**(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 83 to 88 of the minutes of the last meeting)**

135. The Chairman enquired TD about the progress of conducting road tests at Tsui Lam Road.

136. Mr CHOI Ming-hei enquired about the timetable of conducting road tests.

137. The Vice-Chairman said TD should implement the timetable of road tests, with improvement in the pandemic situation and gradual resumption of classes at schools.

138. Mr Jason LAU of TD responded that the traffic conditions could not be regarded as normal,

since the schools in the vicinity had not fully resumed normal teaching. Therefore, after full resumption of classes, TD would discuss with HyD the arrangements of road tests as soon as possible under appropriate circumstances and when the traffic conditions resumed normal.

139. The Chairman hoped that the road tests would be performed next month and said that the above item would be retained one more time.

- (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 89 to 95 of the minutes of the last meeting)

140. Mr Ryan LEE enquired whether TD would supplement any latest information.

141. Mr Thomas WANG, Engineer/Sai Kung of TD, responded that TD had no supplementary information at the moment.

142. The Chairman requested relevant Members and TD to follow up and said 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 96 to 101 of the minutes of the last meeting)

143. Mr CHOI Ming-hei hoped that TD would provide relevant technical assessment reports regarding the proposals of the Hillside Escalator Links and Elevator Systems from Tsui Lam Estate and King Ming Court to To Lok Road, such that Members could understand the reason why the feasibility of the works was relatively low, in the views of TD.

144. Mr Jason LAU of TD gave a consolidated response as follows:

- TD would evaluate all proposals of the Hillside Escalator Links and Elevator Systems in terms of social benefits and cost-effectiveness.
- The Hillside Escalator Links and Elevator Systems from Tsui Lam Estate and King Ming Court to To Lok Road were not included in the latest batch of projects for implementation, and would be further assessed and followed up with other new projects

in the next review.

- He would convey Members' views to relevant colleagues and enquire about the information about the relevant assessment reports.

145. The Chairman said he was dissatisfied that TD did not include the above proposal on the Hillside Escalator Links and Elevator Systems as the project for implementation. In addition, he enquired about the route alignment and design plans of the Hillside Escalator Links and Elevator Systems from Hong Sing Garden to Po Hong Road.

146. Mr Jason LAU of TD responded that he noted Members' views on the Hillside Escalator Links and Elevator Systems from Tsui Lam Estate and King Ming Court to To Lok Road. He would once again convey Members' views to TD's dedicated colleagues for follow-up work.

147. The Chairman said that the above item would be retained.

**(6) 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
Strongly request the Highways Department to honour its pledge and expedite installation of a lift at the yellow bridge
(Paragraphs 102 to 106 of the minutes of the last meeting)**

148. Mr CHOI Ming-hei enquired about the status of the lift works at the yellow bridge, the detailed implementation timetable, actual works commencement date and full explanations for works delay. He hoped to write to the Transport and Housing Bureau (THB) to express dissatisfaction with the continuous works delay.

149. Mr Ryan LEE enquired about the progress of lift installation works at structure no. NF310.

150. Mr NG Kin-fung of HyD gave a consolidated response as follows:

- He would convey Members' views on the lift works at the yellow bridge to the Major Works Branch of HyD and provide a written reply.
- Colleagues of the Major Works Branch were carrying out the design of the lift installation at structure no. NF310. The implementation timetable would be worked out upon completion of the design. He would ask the relevant colleagues after the meeting regarding the latest progress of the works.

151. The Chairman said Members' views would be conveyed to THB in writing and the above item would be retained.

**(7) 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 111 to 114 of the minutes of the last meeting)**

152. Ms LEUNG Hin-yan said regarding the suggestion, she had attended site visits with the representatives of TD and the taxi trade, but the trade was not receptive to the suggestion. She agreed that private cars should be prohibited from entering the pier coverage and private cars be directed to use Sai Kung North PTI as boarding and alighting points. She hoped TD would

actively promote the suggested plan and requested HKPF to deploy manpower to divert traffic at Sai Kung Pier and prevent cars from prolonged stacking.

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

- TD had conveyed to HKPF regarding the locations of illegal parking, including Fuk Man Road, Chan Man Street and Sai Kung (North) PTI, and hoped HKPF would step up traffic enforcement actions at the above locations.
- TD was currently reviewing the traffic situation at Sai Kung Pier and studying measures against illegal parking of private cars thereat.

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

- HKPF noted TD's proposal of installing bollards at the footpath near Sai Kung (North) PTI to prevent illegal parking.
- HKPF would set up restriction zones by placing traffic cones at the roundabout on Fuk Man Road during long holidays and weekends to prevent illegal parking. HKPF had been taking traffic enforcement actions at the above locations.
- HKPF would continue to review the situation with TD and study measures to improve the above locations. The roundabout on Fuk Man Road facilitated making u-turns by public transport. Relevant departments would consider restricting the use of the roundabout by private cars during certain hours.

155. Mr LAI Wai-tong suggested TD assigning stopping points based on the routes of public transport services. For example, the GMB stand of routes to and from New Territories East could be relocated to Sai Kung (North) PTI, whereas the stopping point at Sai Kung Pier could continue to be used for GMB routes plying to and from Kowloon East and Tseung Kwan O. He took the view that while passengers were diverted, taxis would more likely head to different stopping points to pick up passengers. He also took the view that Sai Kung (North) PTI should be fully utilised to avoid wasting public money, and hoped TD would improve the situation of stacking many vacant GMBs there. Furthermore, he reflected that during site visits with taxi trade members, HKPF failed to drive illegally parked vehicles away when their police patrol vehicles passing the roundabout on Fuk Man Road. HKPF was requested to take heed of the situation.

156. Ms LEUNG Hin-yan said she moved the motion in the hope that Sai Kung (North) PTI could be better utilised. She reflected that the problem of illegal parking was one of the causes of traffic congestion in Sai Kung and hoped relevant departments would handle the congestion caused by private cars first. She also hoped HKPF would step up enforcement actions against illegal parking in Sai Kung. Meanwhile, she emphasised that both taxi trade members and residents agreed that parking spaces were insufficient in Sai Kung. She hoped TD would study the provision of parking spaces in government public facilities and add signage to direct cars to car parks.

157. Ms Debby CHAN hoped KMB or Sai Kung District Office (SKDO) would consider providing more signage, such that citizens could better know the locations of Sai Kung (North) PTI and its passing routes. She also hoped Members would continue to discuss and follow up with the optimal use of the PTI.

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

- TD would continue to review the situation of illegal parking at the roundabout on Fuk Man Road. After studying the improvement measures, TD would report to TTC on their feasibility so as to improve the illegal parking problem.
- TD had recently conducted consultation about the addition of metered parking spaces to the existing car parks, including the car parks along Tai Mong Tsai Road.
- TD was currently reviewing whether there was sufficient room to provide additional metered parking spaces in more popular car parks in Sai Kung town centre.
- TD had holistically reviewed the signage to car parks in Sai Kung town centre in 2016. TD would review the results and study whether it was necessary to provide additional signage or adjust signage directions to guide drivers to use car parks with available parking spaces.

159. Ms Charis LEE of TD responded that TD noted Members' views on Sai Kung (North) PTI. TD would study measures to promote the PTI and its routes and convey Members' views to KMB.

160. The Chairman hoped HKPF would continue to deploy mobile video teams to step up traffic enforcement actions, whereas relevant departments would study measures to encourage private cars to use parking spaces. The Chairman continued that the above item would be retained one more time.

**(8) Urge the Government to holistically review the planning of Sai Kung rural roads and car parks
(Paragraphs 115 to 119 of the minutes of the last meeting)**

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

**(9) Enhancement of lighting systems in villages and application procedures for installing village lights
(Paragraphs 120 to 125 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 60/21)**

162. Members noted the written reply from HyD.

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

**(10) Urge the Transport Department to report on the progress of and conceptual design for Town Park in Area 66, Tseung Kwan O
(Paragraphs 128 to 139 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 61/21)**

164. Members noted the written reply from TD.

165. Mr LAI Wai-tong said TD had in the past undertaken to report on the progress of Town Park in Area 66 in the first half of the year. He was dissatisfied that in the latest document submitted to the District Facilities Management Committee (DFMC), TD expressed that they would report in the second half of the year. He hoped TD would provide a clear explanation on why it took

longer time to complete the study. In addition, he enquired about the preparation progress of the documents to be submitted to the Town Planning Board (TPB). Meanwhile, since the “HKEmobility” Mobile Application did not reflect the data of parking spaces in car parks of some shopping malls in Tseung Kwan O South, he enquired whether TD had requested the relevant property developers to provide such information, and whether there were requirements stipulated by the lease conditions.

166. Mr LUI Man-kwong hoped TD would report on the progress and timetable of the development in Area 66 as soon as possible.

167. Mr Jason LAU of TD gave a consolidated response as follows:

- TD’s written reply to DFMC in January this year stated that the technical assessment was expected to be completed in the first half of the year. Afterwards, TD would consult SKDC at an appropriate juncture and apply for planning approval from TPB in the second half of the year.
- TD’s latest written reply to DFMC stated that SKDC would be consulted in the second half of the year and TD would then apply for planning approval from TPB.
- The “HKEmobility” application provided information about parking spaces of 220 car parks in July 2018. The number would be increased to 420 in January this year, which included 70 government car parks and 350 non-government car parks.
- In 2018, in response to TD’s suggestion, the Lands Department (LandsD) included one provision in the new short-term tenancy for fee-paying public car parks, requiring operators to provide information to TD concerning vacant parking spaces.
- The Government would add the relevant provision into suitable new land leases and request property developers to provide real-time information about parking spaces to the Government upon completion of new projects.
- TD had written to private housing estates or the property developers of car parks in shopping malls in Tseung Kwan O South encouraging them to provide information about parking spaces to the Government.

168. Mr LAI Wai-tong enquired whether TD or LandsD had maintained information about private housing estates’ parking spaces by monthly and hourly rates, whether the parking spaces were used by the owners or for rent, rental rates and actual utilisation rates, etc. He also enquired whether TD would take the above information into account when conducting traffic impact assessments.

169. Mr Jason LAU of TD gave a consolidated response as follows:

- TD would encourage operators to provide information about parking spaces in private housing estates. Nonetheless, if the land leases did not request the developers to provide information about parking spaces to the Government, it would be difficult for TD to obtain such information.
- When conducting the traffic impact assessment related to Area 66, TD would not take into account the data of car parks in private housing estates.

170. The Chairman requested TD to continue to follow up and said that the above item would be retained one more time.

(11) 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

**(Paragraphs 140 to 144 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 62/21)**

171. Members noted the written reply from TD.

172. As two questions in the agenda item of “Road works/facilities” were related to the above item and there being no objection from Members, the Chairman said that the items would be discussed together.

**Enquiry about the parking at Car Park 1 and Car Park 2 of Choi Ming Shopping Centre
(SKDC(TTC) Paper Nos. 66/21 and 87/21)**

**Enquiry about the illegal parking on Choi Ming Street
(SKDC(TTC) Paper Nos. 67/21, 88/21 and 89/21)**

173. The Chairman said the above two questions were raised by Mr CHAN Wai-lit.

174. Members noted the written replies from HKPF, TD and Link Asset Management Limited (LINK).

175. Mr CHAN Wai-lit said the representatives of TD had mentioned about the suspension of the construction of the centre island during the site visit in November last year. However, TD currently said they would issue road works instruction to HyD this quarter. He hoped TD would provide detailed written explanations and stated that the construction of the centre island would be suspended. He also reflected that since the location of the “no right-turn” road sign could not be easily recognised, TD’s on-site survey results indicated that more than eighty percent of the vehicles made right turns. In addition, since the problem of illegal parking was severe at the roundabout, he enquired whether the traffic flow there had far exceeded its capacity. He took the view that after the construction of the centre island, and that eighty percent of the vehicles failed to comply with the directions and make right turns as mentioned earlier, it would affect the traffic flow of the roundabout. He hoped TD would respond to such issue.

176. Mr Daniel MA, Engineer/Pedestrian Improvements of TD, gave a consolidated response as follows:

- Since TD received objection to the construction of the centre island during the on-site survey last year, TD decided to halt the construction works first before addressing the objection.
- TD had addressed to the objection and continued to pursue the construction of the centre island after resolving the problem and implementing the timetable. Members could refer to TD’s written reply to better understand the development of the issue.
- TD considered that if the road sign was erected at a prominent location, drivers could clearly spot it when stopping at the car park gates momentarily.

- While illegal parked cars could possibly affect the traffic flow at the roundabout, it would require HKPF's traffic enforcement actions.
- Two lanes were designated in the road design of Choi Ming Street. The design capacity of each lane was 1,800 vehicles and the design could fully accommodate cars departing from Choi Ming Court.

177. Ms CHEUK Yuet-ching, Chief Inspector (Operations) (Tseung Kwan O) of HKPF, responded that HKPF welcomed any engineering suggestions that would enable them to take enforcement actions or alleviate road congestion. The views raised by Members might require relevant departments to conduct traffic impact assessments to better understand the situation and HKPF had no further comments.

178. The Chairman reflected that he himself could not spot the “no right-turn” sign when driving towards Choi Ming Court and hoped TD would improve the location of the road sign.

179. Mr Daniel MA of TD responded that TD understood it took time for drivers to adapt to the new measures. The location of the road sign was acceptable from a technical viewpoint. TD would continue to review the situation and consider whether there would be the need for adjustment.

180. The Chairman said that the above item would be retained.

**(12) Request for providing signs prohibiting parking at illegal parking black spots in Hang Hau and Tseung Kwan O to remind drivers and alleviate congestion
(Paragraphs 151 to 156 of the minutes of the last meeting)**

181. The Chairman said TTC requested TD and HKPF to follow up with the proposed site visit to Ngan O Road at the last meeting. The site visit would take place at 11 a.m. on 15 March. The Chairman supplemented that the above item would be retained and followed up after the site visit.

**(13) Proposed Covered Walkway between Tseung Kwan O Hospital and Nearby Bus/Minibus Stops
(Paragraphs 163 to 164 of the minutes of the last meeting)**

182. The Chairman said TD and HyD would arrange TTC to attend site visits and inform Members of the arrangements in due course. The Chairman supplemented that the above item would be retained.

**(14) Enquiry about the development plans of various departments for Sai Kung town centre and implementation progress of the Sai Kung Town Outline Zoning Plan
(Paragraphs 165-171 of the minutes of the last meeting)
(SKDC(TTC) Paper Nos. 63/21 and 64/21)**

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

184. Ms LEUNG Hin-yan enquired about the completion date of Hiram's Highway Improvement Stage 1 as stated in the works contract. She reflected that the Pak Wai roundabout was currently available for use. However, its road conditions made it difficult to determine whether the works

had been completed. Therefore, she hoped HyD would respond to such issue.

185. Mr NG Kin-fung of HyD responded that he would convey the situation and views to colleagues of the Major Works Branch and request them to provide a written reply.

186. Ms LEUNG Hin-yan said the representatives of HyD mentioned at various TTC meetings that they would convey Members' views to relevant colleagues and provide written replies after the meeting. She hoped the representatives would contact dedicated colleagues prior to the meetings to understand the progress of related issues of Hiram's Highway and respond, or invite dedicated colleagues to attend TTC meetings.

187. Mr NG Kin-fung of HyD responded that he would convey Members' views to dedicated colleagues.

188. The Chairman hoped HyD would arrange dedicated colleagues to attend the next meeting.

189. Ms LEUNG Hin-yan asked representatives of HyD to reply to her enquiry.

190. Mr NG Kin-fung of HyD responded that he understood Members hoped to learn about the construction progress of Hiram's Highway Improvement Stage 1 and whether dedicated colleagues would attend the next TTC meeting.

191. Ms LEUNG Hin-yan enquired whether the road works at Pak Wai roundabout were part of Hiram's Highway Improvement Stage 1; and Hiram's Highway Improvement Stage 1 had been completed.

192. Mr Francis CHAU hoped HyD would provide drawings related to Pak Wai roundabout and the Convenor of the Working Group on Hiram's Highway Improvement Project would hold meetings as soon as possible to follow up with the issue.

193. The Chairman asked HyD to provide relevant drawings and the Convenor of the Working Group on Hiram's Highway Improvement Project to hold meetings as soon as possible. The Chairman said that the above item would be retained one more time.

(B) One motion raised by Members (Road works / facilities)

(1) Request the installation of fish-eye mirror and the addition of safety measures to protect pedestrians at the exit for vehicles in Tiu Keng Leng bus terminus (SKDC(TTC) Paper Nos. 65/21, 85/21 and 86/21)

194. The Chairman said the motion was moved by Mr CHAN Wai-lit and seconded by Mr Brandon YIP.

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

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

(C) Two questions raised by Members (Road works / facilities)

(1) Enquiry about the parking at Car Park 1 and Car Park 2 of Choi Ming Shopping Centre
(SKDC(TTC) Paper Nos. 66/21 and 87/21)

(2) Enquiry about the illegal parking on Choi Ming Street
(SKDC(TTC) Paper Nos. 67/21, 88/21 and 89/21)

197. The Chairman said questions (1) and (2) had been discussed together with another item earlier.

198. Mr Stanley HO enquired about the progress of constructing a shelter at the bus stop of Nam Wai.

199. Mr Thomas WANG of TD responded that he did not have any relevant information at the meeting. He would follow up with relevant Members after the meeting.

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

VIII. Others

(A) Matters Arising (Others)

(1) Progress on the follow up of Others by the Transport Department in response to the 1st meeting of TTC in 2021
(Paragraph 172 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 68/21)

200. Members noted the paper.

(2) Enquiry about the reasons for congested traffic in Sai Kung Town Centre
(Paragraphs 174 to 176 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 69/21)

201. Members noted the written reply from HyD.

202. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

(3) If systematic deficiencies in the findings of the Site Trials of Electric Mobility Devices Application (Tseung Kwan O) are resulted from a low number of registered participants, the Transport Department should let residents in Sai Kung district borrow its electric mobility devices for subsequent enrolment in the site trial
(Paragraphs 177 to 183 of the minutes of the last meeting)

203. Mr Francis CHAU enquired about the results of the site trial and whether TD would present the results to TTC.

204. Mr Jason LAU of TD responded that apart from Sai Kung District, TD also launched the trial scheme in Science Park. Due to the pandemic, the site trial in Science Park scheduled in December last year was postponed to the end of February this year. Dedicated colleagues were consolidating information gathered from the site trials at both locations and looking forward to presenting the results to relevant DCs in the middle of this year.

205. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

**(4) Enquiry about the problem of illegal parking in Tseung Kwan O South
(Paragraphs 184 to 197 of the minutes of the last meeting)**

206. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

**(5) Request for regulating the open data arrangements of public transport operators
(Paragraph 200 of the minutes of the last meeting)**

207. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

**(6) Request for improving the management of bicycle parking spaces in Sai Kung and Tseung Kwan O districts and implementing the arrangements for long-term parking on a pilot basis
(Paragraphs 201 to 207 of the minutes of the last meeting)**

208. Mr LAI Wai-tong said there were many cycle tracks in Sai Kung District. TD encouraged citizens to go cycling but failed to make any improvement on the management of shared bicycles and cycle parking areas in the district. He hoped TD would arrange dedicated colleagues to attend the meeting to respond to Members' enquiries and suggestions on the above item.

209. The Vice-Chairman said Members' views would be conveyed to TD in writing and dedicated colleagues would be invited to attend TTC meetings or meet relevant Members to discuss the above item. The Vice-Chairman added that the above item would be retained one more time.

**(7) Request the Government to consult different bicycle users before revising the design of cycle tracks
(Paragraphs 246 to 252 of the minutes of the last meeting)**

210. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

**(8) Request immediate review on the safety of the cycling track on Po Fung Road and studies for improvement by the department
(Paragraphs 259 to 265 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 77/21)**

211. Members noted the written reply from TD.

212. Mr FUNG Kwan-on enquired whether TD would follow up with the problem of queuing after the erection of signage at the GMB stop on Po Fung Road. He reflected that the bus stop seats at the above locations had been removed and enquired about the progress of re-installation of seats by TD and bus companies.

213. The Chairman said a site visit on the problem of queuing at GMB stops had been arranged in the presence of TD earlier to put forward improvement measures. The GMB operators had re-adjusted the queuing arrangement and he believed that it took time for residents to adapt to the new arrangement.

214. Ms Charis LEE of TD responded that TD would continue to review the queuing situation with the operator and follow up accordingly. TD would also arrange site visits and remind residents to queue up according to the instructions. TD believed that it took time for residents to adapt to the new queuing arrangement.

215. Ms Florence HO of TD supplemented that the original bus stop seats would possibly affect wheelchair users and therefore KMB had to remove them. KMB had improved the design of seats and re-submitted the seat installation application to TD. TD had approved the application at the end of January this year and requested KMB to expedite the installation.

216. Mr FUNG Kwan-on hoped TD would closely follow up with the progress of installation of seats and recommended GMB operators to draw lines on the floor of GMB stop to provide clear queuing instruction.

217. Ms Charis LEE of TD responded that TD would follow up with the progress of queuing-related matters.

218. The Vice-Chairman said that the above item would be retained one more time.

(9) Urge the Government to launch the GreenWay Pilot Project in Sai Kung rural areas (Paragraphs 208 to 215 of the minutes of the last meeting)

219. Ms Debby CHAN took the view that the concept of GreenWay was to promote mutual accommodation and tolerance among road users. She understood TD's stance that it would be difficult to endorse the suggestions, due to narrow roads. However, she considered that government departments should strengthen education for road users, in particular raising drivers' awareness on the rights of cyclists to use roads in the absence of cycling tracks nearby.

220. Mr Thomas WANG of TD responded that TD would continue to follow up with Members' views. Regarding the short-haul road sections in the vicinity of Chui Tong Road, See Cheung Street, Man Nin Street to Fuk Man Road discussed in the last meeting, TD needed time to review the situation and study on the feasibility of the Pilot Project.

221. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

(10) Request for solving the noise problem caused by exhaust pipes of vehicles at late night in the vicinity of Hang Hau and Clear Water Bay (Paragraphs 216 to 230 of the minutes of the last meeting)

(SKDC(TTC) Paper No. 70/21)

222. Members noted the written reply from TD.

223. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

**(11) The number of motorcycle parking spaces in Sai Kung rural areas
(Paragraphs 231 to 236 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 71/21)**

224. Members noted the written reply from TD.

225. Ms Debby CHAN hoped to understand the locations of motorcycle parking spaces with the lowest and highest utilisation rates. In addition, she enquired whether TD would suggest any improvement measures on parking spaces with lower utilisation rates and hoped TD would further provide detailed information.

226. Ms LEUNG Hin-yan reflected that residents had lodged complaints over parking of motorcycles on footpaths, which were signs indicating insufficient parking spaces. She enquired how TD would estimate the addition and removal of motorcycle parking spaces.

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

- TD did not maintain a record of the utilisation of motorcycle parking spaces at various locations.
- TD would conduct a comprehensive survey on the motorcycle and private car parking spaces in Sai Kung District in May. Depending on the actual situation, TD would provide relevant figures to Members for reference in due course.
- Subject to the data gathered from the survey, TD would review the need to provide additional parking spaces in different car parks.
- TD would continue to review the situation of parking spaces in the district, including whether there was sufficient room to provide additional parking spaces in the car parks along Tai Mong Tsai Road.

228. Ms Debby CHAN said due to insufficient motorcycle parking spaces, motorcycles were often found illegally parked on the footpaths of the alleys between buildings in Sai Kung town centre and posed a danger to pedestrians.

229. The Chairman reflected that Tsui Lam Road encountered similar problem and hoped HKPF would pay close attention to the above location.

230. The Vice-Chairman said that the above item would be retained one more time.

**(12) Question on whether Hiram's Highway and Clear Water Bay Road are strategic routes
(Paragraphs 254 to 258 of the minutes of the last meeting)**

231. With the consent of Members, the Vice-Chairman said that the above item would be deleted at the next meeting.

(B) One question raised by Members (Others)

(1) Enquiry about the measures by the Transport Department to relieve traffic congestion in Tseung Kwan O Tunnel before the completion of Tseung Kwan O – Lam Tin Tunnel (SKDC(TTC) Paper Nos. 72/21 and 90/21)

232. The Chairman said Question (1) had been discussed together with another item earlier.

IX. Report Items

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

(Paragraphs 238 to 239 of the minutes of the last meeting)

(SKDC(TTC) Paper No. 73/21)

233. Members noted the paper.

234. The Chairman enquired about the works progress of addition of bus stop on Po Hong Road.

235. Mr NG Kin-fung of HyD responded that HyD had inspected the above location. Since the construction works would affect a tree there, HyD had submitted the tree survey results and related reports to task group for vetting and follow-up. HyD would commence the construction works upon submission of reports.

236. Mr LAI Wai-tong said since the proposed location of the bus stop was adjacent to the recycling facilities of “GREEN @ SAI KUNG”, the residents in Tseung Kwan O South had also expressed concerns about the construction progress of the bus stop. He hoped HyD would provide the implementation timetable of the construction works, as well as the commissioning date of the bus stop as soon as possible.

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

(Paragraphs 240 to 241 of the minutes of the last meeting)

(SKDC(TTC) Paper No. 74/21)

237. Members noted the paper.

238. Mr LAI Wai-tong said many abandoned shared bicycles were parked at the Tseung Kwan O Waterfront Promenade and the nearby bicycle parking spaces. He had provided the relevant information to SKDO. He reflected that residents had complained against government departments’ failure to clear the bicycles over the past few months. He took the view that the management of bicycle parking spaces by government departments was not satisfactory and hoped relevant departments would follow up this issue as soon as possible.

239. Mr Justin NG, Assistant District Officer (Sai Kung) 2 of SKDO, gave a consolidated response as follows:

- SKDO would carry out, roughly twice a month, clearance of illegally parked bicycles when there was sufficient manpower.
- The area of Sai Kung District was so extensive that each clearance of illegally parked

bicycles might not be able to cover all locations.

- Upon receiving complaints, SKDO would follow up and deal with the situation in the next clearance operation against illegally parked bicycles.
- Members were encouraged to inform SKDO when they discovered any locations of abandoned shared bicycles.
- SKDO noted that shared bicycles were abandoned at some locations and would endeavour to contact relevant companies. If the companies could not be reached for follow-up actions, SKDO would follow up the situation in the future clearance operations against illegally parked bicycles.

240. Mr Daniel MA of TD responded that TD had been participating in the regular joint clearance operations against illegally parked bicycles coordinated by SKDO.

241. The Chairman requested SKDO and TD to continue to follow up the above item.

(C) Statistics on cycling accidents

(Paragraph 242 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 75/21)

242. Members noted the paper.

(D) Statistics on illegal parking

(Paragraph 243 of the minutes of the last meeting)
(SKDC(TTC) Paper No. 76/21)

243. Members noted the paper.

244. Mr LAI Wai-tong said as mentioned at the previous meeting, he hoped HKPF would provide statistics on relevant roads with respect to traffic black spots. He enquired whether the Secretariat had informed HKPF in advance of such request.

245. The Secretary responded that the Secretariat had reminded HKPF to provide statistics on individual roads before submission of reports. However, HKPF said since there was a considerable number of roads in the district, HKPF did not maintain each road's statistics. Members could enquire HKPF whether relevant statistics could be provided for individual roads.

246. Mr LAI Wai-tong hoped HKPF would provide statistics on issuance of fixed penalty notices against illegal parking and traffic complaints with respect to Tong Chun Street, Tong Tak Street, Tong Yin Street, Chi Shin Street and Ngan O Road when submitting the next report. He pointed out that the problem of illegal parking at the above roads was severe.

247. Mr CHUN Hoi-shing questioned HKPF's failure to maintain the statistics on issued fixed penalty notices. He hoped HKPF would proactively provide statistics on the fixed penalty notices issued against illegal parking, especially at some illegal parking black spots. In addition, he hoped HKPF would provide statistics on the fixed penalty notices issued against illegal parking on Yuk Nga Lane, Mau Tai Road and Mau Yip Road.

248. Ms LEUNG Hin-yan hoped HKPF would provide statistics on traffic complaints and issuance of fixed penalty notices concerning Fuk Man Road, Man Nin Street, Mei Yuen Street and

Chan Man Street. She also enquired whether electronic fixed penalty notices would help HKPF provide statistics on individual roads.

249. Ms CHEUK Yuet-ching of HKPF gave a consolidated response as follows:

- HKPF would, if keeping statistics on roads just mentioned by Members, be willing to provide them.
- The electronic fixed penalty notices would help HKPF obtain figures more accurately. However, due to resource constraints, HKPF could not provide frontline staff with one electronic fixed penalty notice machine per person. Therefore, the figures on electronic fixed penalty notices issued did not reflect the actual situation.

250. Mr LAI Wai-tong enquired about the details of traffic enforcement actions taken by means of mobile video recording and issuance of fixed penalty notices against illegal parking, including the criteria of defining illegally parked vehicles, protocols and procedures of issuing fixed penalty notices. He reflected that residents had expressed concerns about the situation and hoped to avoid the situation of excess issuance of fixed penalty notices from happening.

251. Ms CHEUK Yuet-ching of HKPF gave a consolidated response as follows:

- The enforcement actions taken by HKPF's mobile video teams were similar to that of ordinary police officials on streets, except that it provided an additional channel of taking enforcement actions.
- Using mobile video cameras could minimise the conflicts between frontline police constables and the involved parties while issuing fixed penalty notices.
- Members of the mobile video teams would use video recording cameras to record the situation of illegal parking and issue fixed penalty notices through the Central Traffic Prosecutions Division.

252. Ms LEUNG Hin-yan enquired whether HKPF had a timetable on full implementation of issuance of fixed penalty notices electronically, and when HKPF planned to begin keeping the statistics on fixed penalty notices issued against illegal parking on each road. In addition, she pointed out that residents had complained against HKPF for calling drivers in advance before issuing fixed penalty notices. She hoped HKPF would step up enforcement actions.

253. The Chairman reflected that with the use of mobile video recording for traffic enforcement, the vehicle owners could not be immediately notified that fixed penalty notices had been issued and the involved vehicles would remain illegally parked. He hoped to know the statistics on fixed penalty notices issued by means of mobile video recording; and whether the number of fixed penalty notices issued had been affected after the use of mobile video recording for traffic enforcement.

254. Ms CHEUK Yuet-ching of HKPF gave a consolidated response as follows:

- HKPF had not implemented the timetable on providing one electronic device for issuing fixed penalty notices for each frontline police constable.
- She understood Members' views that HKPF could provide more statistics on roads. While HKPF would actively respond to Members' requests, it was necessary to deploy manpower for follow-up work.
- Members were invited to contact HKPF regarding traffic enforcement or complaint

matters.

- HKPF would make use of mobile video recording for traffic enforcement from time to time. HKPF reminded that as road users, drivers should exercise self-discipline and abide by the law. They should not drive their cars away only when they realised HKPF was taking enforcement actions.
- HKPF hoped the enforcement actions would bring a deterrent and educational effect to road users.

255. The Vice-Chairman requested HKPF to follow up with Members' views and submit relevant reports at the next meeting.

256. The Vice-Chairman (the Convenor of the Working Group on Road Safety in Sai Kung District) said the "Sai Kung Bicycle and Road Safety Campaign 2020-2021", co-organised by the Working Group on Healthy and Safe City Activities and the Working Group on Road Safety in Sai Kung District and the Hong Kong Road Safety Association, was endorsed by the SKDC Full Council Meeting in September 2020. In particular, school promotion activities had been successfully completed. However, in view of the development of the pandemic, after consultation with the Convenors of the two Working Groups, the Hong Kong Road Safety Association had decided to cancel the "Road Safety Campaign in Sau Mau Ping Road Safety Town" originally scheduled for November 2020 and "Sai Kung Bicycle and Road Safety Campaign 2020-2021" scheduled for January 2021.

257. The Chairman (the Convenor of the Working Group on Illegal Parking in Sai Kung District) pointed out that the second meeting of the Working Group on Illegal Parking in Sai Kung District had been held on 20 October. Members could refer to the relevant progress report, i.e. SKDC(TTC) Paper No. 392/20, to follow up with the issue. The Secretariat had already sent an e-mail to Members of the Working Group on 2 March this year and sought Members' approval for endorsing the minutes by filling in the attached reply slip and returning it to the Secretariat.

X. Any Other Business

258. Members raised no other business.

XI. Date of Next Meeting

259. The Chairman announced that the next meeting of TTC would be held at 9:30 a.m. on 13 May 2021 (Thursday). The meeting was adjourned at 2:01 p.m.

Sai Kung District Council Secretariat
April 2021