

**Sai Kung District Council
Traffic & Transport Committee
Minutes of the Fourth Meeting in 2016**

Date: 21 July 2016 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

Present

Mr LAU Wai-cheung, Peter, MH (Chairman)

Mr CHONG Yuen-tung (Vice Chairman)

Mr AU Ning-fat, Alfred, MH

Mr CHAN Kai-wai

Mr CHAU Yin-ming, Francis, BBS, MH

Mr CHEUNG Mei-hung

Mr CHUNG Kam-lun

Hon FAN Kwok-wai, Gary

Ms FONG Kwok-shan, Christine

Mr HO Man-kit, Raymond

Mr KAN Siu-kei

Mr LAI Ming-chak

Mr LAM Siu-chung, Frankie

Mr LEUNG Li

Mr LI Ka-leung, Philip

Mr LING Man-hoi, BBS, MH

Mr LUI Man-kwong

Mr LUK Ping-choi

Mr TSE Ching-fung

Mr WAN Kai-ming

Mr WAN Yuet-cheung, BBS, MH, JP

Mr YAU Yuk-lun

Miss LI Yee-shuen, Zoey (Secretary)

From

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Executive Officer (District Council)2,
Sai Kung District Office

In Attendance

Mr CHU Chi-ho, Marco Assistant District Officer (Sai Kung)2, Sai Kung District Office

Miss LAU Tang, Moira Senior Executive Officer (District Council), Sai Kung District Office

Mr LO Ka-kit, Sunny Liaison Officer In-charge (Tseung Kwan O) South, Sai Kung District Office

Ms MAK Kit-yi, Alice Senior Transport Officer/Sai Kung, Transport Department

Mr CHONG Hon-man Engineer/Sai Kung and Engineer/Special Duties 1, Transport Department

Ms SHIU Lai-ming, Nana	Engineer/Pedestrian Improvements and Engineer/Special Duties 1, Transport Department
Mr NG Kin-fung	District Engineer/Tseung Kwan O, Highways Department
Mr TSE Leung-yau	District Engineer/Sai Kung, Highways Department
Mr FONG Kwok-tung	Station Sergeant (Tseung Kwan O), Hong Kong Police Force
Mr CHU Chi-wai	Officer-in-Charge, District Traffic Team (Kwun Tong), Hong Kong Police Force
Mr LAU Yam-ming	Sub-unit Commander (Operations Support) (Sai Kung Division), Hong Kong Police Force
Miss FONG Yuet-ping	Patrol Sub-Unit (4) Commander (Sai Kung Division), Hong Kong Police Force

Representatives of Other Government Departments and Organisations

Mr YEUNG Kwok-ho	Senior Manager (Operations), Kowloon Motor Bus Company (1933) Limited	For agenda item (III)
Mr LAI Ka-long, Luka	Senior Officer (Planning and Development), Kowloon Motor Bus Company (1933) Limited	
Mr MAK Shing-pong, Douglas	Senior Officer (Operations), Kowloon Motor Bus Company (1933) Limited	
Ms CHUNG Pui-yi, Penny	Senior Public Affairs Officer, Citybus Limited/New World First Bus Services Limited	
Mr YUEN Chi-wai	Assistant Manager (Operations), New World First Bus Services Limited	For agenda item (V)
Mr WONG Kong-kit	Station Service Manager - Island Line and Tseung Kwan O Line, MTR Corporation Limited	
Ms SO Yuk-yin, Rysta	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	For agenda item (VIII) (B)(I)
Mr SO Hong-ning	Senior Community Relationship Manager, The Link Asset Management Limited	
Mr CHAU King-man	Senior Estate Surveyor/Sai Kung (Acting), District Lands Office, Sai Kung	For agenda item (XI)
Miss YEUNG Yuen- fong, Shirley	Estate Surveyor/North, District Lands Office, Sai Kung	
Miss CHEUNG Chor- yin	Estate Surveyor/Graduate, District Lands Office, Sai Kung	
Mr CHOW Sai-hung	Director, Billion Vantage Investment Limited	
Mr HUI Wai-man	Project Manager, Billion Vantage Investment Limited	
Mr TSANG Kwok-ming	Director, Lanbase Surveyors Limited	
Mr CHAN Chi-ho	Manager, LWK & Partners (HK) Limited	
Mr LO Ka-leung	Chief Officer (Engineering Technology), OZZO Technology (HK) Limited	

Absent

Mr CHAN Pok-chi, Jonathan
Mr HIEW Moo-siew
Mr TAM Lanny, Stanley, MH

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the 4th meeting of the Traffic & Transport Committee (TTC) in 2016.

2. The Chairman said Messrs Stanley TAM, HIEW Moo-siew and Jonathan CHAN could not attend the meeting due to being out of town, indisposition and attendance at another meeting respectively, and had given the Notification of Absence from Meeting in advance as required. There being no objection from Members, the Chairman declared that the applications for absence from meeting were approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders. In addition, a total of 13 motions had been received for discussion at the meeting.

I. Confirmation of Minutes of 3rd Traffic & Transport Committee Meeting in 2016

3. There being no amendment from Members, the Chairman declared that the minutes of the above meeting and the voting result record were confirmed.

II. Major changes in public transportation services launched in Sai Kung district from 1 May 2016 to 30 June 2016

(Paragraphs 9 to 14 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 131/16 and 132/16)

4. Members noted the papers and the written reply from the Kowloon Motor Bus Company (1933) Limited (KMB).

III. Items related to bus service

(A) Matters Arising

(1) **Progress on the follow up of bus services by the Transport Department in response to the 3rd meeting of the Traffic and Transport Committee in 2016**

(Paragraph 15 of the minutes of last meeting)
(SKDC(TTC) Paper No. 133/16)

5. Members noted the paper.

(2) **Request to resume the service of route no. 692, to maintain the service frequency of route no. 692P during rush hours and to have route no. 690 running via Hang Hau and Tseung Kwan O South during non-rush hours**
(Paragraphs 16 to 20 of the minutes of last meeting)

6. Members' views were as follows:

- They opposed the cancellation of route no. 692 without prior consultation with the Sai

Kung District Council. At present, residents travelling to areas near Causeway Bay could only take route no. 296M that departed every 25 minutes and then change to route no. 690. As the arrangement was not satisfactory, it was requested that the service frequency of route no. 692 be resumed at 30 minutes or 1 hour.

- Residents in Tseung Kwan O South or Hang Hau relied on route no. 692P for travelling to and from Hong Kong Island; therefore, Members opposed the proposal to reduce two departures as set out in this year's Bus Route Planning Programme.
- A Member suggested that route no. 690 should operate via Tseung Kwan O South and Hang Hau and via Tiu Keng Leng or Sheung Tak during non-peak hours. Another Member pointed out that residents in Tseung Kwan O South or down the hill might travel to Hong Kong Island by MTR, while residents in the uphill area were dependent on route no. 690 for travelling; hence, Members worried that re-routing the route to operate via Hang Hau or Tseung Kwan O South during non-peak hours would cause inconvenience to residents in Tseung Kwan O North or the uphill area. They therefore suggested introducing an express bus route no. 690P in the morning and an additional route no. 690A, so as to facilitate the public to learn that the above routes would operate via Hang Hau or Tseung Kwan O South.
- Members requested TD to explain why the captioned proposal could not be implemented. TD should conduct an assessment and specify the reasons for the inadequate patronage; besides, the department should also revise the journey time that would be extended or propose other improvements.
- Residents relied on the MTR service for travelling in and out of the district, but MTR train service experienced disruption at times and the patronage of MTR service was high; besides, residents with impaired mobility and the elderly had to spend more than 10 minutes walking to the MTR station. For these reasons, it was requested that the cross-harbour bus route be resumed to provide an additional means of public transport for the public.
- Members suggested resuming the bus service during peak hours, providing more concessions for passengers, such as fare rebate scheme, and increasing the service frequency.

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

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

**Strongly request cross-harbour bus route no. 690 to run via Hang Hau and Tseung Kwan O South
(SKDC(TTC) Paper Nos. 134/16, 167/16 and 168/16)**

9. The Chairman said the motion was moved by the Vice Chairman and Mr Jonathan CHAN and seconded by Messrs LING Man-hoi, YAU Yuk-lun and KAN Siu-kei.

10. Members noted the written replies from KMB and New World First Bus Services Limited (NWFB)/Citybus Limited (Citybus).

11. Mr YEUNG Kwok-ho, Senior Manager (Operations) of KMB, said the journey time of route no. 690 to Hong Kong Island was more than an hour and the service frequency was low. If the route was re-routed to operate via Tseung Kwan O South, the journey time would be increased by 20 minutes. The route would become even less competitive compared to the MTR service, and the proposed re-routing would bring inconvenience to the existing passengers. KMB therefore had reservations about the proposal.

12. Ms Penny CHUNG, Senior Public Affairs Officer of Citybus/NWFB, said after the commissioning of MTR Tseung Kwan O Line, most residents crossed the harbour by MTR. As a result, the patronage of route no. 692 was insufficient to support operation of the route. The company had no plan to re-route route no. 690 to operate via Hang Hau and Tseung Kwan O South for the time being.

13. Members' views were as follows:

- As there was no direct MTR service provided in the uphill area, it was necessary to provide cross-harbour bus routes. If the only cross-harbour bus route in the uphill area, i.e. route no. 690, was extended, the journey time would be increased. Members therefore had reservations about the proposal. Even if the cross-harbour bus service in Tseung Kwan O South and Hang Hau area was to be improved, route no. 690 should not be affected. However, Members did not oppose the introduction of bus routes operating via Po Lam, Hong Sing and Tsui Lam with the use of additional resources.
- The motion was revised as “Strongly request the Transport Department to introduce a special cross-harbour bus route no. 690A operating via Hang Hau and Tseung Kwan O South” and was seconded by Members.
- Members suggested that route no. 690A be operated via Tseung Kwan O South and Hang Hau, and where resources permitted, the service of route no. 692 should be resumed. However, route no. 690 should not be extended to Hang Hau and Tseung Kwan O South, so as not to affect passengers in Po Lam, Tsui Lam and Hong Sing.
- Route no. 690A should not be introduced as some Members worried that the routing would be circuitous or would charge a higher fare. Besides, the route did not directly operate from Tseung Kwan O South or Hang Hau to Hong Kong Island. Therefore, the main focus should be on striving for resumption of the service of route no. 692 and increase in the service frequency of route no. 692P.
- There was no conflict between the request for provision of a cross-harbour bus route in Tseung Kwan O South and Hang Hau and that for service resumption of route no. 692. Therefore, Members requested TD and the bus company to respond to whether route no. 690A could be introduced and to express their views on the proposal to resume the service of route no. 692.
- A Member queried that the revised motion was contradictory to the original motion. Another Member opined that the revised motion was to request introduction of special departures and the original motion was to extend the existing routing. The Chairman considered that discussion on the revised motion could be continued.
- Many proposals were available for resuming cross-harbour bus service in Tseung Kwan O South and Tiu Keng Leng or Hang Hau, such as extending the coverage of service area of the bus route in Tseung Kwan O to serve Po Lam area and truncating the routing

on Hong Kong Island.

- The bus-minibus interchange at Tseung Kwan O Tunnel should be set up as soon as possible; otherwise, a large public transport interchange (PTI) should be provided in King Lam and Po Lam.

14. Ms Alice MAK, Senior Transport Officer/Sai Kung of Transport Department (TD), said TD noted Members' views. TD hoped to make effective use of the limited bus resources when planning the routings or making arrangements for public transport services. The bus resources released from cancelling route no. 692 had been allocated to the introduction of route nos. 290 and 290A. TD would continue to monitor the service of route no. 692P and make adjustment as appropriate having regard to its patronage and the district development.

15. Members' views were as follows:

- A Member said introduction of route no. 690A would not be too effective for service enhancement because it was just a matter of deployment of bus resources among different bus routes. It was suggested that the service of route nos. 692 or 692P should be gradually resumed and the re-routing of route no. 690 should be subsequently studied when resources were available. If the routing was too circuitous, it would only bring about an increase in bus fare or cancellation of the bus route within a short time. He raised another revised motion "Request for expeditious resumption of service of cross-harbour route nos. 692/692P and review of the re-routing of route no. 690 afterwards", which was seconded by Members.
- He suggested retaining item (2) and simultaneously striving for introduction of route no. 690A. The motion should neither be discussed together with other items nor revised. Instead, an extempore motion or proposal could be put forward.
- Members worried that the needs of residents in Tseung Kwan O South would be overlooked if service resumption of route nos. 692 and 692P was to be handled before the re-routing of route no. 690, and it would affect the service of route no. 690. As such, they had reservations about the above revised motion.
- Consideration should be given to whether residents preferred route no. 690A to be introduced or the service of route no. 692 to be resumed, so that cross-harbour bus service would be available in Tseung Kwan O South or Hang Hau.
- Members enquired about the progress of reducing the service frequency of route no. 692P and resuming the service of route no. 692.
- A bus route operating via Tseung Kwan O South and providing more convenient service for residents in Po Lam or Tsui Lam could gain support from Members, but the original motion was not worth pursuing.
- Members had endorsed the request for resuming the service of route no. 692 during peak hours and re-routing route no. 690 to operate via Hang Hau and Tseung Kwan O during non-peak hours. However, it was hoped that route no. 690 would currently operate via Hang Hau and Tseung Kwan O throughout the day. Members worried that implementation of the proposal would make the routing circuitous and the relevant matters would be contradictory; therefore, they suggested discussing the wording of the motion.

16. With Members' unanimous agreement after discussion, the Chairman declared that the original motion and the two revised motions were withdrawn.

- (3) Request to improve bus route nos. 290 / 290A, to launch two-way stage fare and to allocate additional resources to launch more departures from LOHAS Park (Paragraphs 21 to 24 of the minutes of last meeting)**

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

- (4) Strongly object to the Transport Department for adjusting the routing of route no. E22A before reaching a consensus with the SKDC and request the Transport Department to re-provide the stops at Serenity Place and Finery Park
Request the Transport Department to look into a solution to cater for the needs of those living in Serenity Place, Verbena Heights and Finery Park after adjusting the routing of route no. E22A
(Paragraphs 25 to 33 and 70 of the minutes of last meeting)**

18. A Member suggested providing a bus stop of route no. E22A at Po Fung Road near Po Tsui Park or Sheng Kung Hui Tseung Kwan O Kei Tak Primary School (Kei Tak Primary School) to make it convenient for residents to choose to take route nos. A29, A29P or E22A at the bus stops nearby.

19. The Chairman asked TD to consider Members' proposal and declared that the item would be retained one more time.

- (5) Items related to the routes being followed up by the Working Group on Bus Routes in Sai Kung District**

- (a) Request the Transport Department and the bus company to add a stop for bus route no. 296M near Wan Lung Road on the return trip (Hang Hau MTR Station to Hong Sing Garden direction) for the convenience of residents
(Paragraphs 34 to 36 of the minutes of last meeting)**

20. Mr CHONG Hon-man, Engineer/Sai Kung and Engineer/Special Duties 1 of TD, said TD had confirmed that the works would be implemented and had referred the project to the Highways Department (HyD) for follow-up work.

21. Mr NG Kin-fung, District Engineer/Tseung Kwan O of HyD, said HyD would provide a reply to TTC in due course.

22. A Member hoped that HyD would report the works progress at the meeting. Another Member opined that the item should not be deleted at this stage and suggested HyD include the above project in "The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O)" submitted to TTC until completion of the project.

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

- (b) **Request to increase the service frequency of Kowloon Motor Bus route no. 98D (Tseung Kwan O direction) during the evening rush hours on weekdays**
- (c) **Request to increase the service frequency of Kowloon Motor Bus route no. 296D (Tseung Kwan O direction) during the evening rush hours on weekdays (Paragraphs 41 to 44 of the minutes of last meeting)**

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

- (6) **Items related to the bus stop shelters / seats / display boards being followed up by the Working Group on Bus Routes in Sai Kung District**
 - (a) **Request to construct bus stop shelter at the bus stop of route no. 798 near Leung Kit Wah Primary School at Po Fung Road of Tseung Kwan O to provide awaiting passengers with a shelter from the sun or rain**
 - (b) **Request the New World First Bus Services Limited and the Citybus Limited to provide the service of estimated arrival time for all the bus routes in Sai Kung district and the whole territory**
 - (c) **Request to provide shelter, bus schedule display board and seats at the bus stops of the district (Paragraphs 48 to 52 of the minutes of last meeting)**

25. Members' views were as follows:

- Only a two-seater bench was provided at the bus stop at the entrance of Sheung Tak Shopping Centre. As there was still some space for provision of additional seats, Members suggested providing a few additional seats there for the convenience of the elderly travelling to Tseung Kwan O Hospital.
- Members enquired whether NWFB had studied other proposals for constructing a shelter at the Leung Kit Wah Primary School bus stop of route no. 798 and suggested that TD should co-ordinate with the two bus companies.
- Members suggested providing display panels at some remote locations, such as Mau Wu Tsai, Ma Yau Tong and Hong Sing Garden.

26. Ms Penny CHUNG of Citybus/NWFB pointed out that there were underground utilities under the Leung Kit Wah Primary School bus stop of route no. 798; hence, a bus stop shelter could not be constructed. The bus company was working with TD to look into feasible options, such as assessing whether relocation of the bus stop was needed.

27. Mr Douglas MAK, Senior Officer (Operations) of KMB, said KMB noted Members' views and would study them. At present, KMB would allocate resources for construction of shelters first and then for progressive optimisation of facilities, such as seats and display panels.

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

- (7) **Request to advance the first departure of route no. 796X at LOHAS Park (Paragraphs 59 to 61 of the minutes of last meeting)**

29. Members' views were as follows:

- Owing to traffic congestion at Tseung Kwan O Tunnel, students or commuters might not arrive at their destinations on time even if they took the first departure (at 6:55 a.m.). Members therefore suggested advancing the first departure by 10 or 15 minutes and retaining the item. The arrangement could also increase the patronage.
- The effectiveness of relocating bus stops of routes, such as no. 796X, to Wan Po Road was significant, and the patronage of those routes had reached 60%. In addition, construction of the bus stop at Shek Kok Road had also been completed, which would further increase the patronage. Members suggested that more publicity work be conducted by NWFB.

30. Ms Penny CHUNG of Citybus/NWFB said according to the latest operational records of route no. 796X, the patronage of the first departure from LOHAS Park was about 65%. The bus company noted Members' views and would continue to closely monitor the patronage and arrival time of the departures and look into whether the first departure would need to be advanced.

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

**(8) Request the Transport Department to launch transportation service between Oscar by the Sea and Kwun Tong as well as Kowloon East
(Paragraphs 62 to 64 of the minutes of last meeting)**

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

**(9) Request to enhance the service of New World First Bus route no. 798B
(Paragraphs 65 to 68 of the minutes of last meeting)**

33. Members' views were as follows:

- It was inadequate to provide only one departure of route no. 798B in the morning. As such, Members suggested providing one to two additional trips and retaining the item.
- With the ever-increasing population at Oscar by the Sea, LOHAS Park and The Beaumont, there was a keen demand for bus services. Members asked TD about the short-term, medium-term and long-term proposals to meet the passenger demand.
- Although route no. 798B was a popular bus route, there were only two departures and the actual travel patterns could not be reflected. Members therefore suggested increasing the service frequency of the route, such as every 15 minutes, especially in the morning when there was a keen demand for travelling to Sha Tin. In addition, some passengers travelling to Fo Tan might mistakenly take route no. 798B to Sha Tin Town Centre. Therefore, Members suggested the bus company enhance publicity work and provide more information to passengers waiting at the bus stops.

34. Ms Alice MAK of TD responded that the number of passengers getting on or off the buses at Wan Po Road was less than ten. However, TD understood that residents living in Wan Po Road area would gradually increase. Hence, the department would continue to closely monitor

the change in patronage of the district with the bus company and consider enhancing bus services in the district when needed.

35. Ms Penny CHUNG of Citybus/NWFB responded that according to the latest patronage records of route no. 798B, the patronage of departures to Sha Tin in the morning was about 40% and that of departures to Tseung Kwan O in the evening was about 35%. The bus company would continue to monitor the patronage and operation of the route and assess the need to allocate additional resources.

36. The Chairman suggested the bus company rationalise the route and departure time, and declared that the above item would be retained.

**(10) Request Kowloon Motor Bus route no. 296D to run via Chui Ling Road and King Ling Road and add en route stops there
(Paragraphs 71 to 74 of the minutes of last meeting)**

37. A Member pointed out that residents in Tiu Keng Leng had a great demand for the bus service of route no. 296D. As the journey time from Sheung Tak to Chui Ling Road and King Ling Road would only increase by five to ten minutes, Members hoped to implement the proposal and retain the item.

38. The Chairman declared that the above item would be deleted.

**(11) Request to enhance the overnight service of New World First Bus route no. N796 and extend the service to LOHAS Park, The Beaumont and Oscar by the Sea
(Paragraphs 75 to 77 of the minutes of last meeting)**

39. A Member said residents in areas near Oscar by the Sea or LOHAS Park and The Beaumont had a strong demand for overnight bus service. Given the gradual resident in-takes of Hemera, The Beaumont II and LOHAS Park Phase 4, the population in Tseung Kwan O South would increase substantially. Therefore, Members enquired about the arrangement for overnight bus service and whether TD and NWFB had carried out any survey for understanding the passenger demand in the new development areas. Members suggested implementing the proposal, retaining the item and arranging a trial run.

40. Ms Alice MAK of TD said the highest hourly occupancy rate of route no. N796 to Kowloon was less than 20%, while the highest occupancy rate for the route to Tseung Kwan O was about 30%. The number of passengers was less than 20 persons each night for the overnight minibuss route no. 112S. TD would continue to monitor the development in the areas near Wan Po Road and the industrial estate and enhance the overnight service there if needed.

41. A Member opined that the explanation of TD was unreasonable. The current occupancy rate was low because the routing was not extended to LOHAS Park. Members hoped that the service could be extended to LOHAS Park or Oscar by the Sea, the patronage was believed to be increased after the extension, and a trial run was also suggested.

42. Ms Alice MAK of TD said TD noted Members' views.
43. The Chairman declared that the above item would be retained.
44. As item (12) was related to item (13) and there being no objection from Members, the Chairman declared that the issues would be discussed together.

**(12) Request the cross-boundary coach company to launch special departures to serve the residents of LOHAS Park and Tsui Lam area
(Paragraphs 78 to 81 of the minutes of last meeting)**

**(13) Request the cross-boundary coaches to provide stops at Sheung Tak and King Lam for the convenience of residents
(Paragraphs 82 to 85 of the minutes of last meeting)**

45. Members' views were as follows:

- Members suggested TD make reference to the arrangement in Tuen Mun and allow cross-boundary double-deck buses running from Tseung Kwan O to various ports, such as Huanggang Control Point; besides, direct bus service to Liantang should also be introduced.
- There were many passengers waiting for coaches in Shenzhen Bay to Tseung Kwan O. Some residents even had no choice but to take coaches to Yau Tong and change to MTR for travelling to Tiu Keng Leng; hence, Members queried that the allocation of resources by contractors was unsatisfactory. Members therefore suggested co-ordinating with the contractors and requested the department to obtain statistics from the contractors for a further study.
- Members asked TD about the progress of vetting the applications of operators and the exact period of the specified time limit. Members also requested TD to expedite the processing of applications submitted by operators and communicate with SKDC about the locations of stops as early as possible.

46. Ms Alice MAK of TD responded that the locations of stops of cross-boundary bus service within Hong Kong were selected by operators according to the market demand. Operators were required to submit applications for the proposed pick-up/drop-off points to TD, and stops could only be provided at the proposed locations after they had obtained the approval from TD. The operator had submitted to TD the proposal to provide a stop at Tseung Kwan O, and the department would process the application in accordance with the established procedures as soon as possible, having regard to various factors including road safety or traffic condition, etc. However, a specific timetable was not available for the time being.

47. The Chairman hoped that TD would implement the proposal as soon as possible and declared that the above item would be retained.

(B) The 6 Motions presented by Members (Bus)

(1) Strongly request cross-harbour bus route no. 690 to run via Hang Hau and Tseung

Kwan O South
(SKDC(TTC) Paper Nos. 134/16, 167/16 and 168/16)

48. The Chairman said motion (1) had been withdrawn earlier.

(2) Request the bus companies to respect the Transport Department and the District Council and give advance notice to / consult the District Council before relocating or cancelling bus stops
(SKDC(TTC) Paper Nos. 135/16 and 165/16)

49. The Chairman said the motion was moved by Mr CHAN Kai-wai and seconded by Ms Christine FONG and Mr CHEUNG Mei-hung.

50. Members noted the written reply from NWFB.

51. Mr Douglas MAK of KMB pointed out that KMB neither operated any bus routes nor provided any bus stops at Tiu Keng Leng Public Transport Interchange (TKLPTI).

52. Mr YUEN Chi-wai, Assistant Manager (Operations) of NWFB, said the bus stop of bus routes to Tseung Kwan O in TKLPTI was originally set up outside the glass doors of Metro Town Shopping Mall. However, the bus stop was relocated due to the safety issues reflected by some views that: (a) passengers waiting for buses inside the shopping mall would cause obstruction to members of public entering or exiting the shopping mall; (b) passengers might rush out from the shopping mall when buses arrived and might easily collide with other people. Subsequently, some views indicated that the new location of bus stop was not convenient for the public, and the bus stop was further relocated to another bus bay. NWFB would consider the public opinion and safety before relocating the bus stop, and would continue to closely monitor operation of the bus stop and would take the views of all parties into account.

53. Members' views were as follows:

- The bus company was criticised for cancelling the bus stop without informing or consulting with TD, the Member of the respective constituency or stakeholders. Members hoped that all relevant parties including residents in Tiu Keng Leng, Oscar by the Sea and LOHAS Park would be given prior notification and consulted before relocation or cancellation of bus stops in future. A lot of buses were often parked at the location, which affected residents crossing the road. Contrarily, bus bays in the PTI were left vacant. As intervention by the Police had even been required earlier and an emergency exit of MTR station was situated at the location, closure of the area would pose hazards. Members therefore requested TD to address the issue in a pragmatic manner.
- Members would lodge complaints against illegal parking of buses when identified and raise an extempore motion to give NWFB a reprimand at the next meeting.
- The bus terminus situated off Metro Town Shopping Mall would help enhance pedestrian flow of the shopping mall. It was also understandable for passengers waiting for buses to stay inside the shopping mall. Therefore, obstruction caused by

the pedestrian flow in the shopping mall should not be a reason for relocation of the bus stop. Members queried that NWFB did not accord priority to the convenience and comfortability of passengers in considering the matter; instead, the bus stop was cancelled or relocated due to complaints lodged by stakeholders of the shopping mall against obstruction caused by awaiting passengers at the entrance. Members considered that NWFB and TD should carry out a review.

- Members enquired whether NWFB had conducted a site visit prior to relocation of the bus stop. As residents would pass through the Metro Town Shopping Mall on the way to their residence, they currently needed to walk on the roads of the bus bays. Before relocation of the bus stop, passengers could walk via the shopping mall or along the pavement with pedestrian crossing facilities after alighting from buses. Since there was no pedestrian crossing facility near the existing bus stop, Members considered it more dangerous after the relocation and the bus stop should be reinstated at the original location.
- Members asked TD whether additional pedestrian crossing facilities had to be provided at the relevant PTI.
- Members suggested studying installation of electrically operated glass doors with the operator of the shopping mall to reduce collision and conducting a site visit with the department or organisation concerned.
- Buses were frequently parked at Sheung Tak Bus Terminus near the bend off Sheung Chun House. The operation of these buses in early morning would affect residents nearby. Some bus captains even allowed passengers to alight at the bend, which posed possible danger. As such, Members hoped that bus captains would set down passengers at the bus stop properly.

54. Mr YUEN Chi-wai of NWFB responded as follows:

- The bus stop in the PTI was not cancelled. It had been relocated from the location off the glass doors to the bus bay only.
- The pedestrian crossings inside the PTI were provided at the end of each bus bay. If people walked from the glass doors to the end of a bus bay, they would be crossing the road illegally. NWFB had discussed the risk with TD.
- NWFB would remind bus captains to pay heed to pedestrian safety and park the vehicles at vacant bus bays, so as not to cause obstruction to the operation of other vehicles. If no space was available for parking spare buses, they might be parked in the rear portion of a bus bay.
- Members were welcomed to provide information on illegal parking of buses. NWFB would instruct the bus captains and invoke disciplinary action against them.
- NWFB received complaints lodged by members of public rather than by the shopping mall or management office. According to the observations made upon receipt of complaints, the safety problems pointed out by some passengers had been identified. In fact, pedestrian crossings were provided in the rear portion of bus bays at the PTI for passengers to cross the road to enter the shopping mall; however, the design might be too circuitous, and therefore most members of the public jaywalked. Safety and public opinion were the considerations of NWFB in this matter. As Members considered that the original location of the bus stop was safer and more convenient for passengers,

NWFB was willing to continue the discussion with TD and look into whether to reinstate the bus stop at the original location.

55. Ms Nana SHIU, Engineer/Pedestrian Improvements and Engineer/Special Duties 1 of TD, responded that sufficient pedestrian crossings were provided in TKLPTI and their designs met the relevant standards. Passengers could walk along the rear portion of the terminus to take buses at different bus bays. It was undersirable to provide an additional pedestrian crossing at the location concerned because (a) the location off the glass doors was too close to the entrance of PTI, and (b) bus captains had to enter from a brighter place to a darker environment where covered bus stops were provided and had to cope with the traffic condition therein.

56. The Chairman asked NWFB to note Members' views and consult with stakeholders and TTC prior to alteration in future. A joint site visit with the department could be arranged before the next meeting if needed. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested Citybus/NWFB to follow up Members' views.

(3) Request the Government to promptly relocate the bus stop of route no. E22A at the Hong Kong Design Institute to the Tiu Keng Leng Public Transport Interchange (SKDC(TTC) Paper Nos. 136/16 and 169/16)

57. The Chairman said the motion was moved by Mr CHAN Kai-wai and seconded by Ms Christine FONG and Mr CHEUNG Mei-hung.

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

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

(4) Request the New World First Bus to increase the service frequency of route no. 798A to meet the needs of residents (SKDC(TTC) Paper Nos. 137/16 and 166/16)

60. The Chairman said the motion was moved by Mr Frankie LAM and seconded by Hon Gary FAN, Messrs LUI Man-kwong, LAI Ming-chak, CHUNG Kam-lun and LEUNG Li.

61. Members noted the written reply from NWFB.

62. Members' views were as follows:

- Instead of deploying the resources of route no. 798 or other bus routes to route no. 798A, NWFB should allocate new resources.
- Members suggested increasing the service frequency of route no. 798A and routes operating to and from Tsuen Wan or the airport during commuting and school hours. As most people going to work or school in Sha Tin would start travelling to Sha Tin at around 7:30 a.m., Members suggested increasing the service frequency.

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

(5) Urge the Citybus Limited to adopt measures to ensure the service quality of Cityflyer service, in view of the frequent use of ordinary buses to provide the service recently (SKDC(TTC) Paper Nos. 138/16 and 170/16)

64. The Chairman said the motion was moved by Mr CHUNG Kam-lun, and seconded by Hon Gary FAN, Messrs LEUNG Li, LAI Ming-chak, LUI Man-kwong and Frankie LAM.

65. Members noted the written reply from Citybus.

66. Members' views were as follows:

- Passengers had to pay more than \$40 for a trip on ordinary buses, which was not in line with the promotion of Citybus. Members therefore urged Citybus to make improvement.
- Regarding the double-decker buses newly ordered for Cityflyer service, Members asked (a) whether the specifications were similar to that of the existing luxury coaches operating Cityflyer service; (b) about the length of the body frame; and (c) whether the number of vehicles would be enough to cope with the shortage of luxury coaches for operating Cityflyer service by the time.
- As a total of only one to two luxury coaches operated route nos. A29 and A29P, Members hoped that a balance could be maintained when deploying vehicles as far as possible.

67. Ms Penny CHUNG of Citybus/NWFB responded that as some of the buses had to be retired from the Cityflyer service earlier, the company had to use ordinary airport buses on a temporary basis, but those buses were also equipped with luggage racks for passengers' use. The company had already placed order for new double-decker buses for the Cityflyer service, and the new buses were expected to be used in the fourth quarter. The specifications of new buses were similar to that of the existing buses operating the Cityflyer service, and equipment such as Italian leather seats was provided.

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

(6) Request the Kowloon Motor Bus Company to use double-decker bus to run route no. 95M during the evening rush hours (SKDC(TTC) Paper Nos. 139/16 and 171/16)

69. The Chairman said the motion was moved by Mr Frankie LAM and seconded by Hon Gary FAN, Messrs LUI Man-kwong, LAI Ming-chak, CHUNG Kam-lun and LEUNG Li.

70. Members noted the written reply from KMB.

71. Mr Douglas MAK of KMB said route no. 95M was operated by single-decker and double-decker buses at present. The average hourly occupancy rate of the route during evening peak hours was 60%. However, the patronage of the departure from Elegance Road at 6:15 p.m. was high with around 60 passengers. Although the carrying capacity of a single-decker bus was 75 to 81 persons, KMB had allocated double-decker buses to operate the trip and problems had not arisen when passengers got on buses of other departures.

72. A Member pointed out that the patronage was rather high in the evening. The occupancy rate had reached 80% to 90% with more than 60 passengers on a single-deck bus and many passengers could not find a seat. Therefore, Members welcomed KMB's improvement measure.

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

IV. Items related to minibus service

(A) Matters Arising

- (1) Progress on the follow up of minibus services by the Transport Department in response to the 3rd meeting of the Traffic and Transport Committee in 2016
(Paragraph 86 of the minutes of last meeting)
(SKDC(TTC) Paper No. 140/16)**

74. Members noted the paper.

- (2) Request to increase the service frequency of green minibus route nos. 112M / 112S and to improve the routing
(Paragraphs 88 to 90 of the minutes of last meeting)**

75. Ms Alice MAK of TD said discussion between TD and the green minibus (GMB) operator on the details of revision was underway.

76. A Member suggested (a) retaining the item until TD and the GMB operator agreed on an optimised routing, and (b) carrying out a trial run with TD and requested TD to discuss with Members after the meeting.

77. The Vice Chairman asked the relevant Members to directly make appointment with TD, and declared that the above item would be retained.

- (3) Request the Transport Department to comprehensively enhance the service of minibus route no. 105
(Paragraphs 99 and 100 of the minutes of last meeting)**

78. With Members' consent, the Vice Chairman declared that the above item would be retained.

V. Items related to MTR service

(A) Matters Arising

79. The Vice Chairman welcomed:

- Ms Rysta SO, Assistant Public Relations Manager - External Affairs, MTR Corporation Limited (MTRCL)
- Mr WONG Kong-kit, Station Service Manager - Island Line and Tseung Kwan O Line of MTRCL

(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 3rd meeting of the Traffic and Transport Committee in 2016
(Paragraph 106 of the minutes of last meeting)
(SKDC(TTC) Paper No. 141/16)

80. Members noted the paper.

(2) Suggest to provide two dollar fare savers and Octopus Enquiry Machines at the appropriate locations of Shek Kok Road, the public transport interchange of Beaumont II and LOHAS Park Phase 4
(Paragraphs 107 to 109 of the minutes of last meeting)
(SKDC(TTC) Paper No. 142/16)

81. Members noted the written reply from MTRCL.

82. Ms Rysta SO, Assistant Public Relations Manager - External Affairs of MTRCL, responded that the proposed locations did not meet the standards of installing fare savers, but MTRCL had put Members' views on record.

83. Members' views were as follows:

- The distance between the PTI at The Beaumont II on Shek Kok Road and the MTR Station met the standards of installing a fare saver. Members therefore queried whether MTRCL had measured the actual distance and why no fare saver was provided. With the coming in-takes at The Beaumont II, the attractiveness of MTR service should be enhanced.
- Since the footbridge near LOHAS Park Phase IV would be re-connected, Members enquired the exact distance between LOHAS Park Phase IV and the MTR station via the passageway or footbridge and queried how the requirements for installing a fare saver could be met.
- Shek Kok Road was not part of the MTRCL property, the Government should therefore buy back all the shares of MTRCL.
- As some members of the public would walk 8 to 10 minutes to the MTR station, Members suggested installing a \$1 fare saver first.

84. Ms Rysta SO of MTRCL responded that the standards of MTRCL for provision of fare savers were related to the walking distance to the nearest MTR station and the availability of fare concessions provided at the proposed location for changing to other public transport. MTRCL had noted Members' views and referred them to the relevant departments for record.

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

**(3) Request the Authority to repurchase the shares in the MTR Corporation
(Paragraphs 112 to 118 of the minutes of last meeting)**

86. A Member pointed out that some members of the public were concerned about the operation of MTRCL becoming less effective after repurchasing the shares and switching to operation by civil servants. However, MTRCL could still operate as an enterprise after the repurchase of shares, and downward adjustment of MTR fare could enhance the competitiveness of Hong Kong and benefit the public; hence, Members supported the repurchase of shares in MTRCL.

87. The Chairman said, as indicated by TD at the TTC meeting held in May 2016, the Government did not have any intention to repurchase the shares in MTRCL at the moment since using a huge amount of public money to repurchase MTRCL did not comply with the principle of managing public finances prudently. With Members' consent, the Chairman declared that the above item would be deleted.

**(4) Request to add directional plates inside MTR stations to indicate the location of the toilets
(Paragraphs 119 to 123 of the minutes of last meeting)**

88. Members' views were as follows:

- Many members of the public did not know the arrangement of borrowing staff toilets, nor did they notice the signboards. Members therefore suggested stepping up publicity work and installing signboards with clear instructions outside the paid area.
- The signboards in LOHAS Park Station and Tiu Keng Leng Station were not conspicuous. Members asked whether MTRCL would improve the display and the size of signboards.
- As toilet facilities were not provided in the vicinity of LOHAS Park Station and inside North Point Station and Quarry Bay Station, Members hoped that passengers would be provided with adequate instruction about the arrangement of borrowing staff toilets in the above stations.
- Members enquired about the progress of providing toilets in Tiu Keng Leng Station, the timetable and availability of signboards giving clear indication to passengers about the location of toilets. Members suggested TTC write to MTRCL to request submission of a schedule on the installation of toilets at various major interchange stations, such as Tiu Keng Leng Station, and to request larger signboards to be displayed.
- Members suggested that toilets be provided at all stations and hoped that MTRCL would submit the timetable as soon as possible.

89. Mr WONG Kong-kit of MTRCL responded as follows:

- Although public toilets were not available at the stations along Tseung Kwan O Line, members of the public could contact station staff to borrow the staff toilets. MTRCL also posted notices at appropriate locations to inform passengers of this arrangement. According to the observations made, passengers were also aware of the arrangement and the station staff would also offer assistance.
- Public toilets were provided in Quarry Bay Station with adequate instruction. The existing arrangement was also adopted in other stations along Tseung Kwan O Line, such as North Point Station and LOHAS Park Station, and the situation was also satisfactory.
- MTRCL had been following up the provision of public toilets at major interchange stations, but the timetable of providing toilets in Tiu Keng Leng MTR Station was not available for the time being. MTRCL could provide a reply after the meeting.

90. The Chairman said TTC would write to request MTRCL to submit the schedule and to display signboards with larger fonts at prominent locations, and declared that the above item would be retained.

**(5) Request the MTR Corporation to separate the operation of LOHAS Park Station from Tseung Kwan O Station
(Paragraphs 124 to 130 of the minutes of last meeting)**

91. Members' views were as follows:

- Members were discontented with the arrangements at MTR stations along Tseung Kwan O Line. For example, LOHAS Park Station was positioned as a satellite station with only a supervisor and the front-line staff of MTRCL was under-strength. With the population increase along Tseung Kwan O Line and the passenger volume exceeding its capacity, each station should have its station master and the manpower should be strengthened.
- Members criticised that there was not sufficient manpower at the MTR station for deployment during the fire outbreak. At that time, the households had not been informed of the incident, which reflected the shortcomings of the notification mechanism of MTRCL.

92. Mr WONG Kong-kit of MTRCL responded as follows:

- According to the observations made by MTRCL, the operation was smooth. Although LOHAS Park Station was operated under Group Station Control, there was a separate team comprising a supervisor and adequate staff to conduct daily operation and cope with emergencies.
- As in other stations, closed-circuit television system, real-time monitoring system and communications system were installed in LOHAS Park Station. Although Tseung Kwan O Station was a major station, it had also been assisting in the operation of

LOHAS Park Station and was equipped with the same systems to monitor the operation of the station. MTRCL could make flexible staff deployment to handle contingent situations if needed.

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

- (6) Request the MTR Corporation to provide more gates that accepts Octopus Cards and Smart Tickets at the same time and widen the access near to the gates to disperse passengers
(Paragraphs 131 to 137 of the minutes of last meeting)**

94. Members' views were as follows:

- The situation had improved after installation of an additional wide gate at Exit C of Tseung Kwan O Station. However, the pedestrian flow at Exit C would increase because (a) it was a location where there was high passenger flow; (b) presence of many shops and different facilities; (c) residents might change to leave the MTR station through Exit C and walk via the shopping mall when the weather was hot or rainy; and (d) resident in-takes of the nearby housing estates and completion of the elevated pedestrian walkway on Tong Ming Street would take place gradually. Under such circumstances, MTRCL should make an assessment of the passenger flow at Exit C and the adequacy of existing facilities to meet the demand, and study the relocation of Customer Service Centre to Exit B as soon as possible with a view to installing more gates and wide gates at Exit C.
- Members considered that one wide gate might be inadequate to cope with the future development because visitors heading to the two hotels would carry luggage and use Exit C.
- Members suggested studying the passenger flow at Exit B together and install additional gates at Exits A and B to tie in with the increasing pedestrian flow after resident in-takes of residential estates in Tseung Kwan O South.
- As only one wide gate was installed in most MTR stations, Members suggested providing additional wide gates at all MTR stations.

95. Mr WONG Kong-kit of MTRCL responded that MTRCL had been closely monitoring the situation at Tseung Kwan O Station and other stations. MTRCL would take note of Members' views and look into improvement in the future.

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

(B) The 3 Motions presented by Members (MTR)

- (1) Request the MTR Corporation to provide more seats at the platforms of Tseung Kwan O Line and the access of interchange stations for the comfort of the elderly and those in need while waiting for trains
(SKDC(TTC) Paper Nos. 143/16 and 172/16)**

97. The Chairman said the motion was moved by Mr Frankie LAM and seconded by Hon Gary FAN, Messrs LUI Man-kwong, LAI Ming-chak, CHUNG Kam-lun and LEUNG Li.

98. Members noted the written reply from MTRCL.

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

**(2) Request to solve the severe problem of hot air emission at Exit C of the LOHAS Park Station
(SKDC(TTC) Paper Nos. 144/16, 172/16 and 173/16)**

100. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs CHEUNG Mei-hung and CHAN Kai-wai.

101. Members noted the written replies from MTRCL and the Lands Department (LandsD).

102. A Member pointed out that the problem of hot air emission at Exit C had just occurred in the past year and there was high pedestrian flow at the location concerned. The Member therefore enquired whether MTRCL had any solution and when the study would be completed. It was also enquired whether TD could assist in handling the complaints lodged by residents.

103. Ms Alice MAK of TD responded that TD would hand over matters related to the facilities and arrangements in stations to MTRCL for follow-up work.

104. Mr WONG Kong-kit of MTRCL responded that the ventilation opening had already been in existence when the station had been commissioned in 2009 and there was no major alteration to the facilities therein since then. MTRCL was looking into improvement measures, but a definite timetable was not available at the moment.

105. Members' views were as follows:

- Members queried that hot air emission towards the urban area of LOHAS Park was an error in planning. As the problem of hot air emission had aggravated in the recent year, Members worried that it would adversely affect the health of residents. They therefore suggested that a joint site inspection with MTRCL be conducted as soon as possible and requested MTRCL to submit an improvement proposal at the next meeting.
- Members suggested providing additional air curtains and fans at Exit C and enhancing cleansing of these facilities.

106. Ms Rysta SO of MTRCL said it would take time for MTRCL to study the issue and MTRCL would report to TTC if specific information was available.

107. There being no amendment or objection from Members, the Chairman declared that the motion was carried, and requested MTRCL, LandsD and TD to follow up Members' views. Besides, a site inspection with MTRCL would be arranged.

**(3) Request to improve the design of Sunrise Boulevard and look into providing pedestrian crossing facilities there for the convenience and safety of the public
(SKDC(TTC) Paper Nos. 145/16 and 174/16)**

108. The Chairman said the motion was moved by Mr CHEUNG Mei-hung and seconded by Ms Christine FONG and Mr CHAN Kai-wai.

109. Members noted the written reply from MTRCL.

110. A Member learnt that an accident had almost occurred when a pedestrian had passed the road section recently and enquired whether the Police had the relevant information.

111. Mr CHU Chi-wai, Officer-in-Charge, District Traffic Team (Kwun Tong) of Hong Kong Police Force (HKPF), said a site inspection at Sunrise Boulevard had been carried out at 9:45 a.m. on 20 July 2016. It had been identified that about 10 people had jaywalked at the location concerned within 10 minutes, and he had liaised and discussed with MTRCL on the same day.

112. Ms Rysta SO of MTRCL said MTRCL had not received the information as mentioned by the Police for the time being, but the company would liaise with the department concerned to understand the matter in due course.

113. Ms Nana SHIU of TD responded that Members suggested providing pedestrian crossing facilities on Sunrise Boulevard, which was a private road of LOHAS Park and the design was in line with the planning standards. A signal-controlled pedestrian crossing was provided at the junction of Sunrise Boulevard and Wan Po Road. Apart from handing the proposal over to MTRCL to study the need for providing facilities for improvement, such as additional pedestrian crossings, TD would readily provide technical advice on MTRCL's proposal.

114. Members' views were as follows:

- Residents crossed the road on Sunrise Boulevard near the community hall or next to the roundabout because they wanted to go to individual places more conveniently. Members therefore suggested providing safe crossing places at appropriate locations on Sunrise Boulevard.
- Although TD indicated that the design complied with the planning standards, the plan had been drawn up many years ago, and the design should keep abreast with the times.
- Members suggested TTC write to request MTRCL to study improvement works and state the jaywalking problem as observed by the Police on 20 July 2016. Copies of the letter might also be sent to other parties like the Housing Authority.

115. The Chairman asked TD to consult the District Lands Office. The Secretariat would write to request MTRCL to keep in view of the safety problems. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested MTRCL and TD to follow up Members' views.

VI. Items related to other public transport services

(A) Matters Arising

- (1) Request to enhance the overnight transportation service for LOHAS Park
(Paragraphs 139 to 141 of the minutes of last meeting)**

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

- (2) Strongly request the Transport Department to promptly launch a minibuss / bus service between Tseung Kwan O Hospital and United Christian Hospital
(Paragraphs 142 to 143 of the minutes of last meeting)**

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

- (3) Request Octopus Holdings Limited to improve the replacement and information transfer arrangements of Octopus cards
(Paragraphs 144 to 146 of the minutes of last meeting)
(SKDC(TTC) Paper No. 146/16)**

118. Members noted the written reply from MTRCL.

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

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

(The meeting resumed at 1:45 p.m.)

VII. Items related to road works/facilities

(A) Matters Arising

- (1) Transport Department's Report on the Follow up of the Traffic Works/ Facilities in Sai Kung and Tseung Kwan O
(Paragraph 147 of the minutes of last meeting)
(SKDC(TTC) Paper No. 147/16)**

121. Members noted the paper.

- (2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O)
(Paragraphs 148, 153 to 172 of the minutes of last meeting)
(SKDC(TTC) Paper No. 148/16)**

122. Members noted the paper.

- (3) **Request the Transport Department to extend Po Lam Road, increase carriageway for Tsui Lam Road and construct a roundabout at the junction of O Tau Village to improve the traffic condition**
(Paragraph 149 of the minutes of last meeting)

123. The Chairman declared that the above item would be retained and asked TD to follow up the matter.

- (4) **Request to provide pedestrian crossing facility at Ying Yip Road for the safety of pedestrians**
Request the Transport Department to attach importance to the call for the prompt widening of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) and installation of traffic lights there
(Paragraphs 150 to 152 of the minutes of last meeting)

124. A Member enquired whether progress could only be made until construction of the two major development projects in the vicinity commenced, or it could be dealt with separately.

125. Ms Nana SHIU of TD responded that TD and the relevant departments were examining the feasibility study on the housing development in Tseung Kwan O and conducting long-term traffic assessment and planning for Ying Yip Road as a whole and its roundabout. It was hoped that the improvement works for Ying Yip Road could tie in with the long-term housing development of the area in future. TD understood that the pattern of traffic flow had changed and hoped to report at the next meeting.

126. The Chairman declared that the above item would be retained and asked TD to follow up the matter.

- (5) **Request to increase the number of parking space of different variety in Sai Kung district as well as to discuss the parking policy and related issues regarding the car parks of public housing estates**
Request to include more car parks and public parking space in the planning
Request the Transport Department or the Planning Department to provide a temporary car park at Pak Sha Wan, Ho Chung, Nam Pin Wai, etc. to solve the parking problem faced by residents
Request the Government to improve the allocation of parking spaces at Pak Tam Chung of Sai Kung
Request the Transport Department to provide more on-street parking spaces designated for drivers holding the “Disabled Person’s Parking Permit” in Sai Kung Tseung Kwan O District
(Paragraphs 148, 153 to 172 and 194 of the minutes of last meeting)
(SKDC(TTC) Paper No. 149/16)

127. Members noted the joint written reply from PlanD and LandsD.

128. Members' views were as follows:

- There were insufficient parking spaces for disabled persons on the street or in car parks of shopping centres at present. Members therefore suggested that TD provide additional parking spaces for disabled persons at appropriate locations.
- As the problem of illegal parking could not be effectively solved by the Police's prosecutions alone, Members suggested providing additional parking spaces or constructing multi-storey car parks at appropriate places.

129. Ms Nana SHIU of TD responded that, in general, the development projects including housing estates and shopping centres in Tseung Kwan O had already made reference to the "Hong Kong Planning Standards and Guidelines" (HKPSG) to provide the required number of parking spaces. On the policy premises of according priority to the parking need of commercial vehicles and centering on public transport, the Government would still provide an appropriate number of parking spaces for private cars if the overall development permits, but not intend to attract passengers to opt for private cars in lieu of public transport. Nevertheless, TD would require developers to provide an appropriate number of public parking spaces in their new development projects without affecting the road traffic. For example, 50 public parking spaces for private cars would be provided in the development site 68A2 of TD in Tseung Kwan O South, and 26 public parking spaces for goods vehicles and 21 public parking spaces for private cars would be provided in The Beaumont II which would be completed in late 2016; furthermore, some public parking spaces for private cars would also be provided progressively in the retail shopping malls in Tseung Kwan O South and LOHAS Park.

130. Mr CHONG Hon-man of TD responded that TD would conduct a site visit with the Agriculture, Fisheries and Conservation Department ("AFCD") and HyD. AFCD had initially suggested conducting the visit in October. TD was waiting for further comment from AFCD and planned to arrange the site visit for two consecutive days on Saturday and Sunday in early October.

131. A Member did not object to the visit being conducted in October, but suggested that TD obtain more specific data and inform him of attending the site visit together.

132. The Chairman declared that the above five items would be retained.

133. As a motion was relevant to the above item and there being no objection from Members, the Chairman declared that the two issues would be discussed together.

**Request to provide more private car parking spaces at Shek Kok Road (the government land at the former Chiaphua-Shinko Copper Alloy) and the appropriate locations nearby
(SKDC(TTC) Paper Nos. 151/16, 163/16 and 175/16)**

134. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs CHEUNG Mei-hung and CHAN Kai-wai.

135. Members noted the written replies from LandsD and PlanD.

136. Ms Nana SHIU of TD responded that the development projects in Tseung Kwan O including LOHAS Park and The Beaumont had already made reference to HKPSG to provide the required number of parking spaces. Altogether, there were 9 800 residential flats in LOHAS Park (The Capitol, Le Prestige, Hemera and The Beaumont) at present. There was a total of 2 700 private car parking spaces available for residents' use in the surrounding areas, including car parks of the housing estates, Wan Po Road Public Carpark, Shek Kok Road Public Carpark and the temporary car parks on Wan Po Road and Wan O Road. The ratio of the number of flats to the number of parking spaces was 1:3.6, which was higher than the existing standard. TD also encouraged motorists to secure legal parking spaces first and assess the supply of parking spaces in the area before purchasing vehicles, so that they could park their vehicles properly.

137. Members' views were as follows:

- Parking spaces were inadequate at the locations concerned. As it would take 10 to 15 minutes to walk from Hemera, The Beaumont and The Beaumont II to the car park at Le Prestige, some residents would rather park illegally. The problem of illegal parking on Shek Kok Road and Lohas Park Road was rather serious at night. The Police should report the situation of illegal parking, but the problem could not be effectively solved by prosecution actions taken by the Police alone. Since the iron and steel factories were partly situated on the government land, Members enquired whether this area could be changed to temporary parking spaces, and suggested providing additional parking spaces or a car park at the location.

138. Ms Nana SHIU of TD responded that the parking spaces were adequately provided at LOHAS Park including The Beaumont (in the vicinity of Shek Kok Road), and LandsD had submitted a reply on land use.

139. Mr CHU Chi-wai of HKPF responded that Shek Kok Road was a black spot of illegal parking in Tseung Kwan O. The Police noted Members' views and would continue to take enforcement action at the location.

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

- (6) **Urge the Government to help residents solve the problem of increasing traffic volume at Clear Water Bay Road and enhance the capacity of Clear Water Bay Road immediately as precautionary measure**
Request to alleviate the traffic congestion problem at Clear Water Bay Road and New Clear Water Bay Road
Suggest to construct the Clear Water Bay Road – Tseung Kwan O Pak Shing Kok Link to alleviate the traffic pressure of Sai Kung and Clear Water Bay
(Paragraphs 173 to 183 and 194 of the minutes of last meeting)
(SKDC(TTC) Paper No. 150/16)

141. Members noted the written reply from TD.

142. A Member was disappointed by the reply of TD. As there would be substantial increase in population in the vicinity of The Hong Kong University of Science and Technology (“HKUST”), Members suggested providing an MTR station at HKUST to relieve the traffic congestion in Hang Hau, Sai Kung and Clear Water Bay Road.

143. As the first two items were similar and there being no objection from Members, the Chairman declared that the item “Urge the Government to help residents solve the problem of increasing traffic volume at Clear Water Bay Road and enhance the capacity of Clear Water Bay Road immediately as precautionary measure” would be deleted. Although TD had replied that it did not support the last proposal, it had been suggested that TD should continue to study the matter. The Chairman declared that the remaining items would be retained.

(7) Request to provide pedestrian crossing facility near to the bus stop at Mau Wu Tsai (Paragraphs 201 to 203 of the minutes of last meeting)

144. Members noted the written reply from TD.

145. With Members’ consent, the Chairman declared that the above item would be deleted.

(8) Enquire about the works progress regarding the provision of a footpath between the existing footbridge of Hong Sing Garden and To Lok Road footpath (Paragraphs 208 to 211 of the minutes of last meeting)

146. A Member said HyD had implemented the above works. As HyD had previously indicated that the works would be launched after WSD had completed its works, Members enquired about the progress.

147. Mr NG Kin-fung of HyD said HyD had co-ordinated with WSD. HyD was currently planning the temporary traffic arrangements and processing the application of excavation permit. After completion of the preliminary work, the works were expected to commence in early 2017.

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

(B) The 3 Motions presented by Members (Traffic Works/Facilities)

(1) Request to provide more private car parking spaces at Shek Kok Road (the government land at the former Chiaphua-Shinko Copper Alloy) and the appropriate locations nearby (SKDC(TTC) Paper Nos. 151/16, 163/16 and 175/16)

149. The Chairman said motion (1) had been carried and discussed with other issues earlier.

(2) Request to regulate on the design of roadside skips for the safety of drivers (SKDC(TTC) Paper Nos. 152/16 and 162/16)

150. The Chairman said the motion was moved by Mr Philip LI and seconded by the Vice Chairman.

151. Members noted the written reply from EPD.

152. Ms Nana SHIU of TD responded that according to the Road Traffic Ordinance, skips were objects that could be carried by goods vehicles for keeping construction waste. As skips did not belong to any vehicle classes that required registration and licensing under the above legislation, the existing Road Traffic Ordinance could not regulate the roadside skips. However, under the existing mechanism, the relevant departments could already institute prosecutions against placement of roadside skips in accordance with the relevant legislation. The Guidelines for Mounting and Placing of Skips (the Guidelines) set out by TD were general recommendations without any legislative basis. If the Guidelines were followed, the negative impact of roadside skips on other road users could be reduced. However, the Guidelines had to be adopted in light of the traffic condition of the actual location. For this reason, the Guidelines also reminded users of skips that the skips would be removed by the departments concerned if they were found to be posing a grave threat to the safety of road users or causing serious obstruction to traffic.

153. Members' views were as follows:

- The Joint Working Group (JWG) could not effectively tackle the problem under the existing legislation; therefore, Members suggested exercising comprehensive regulation of skips, such as regulating the design of skips first and establishing a registration system for skips to help identify their owners. Hence, Members urged JWG to study the enactment of regulations, law enforcement, regulatory approaches and penalties. In the long run, they hoped that TD would regulate that skips could only be placed at the designated locations.
- The Guidelines of TD were not legally binding. In this connection, Members suggested TD put forward legislative amendments and subsequent enactment of legislation for enhanced regulation of roadside skips.

154. Ms Nana SHIU of TD responded that law enforcement action could be taken against the illegal placement of roadside skips pursuant to the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and Summary Offences Ordinance (Cap. 228) at present. The Government was concerned about the impact of roadside skips on the public and had formed JWG, which was led by the Environment Bureau and EPD and comprised eight bureaux and departments concerned. TD would reflect Members' views regarding regulation of skips to JWG.

155. A Member pointed out that it took one week to remove an illegally placed skip pursuant to the Land (Miscellaneous Provisions) Ordinance (Cap. 28), and it was also difficult to remove roadside skips by invoking the Summary Offences Ordinance (Cap. 228). The matter involved participation of eight departments and wasted a large amount of resources, so it was necessary to practically examine enforcement approaches to be adopted in the future. Members also suggested that the departments concerned should report to the Housing & Environmental Hygiene Committee (HEHC) the data of law enforcement actions taken for Members to follow up the matter regularly.

156. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested EPD and TD to follow up Members' views and hand over the matter to HEHC for follow-up work.

- (3) Request to pave the pavement of Tong Ming Street with Besser blocks for the section outside the multi-storey car park of Tong Ming Court between the entrances of pedestrian subways to Choi Ming Court and Sheung Tak Estate
(SKDC(TTC) Paper Nos. 153/16 and 164/16)**

157. The Chairman said the motion was moved by Mr LUI Man-kwong and seconded by Hon Gary FAN, Messrs LEUNG Li, CHUNG Kam-lun, LAI Ming-chak and Frankie LAM.

158. Members noted the written reply from HyD.

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

VIII. Others

(A) Matters Arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 3rd meeting of the Traffic and Transport Committee in 2016
(Paragraph 212 of the minutes of last meeting)
(SKDC(TTC) Paper No. 154/16)**

160. Members noted the paper.

- (2) Request to step up the efforts to combat illegal parking in Sai Kung district
(Paragraphs 216 to 222 of the minutes of last meeting)
(SKDC(TTC) Paper No. 155/16)**

161. Members noted the written reply from HKPF.

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

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

**Urge the relevant departments to patrol Choi Ming Street and handle the illegal parking problem there
(SKDC(TTC) Paper Nos. 156/16, 160/16 and 161/16)**

164. The Chairman said the motion was moved by Mr Raymond HO and seconded by Mr Francis CHAU.

165. Members noted the written replies from HKPF and the Link Asset Management Limited (the Link).

166. The Chairman welcomed Mr SO Hong-ning, Senior Community Relationship Manager of the Link for attending the meeting.

167. Ms Nana SHIU of TD said “no stopping” restriction had been implemented at most road sections of Choi Ming Street during different time slots including 7:00 a.m. to 7:00 p.m. and 24 hours a day. As the relevant road sections of Choi Ming Street were part of the public road legally binded by the Road Traffic Ordinance, it was an offence to park vehicles thereon during the specified time slots. The Road Traffic (Traffic Control) Regulation and Road Users’ Code also prescribed that parking of vehicles at bus stops, minibuses stands and taxi stands were prohibited unless exemption was granted.

168. Members’ views were as follows:

- As illegal parking was serious on Yuk Nga Lane and To Lok Road at night, Members suggested providing additional parking spaces and strengthening law enforcement by the Police in the area.
- Members asked the Police to note that overnight illegal parking at the bus stop on Tong Yin Street caused passengers having to get on buses in the middle of the carriageway in the morning.
- Illegal parking was serious on Tong Tak Street, which affected the pick-up/drop-off by school buses and the safety of students.
- Members suggested the Police deploy additional manpower to take law enforcement action at various black spots of illegal parking in the district.
- Complimentary parking subject to spending requirements was provided by Tseung Kwan O Plaza on Saturdays, Sundays or public holidays to attract members of the public to drive to the location, which caused traffic congestion on Tong Chun Street. As noise nuisance caused by vehicles lasted from 10:00 a.m. to 8:00 p.m., a Member hoped that the Police would examine measures to divert vehicles with the operator of the shopping centre. The Member would also write to Tseung Kwan O Plaza and the departments concerned.

169. Mr CHU Chi-wai of HKPF said the Police noted Members’ views and would take law enforcement action.

170. Mr SO Hong-ning, Senior Community Relationship Manager of the Link, said the company had reviewed the situation and sent letters to the shop tenants of its fresh markets from time to time, especially principal tenants and tenants, urging them to make good use of the Link’s unloading facilities instead of unloading on the carriageway illegally. He was studying with the management office of Choi Ming Court ways to prevent shop tenants from directly moving their goods onto the pavement, which might help reduce illegal parking at the location.

171. There being no amendment or objection from Members, the Chairman declared that the

motion was carried and requested HKPF, TD and the Link to follow up Members' views.

- (3) Urge the Transport Department to install speed enforcement cameras on Wan Po Road near to the junction of Shek Kok Road to combat speeding and red-light jumping
Request to promptly install video recorders at the appropriate locations of Wan Po Road and conduct joint operations to combat speeding and overloading
(Paragraphs 223 to 230 of the minutes of last meeting)**

172. A Member said a traffic accident had occurred at Wan Po Road on 14 July 2016, resulting in injuries and traffic congestion on Wan Po Road. The Member therefore suggested additional installation of speed enforcement cameras to combat the problem of speeding.

173. Ms Nana SHIU of TD said there were many factors contributing to traffic accidents. Although TD did not have the information on the traffic accident that had occurred on 14 July 2016 at the moment, the department had always closely monitored traffic accidents on Wan Po Road. Apart from that traffic accident, the past traffic accidents did not involve speeding. Fixed speed enforcement camera was one of the tools for reducing traffic accidents caused by speeding, and the installation locations were jointly decided by TD and the Police. One of the factors for consideration was traffic accident record, especially those accidents involving speeding. Moreover, the locations of installing speed enforcement cameras needed to be evenly distributed and fixed speed enforcement cameras had been installed at Wan Po Road near Pak Shing Kok Road and LOHAS Park with deterrent effect. In light of the above, TD had no plan to install more speed enforcement cameras at Wan Po Road, but would look into the traffic accident that had occurred last Thursday, put Members' proposals on record and closely monitor the traffic condition on Wan Po Road.

174. Mr CHU Chi-wai of HKPF said information on the traffic accident that had occurred on 14 July 2016 was not available at hand. However, two fixed speed enforcement cameras had already been installed at Wan Po Road and the Police would also carry out laser gun speed check operations at irregular intervals.

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

- (4) Issues related to people riding bicycles on pavements
(Paragraphs 236 to 239 of the minutes of last meeting)**

176. Members' views were as follows:

- Members asked the Police to monitor the illegal cycling problem and deploy additional manpower to take law enforcement action at the following locations: (a) footpath on Tong Chun Street near Bauhinia Garden; (b) the footpath along Tseung Kwan O waterfront promenade; (c) the footpath near Po Lam MTR Station; and (d) the section of Wan Po Road from LOHAS Park Road to The Capitol. Earlier, a banner had been displayed by the Police to serve as a reminder for cyclists, and its effectiveness was significant. As the banner had been removed recently, Members suggested displaying another one on Wan Po Road to remind cyclists.

- Cycling on the footpaths of Chui Ling Road, O King Road and King Ling Road was frequently found. Other violations such as speeding, red-light jumping, cycling in an opposite direction of the traffic and cycling at night without using lights were also committed and were particularly serious at night. Members therefore requested for law enforcement by the Police.

177. Mr CHU Chi-wai of HKPF responded that the Police noted Members' views. The Police had conducted two large-scale operations against cycling offences in 2016. A total of 79 cyclists had been prosecuted for cycling on pavement. The Police would conduct the third operation in 2016 in August.

178. Members' views were as follows:

- Members suggested the Police report data on cycling offences or prosecution actions taken when discussing the "Report of the Working Group on Facilitation of Use of Bicycles in TKO Area" in future.
- As many people jogged along cycle tracks, Members suggested providing jogging tracks in addition to cycle tracks and footpaths. They also proposed that the District Facilities Management Committee (DFMC), the Working Group on Facilitation of Use of Bicycles in TKO Area and/or the Working Group on Road Safety in Sai Kung District jointly hold an informal meeting in September 2016 for discussion before negotiating with the government departments; alternatively, division of work could be carried out after DFMC had studied the feasibility of providing a jogging track.

179. With Members' consent, the Chairman declared that the above item would be deleted. After Members had set the direction, TTC would put forward proposals to DFMC regarding the provision of footpaths, cycle tracks and jogging tracks at the appropriate locations.

(Post-meeting note: TTC and DFMC would hold an informal meeting to discuss the matter.)

(B) The 1 Motion presented by Members (Others)

- (1) Urge the relevant departments to patrol Choi Ming Street and handle the illegal parking problem there**
(SKDC(TTC) Paper Nos. 156/16, 160/16 and 161/16)

180. The Chairman said motion (1) had been carried and discussed with another issue earlier.

IX. Progress Report of Major Works of the Sai Kung District Council
(Paragraphs 231 and 232 of the minutes of last meeting)
(SKDC(TTC) Paper No. 157/16)

181. Members noted the paper.

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

X. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 233 to 235 of the minutes of last meeting)
(SKDC(TTC) Paper No. 158/16)

183. Members noted the paper.

184. Mr Marco CHU, Assistant District Officer (Sai Kung)2 of Sai Kung District Office (SKDO), reported that the Working Group had carried out a total of four clearance operations from May to June 2016, covering different streets and bicycle parking areas in the district for 38 times and removing 47 illegally parked bicycles. The Working Group would carry out clearance operations in Hang Hau and Sai Kung this month.

185. Members' views were as follows:

- Members requested the department to increase the frequency of clearing the bicycles illegally parked inside the few subways (including the subway connecting Park Central to Choi Ming Court) in the vicinity of Tong Ming Court and Choi Ming Court.
- Members suggested that the clearance operations should cover Pui Shing Lane and Chiu Shun Road.
- Members enquired whether bicycles illegally parked on streets in the vicinity of bicycle parking areas would also be removed in clearance operations; for example, when a clearance operation was being carried out on Po Fung Road or Yuk Nga Lane, Members asked how a bicycle parked outside a shop on Yuk Nga Lane would be handled.
- A Member pointed out that some bicycles were illegally parked at the inverted-U railings installed opposite the Hong Kong Design Institute on Choi Ming Street; therefore, it was suggested that the railings be changed to balusters or railings with caps. Another Member said these railings had been used at the location off Beverly Garden in the past, and therefore opined that balusters could be used to replace railings. However, consideration should be given to whether metal or concrete balusters would be installed to integrate into the surrounding environment.
- Although bicycle parking facilities were provided at the Hong Kong Design Institute, no bicycles were parked there. As such, Members asked whether outsiders were not permitted by the institute to use the facilities or whether no one knew that there were facilities for parking bicycles. They also suggested that SKDO discuss with the institute the feasibility of opening the area concerned for public use.

186. Mr Marco CHU, Assistant District Officer (Sai Kung)2 of SKDO, responded as follows:

- The locations mentioned by Members would be incorporated into the list of the next clearance operation. Locations where serious illegal parking of bicycles persisted would be classified as permanent black spots.
- If bicycles parked outside shops were on government land, they would also be removed during the clearance operations.

187. Ms Nana SHIU of TD said TD would examine the railings and bollards on Choi Ming Street and work out improvement proposals when needed.

188. The Chairman asked SKDO to continue following up the matter.

XI. Proposed Access Road Connecting Wo Mei Hung Min Road to Proposed private residential development on Lot Nos. 1939 s.B ss.1 and 1939 s.B ss.2 and others in Demarcation District 244 (D.D.244) in Nam Pin Wai, Sai Kung (SKDC(TTC) Paper No. 159/16)

189. The Chairman welcomed representatives of the District Lands Office, Sai Kung (DLO/SK) and the consultants to SKDC, including:

- Mr CHAU King-man, Senior Estate Surveyor/Sai Kung (Acting), DLO/SK
- Miss Shirley YEUNG, Estate Surveyor/North, DLO/SK
- Miss CHEUNG Chor-yin, Estate Surveyor/Graduate, DLO/SK
- Mr CHOW Sai-hung, Director, Billion Vantage Investment Limited
- Mr HUI Wai-man, Project Manager, Billion Vantage Investment Limited
- Mr TSANG Kwok-ming, Director, Lanbase Surveyors Limited
- Mr CHAN Chi-ho, Manager, LWK & Partners (HK) Limited
- Mr LO Ka-leung, Chief Officer (Engineering Technology), OZZO Technology (HK) Limited

190. Mr CHAU King-man, Senior Estate Surveyor/Sai Kung (Acting) of DLO/SK and Mr TSANG Kwok-ming, Director of Lanbase Surveyors Limited, introduced the proposal according to the presentation slides and pointed out that the wording “agreed by the Transport Department” in paragraph 4 of the consultation paper should be deleted.

191. Members’ views were as follows:

- Members enquired the expected number and area of buildings to be constructed.
- Regarding the opinion that developers should be responsible for the repair and maintenance, Members were concerned that the minority owners would be affected. They therefore enquired: (a) whether it involved road access issue; (b) the boundaries of the government land and public areas in the project; (c) whether the minority owners were aware of the need to shoulder the repair and maintenance and related liabilities in future; (d) the type of land; and (e) how DLO/SK would handle the situation if there was a request for resuming the land or carrying out Rural Public Works in future.
- Members asked whether the location was subject to exclusive right of way or non-exclusive right of way, whether the the Conditions of Land Grant had special terms or included the maximum loading capacity, and whether there were any other restrictions.
- It should be practically examined whether the ownership and maintainence responsibility of the access road would be passed onto minority owners in future.
- Some Members opposed the development project because the entire plot of land should either be government land or private land; therefore, individual persons should not be responsible for the maintenance of individual parts of the land in future. The feasible solutions might be that: (a) the developer might be granted ownership of the road concerned by paying a land premium to convert it into a private road; (b) the Government

might carry out the construction and hand over the access road to individual persons upon completion; or (c) the developer might carry out the construction and hand over the access road to the Government as a public road to avoid management problems. Therefore, Members suggested a site visit and requested the department concerned and consultants to consider altering the location to either a private access or a public access.

- The above works should tie in with the works plan of Hiram's Highway Improvement Project. Upon completion of the residential flats, vehicles to Kowloon direction could travel along the old road at Nam Wai, but vehicles to Sai Kung district direction would have to travel via the roundabout. Provision of a separate exit was proposed because there was heavy traffic at the roundabout at Nam Pin Wai on Sundays and public holidays or during peak hours. By doing so, vehicles to Sai Kung direction could directly travel to the roundabout without affecting vehicles to Kowloon direction. Otherwise, the vehicular flow at Nam Wai would increase and affect the road traffic. For this reason, Members had reservations about the proposal and requested TD to give response to the traffic and environmental impact of the development project.
- A factory in the vicinity of the location had previously applied to the Town Planning Board (TPB) for columbarium or residential development. Individual Members had also objected to that application on the grounds of problems affecting the vehicular flow. They therefore enquired the number of car parking spaces of the development project to facilitate consideration by Members. As a matter of fact, the traffic impact assessment conducted three years ago had been outdated.
- Members asked whether fire extinguishers would be provided at the location and whether the storage area had been reserved.
- The problem of the right of way for large housing estates in new towns and that for the low-density residential developments in the rural areas in Sai Kung differed from one another. The rural areas were connected by a lot of right of ways to expedite the supply of residential flats. Members worried that if there was delay in handling the matter by TTC, the project would only be implemented even later; hence, they suggested TTC carry out the discussion as soon as possible. As the matter was of a smaller scale, earlier implementation of the project could be supported.
- Both large housing estates and low-density residential developments in the area would affect the traffic on Hiram's Highway. Some Members indicated their reservations and mentioned the handling methods of the right of way issue. As the site was partly situated on government land and there was a shortage of parking spaces in areas around Nam Pin Wai, Members asked whether parking spaces would be reserved.
- As the applicant could not provide adequate information (such as traffic impact assessment as well as the number of flats and parking spaces) and Members had not conducted a site visit yet, TTC would defer the discussion and remain neutral at this stage.

192. The Chairman worried that the density of buildings, number of flats, issue of vehicle parking and vehicular flow would affect the traffic in Nam Pin Wai and Wo Mei.

193. Mr CHAU King-man of DLO/SK responded as follows:

- DLO/SK did not limit the number of flats in the proposed lease conditions. As the

planned use at the development site was for low-density residential development (without restriction on the number of flats) (without planning application), the developer might change the number of flats to be developed in future as appropriate.

- Under the proposed lease conditions, the access road was a non-exclusive right of way and was open to public access, but the private developer or minority owners would be responsible for its maintenance. This was a general practice of DLO/SK. As regards whether the land could be converted into private land or managed by government departments such as HyD, it depended on the circumstances and DLO/SK would study the matter in due course.

194. Mr CHONG Hon-man of TD said the project had been submitted to TPB together with the traffic assessment in 2013. The applicant had provided information on the number of vehicles and the floor area of construction. It was learnt that the project had been endorsed.

195. Mr TSANG Kwok-ming of Lanbase Surveyors Limited responded as follows:

- The area was about 14 000 square metres after land exchange with the plot ratio of 0.75 that the gross floor area would be 9 703 square metres (about 100 000 square feet). According to the approval of PlanD, the maximum building height was 12 metres or 3 storeys.
- The application for construction of the vehicular access had been submitted to TPB in 2013 together with the traffic impact assessment, and the application had been approved.
- After the meeting, the consultant would provide supplementary information on: (a) the right of way at the location in future; and (b) the number of flats and car parking spaces to be provided in the future.

196. Some Members requested the departments concerned or consultants to respond to: (a) the measures to handle the problem of illegal parking; (b) the handling method of disruption or obstruction off the entrance; and (c) who would be responsible for management of the location in future. They also pointed out that disputes might arise with permission for allowing outsiders to enter the location.

197. The Chairman requested the department and consultants to provide additional information, including who would be responsible for maintenance in future, to facilitate Members to give further comments subsequently.

XII. Any Other Business

198. The Chairman said at the meeting of the Working Group on Healthy and Safe City Activities on 29 June 2016, the Working Group had recommended that \$100,000 be earmarked for co-organising the Sai Kung Bicycle and Road Safety Campaign 2016-2017 with the Working Group on Road Safety in Sai Kung District. Members noted that if the proposal was agreed by the Social Services & Healthy and Safe City Committee at the meeting to be held on 22 July 2016, the 1st joint meeting of the Working Group on Road Safety in Sai Kung District and Working Group on Healthy and Safe City Activities in 2016 would be tentatively scheduled for 4 August 2016 at 9:30 a.m. Members would be informed of the confirmed meeting date by email in due

course.

199. Members had no objection to the above proposal.

Extempore Motion: Regarding the consultation on fare increase of minibuses, request the Transport Department to include factors like the plan to construct shelter for minibus stops and the operation condition at the same time when considering the application for fare increase

200. Members' views were as follows:

- As a consultation paper on minibus fare increase had been received before the meeting, an extempore motion was raised and seconded "Regarding the consultation on fare increase of minibuses, request the Transport Department to include factors like the plan to construct shelter for minibus stops and the operation condition at the same time when considering the application for fare increase". For example, application for fare increase should not be approved if the operator refused to provide shelter while making a profit.
- Members suggested that TD include an additional term in the tendering contract for minibus route, which required the successful tenderer to provide shelters at the termini first.
- Members suggested that TTC write to request the minibus operator to at least provide shelters at the termini before completion of the contract.
- If the application for fare increase came with the condition of providing additional facilities, Members worried that the rate of fare increase would be higher. Therefore, they hoped that TD would include the contract term of requiring the operators to construct shelters at termini and en route stops of higher passenger flow when processing the contract renewal of minibus operators. However, the fare increase of routes under the existing application might not cover the cost of constructing shelters.

201. Ms Alice MAK of TD said TD noted Members' views and would continue to follow up the matter with the operator.

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

203. With Members' unanimous consent, the Chairman declared that the extempore motion moved by Mr CHAN Kai-wai and seconded by Mr WAN Kai-ming was carried.

XIII. Date of Next Meeting

204. The 5th meeting of 2016 would be held at 9:30 a.m. on 29 September 2016 (Thursday).

XIV. End of Meeting

205. The meeting was adjourned at 3:41 p.m.

Traffic & Transport Committee
Sai Kung District Council
August 2016