

(Confirmed minutes)
(Translation)

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

Date: 29 September 2016 (Thursday)
Time: 9:30 a.m.
Venue: Conference Room of the Sai Kung District Council

<u>Present</u>	<u>From</u>	<u>To</u>
Mr LAU Wai-cheung, Peter, MH (Chairman)	9:30 a.m.	6:00 p.m.
Mr CHONG Yuen-tung (Vice Chairman)	9:30 a.m.	6:00 p.m.
Mr AU Ning-fat, Alfred, MH	9:30 a.m.	4:05 p.m.
Mr CHAN Kai-wai	9:30 a.m.	4:05 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	6:00 p.m.
Mr CHEUNG Mei-hung	9:30 a.m.	6:00 p.m.
Mr CHUNG Kam-lun	9:30 a.m.	3:15 p.m.
Hon FAN Kwok-wai, Gary	9:30 a.m.	4:00 p.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	5:10 p.m.
Mr HIEW Moo-siew	9:30 a.m.	6:00 p.m.
Mr HO Man-kit, Raymond	9:30 a.m.	1:30 p.m.
Mr KAN Siu-kei	9:31 a.m.	3:30 p.m.
Mr LAI Ming-chak	9:30 a.m.	6:00 p.m.
Mr LAM Siu-chung, Frankie	9:30 a.m.	6:00 p.m.
Mr LEUNG Li	9:30 a.m.	6:00 p.m.
Mr LI Ka-leung, Philip	9:30 a.m.	6:00 p.m.
Mr LING Man-hoi, BBS, MH	9:30 a.m.	6:00 p.m.
Mr LUI Man-kwong	9:30 a.m.	6:00 p.m.
Mr LUK Ping-choi	9:30 a.m.	12:36 p.m.
Mr TAM Lanny, Stanley, MH	9:30 a.m.	4:48 p.m.
Mr TSE Ching-fung	9:30 a.m.	3:27 p.m.
Mr WAN Kai-ming	9:30 a.m.	6:00 p.m.
Mr WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	6:00 p.m.
Mr YAU Yuk-lun	10:40 a.m.	5:00 p.m.
Miss LI Yee-shuen, Zoey (Secretary)	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
Mr CHU Cheuk-king	Senior Transport Officer/Sai Kung, Transport Department
Ms LAW Wai-ka, Rica	Engineer/Sai Kung, 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 YEUNG Siu-keung	Station Sergeant (Tseung Kwan O), Hong Kong Police Force
Mr CHU Chi-wai	OC 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

Representatives of Other Government Departments and Organisations

Mr LAI Ka-long	Senior Officer (Planning and Development), Kowloon Motor Bus Company (1933) Limited	}	For agenda item (V)
Mr MAK Shing-bong, 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	}	For agenda item (VII)
Mr TSE Fuk-sum	Operations 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 (XIV)
Mr LEUNG Kam-wing	Senior Estate Surveyor/Sai Kung, District Lands Office, Sai Kung		
Mr CHAU King-man	Estate Surveyor/East (District Lands Office, Sai Kung)	}	
Mr CHOW Sai-hung	Operation Director, Billion Vantage Investment Ltd.		
Miss KAM Heung-wah	Senior Project Manager, Billion Vantage Investment Ltd.		
Mr HUI Wai-man	Project Manager, Billion Vantage Investment Ltd.		
Mr NG Kwok-fai	Director, LWK & Partners (HK) Limited		
Mr TSANG Kwok-ming	Director, Lanbase Surveyors Ltd	}	
Mr LO Ka-leung	Chief Officer of Engineering Technology, OZZO Technology (HK) Ltd.		

Absent

Mr CHAN Pok-chi, Jonathan

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the 5th meeting of the Traffic and Transport Committee (TTC) in 2016, in particular:

- Mr CHU Cheuk-king, Senior Transport Officer/Sai Kung of Transport Department (TD); and
- Ms LAW Wai-ka, Rica, Engineer/Sai Kung of TD.

2. The Chairman said Mr Jonathan CHAN was unable to attend the meeting as he was out of town. He had given a notification of absence from meeting as required before the meeting. There being no objection from Members, the Chairman declared that the application for absence from meeting was approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders (SKDC Standing Orders). In addition, a total of nine motions and four questions had been received for discussion at the meeting.

3. The Chairman asked Members to refer to SKDC(TTC) Paper No. 178/16 and note the section on declaration of interests. The Secretariat did not receive any updated information on declaration of interests before the meeting and had sent the latest information on Members' declaration of interests to all Members by email. In case there were errors or omissions, Members were asked to make declaration immediately and complete the declaration form after the meeting for filing by the Secretariat.

I. Confirmation of Minutes of the 4th Traffic & Transport Committee Meeting in 2016

4. There being no amendment from Members, the Chairman declared that the minutes of the above meeting were confirmed.

**II. Major changes in public transport services launched in Sai Kung district from 1 July 2016 to 31 August 2016
(Paragraph 4 of the minutes of last meeting)
(SKDC(TTC) Paper No. 176/16)**

5. Members noted the paper.

**III. Reports of Working Groups established under Traffic and Transport Committee
(SKDC(TTC) Paper Nos. 177/16 and 178/16)**

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

6. Members noted the paper.

7. Members noted that the working group endorsed the recommendation of the project "The Sai Kung Bicycle and Road Safety Campaign 2016-17" to TTC. The Secretariat had informed the applicant Hong Kong Road Safety Association of the working group's proposed amendments to several items such as promotional souvenirs, leaflets, jackets and rental of open-roof buses after the meeting. Upon amendments made to the funding application form by the applicant, the proposed total funding amount of \$180,000 remained unchanged, and TTC would be responsible for an allocation of \$80,000. There being no objection from Members, TTC endorsed the above funding application which would be recommended to the Finance and Administration Committee.

8. At the second joint meeting of the Working Group on Healthy and Safe City Activities and the Working Group on Road Safety in Sai Kung District in 2016, it was proposed that TTC should take over the responsibility of collecting Members' views on the improvements to the cycling sites. Members raised no comments on the issue.

**IV. Revised membership list of working groups under the TTC
(SKDC(TTC) Paper No. 179/16)**

9. Members noted the above membership list.

V. 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 4th meeting of the Traffic and Transport Committee in 2016**
(Paragraph 5 of the minutes of last meeting)
(SKDC(TTC) Paper No. 180/16)
10. 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-peak hours**
(Paragraphs 6 to 16 and 48 of the minutes of last meeting)
11. The Chairman declared that the above item would be retained.
- (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**
(Paragraph 17 of the minutes of last meeting)
12. 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 Sai Kung District Council 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 18 to 19 of the minutes of last meeting)
13. Mr CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD, said the department had, prior to the introduction of route no. A29P, carried out a study on the arrangement of bus stops near the location and explored the feasibility of providing additional bus stops on both bounds of Po Hong Road near Po Tsui Park and Kei Tak Primary School. However, the location was considered not suitable for the provision of a bus stop due to the short distance between the location and the junction as well as a number of technical difficulties.
14. Members' views were as follows:
- To facilitate residents to take different airport bus routes, Members suggested relocating the bus stop of route no. E22A to Po Hong Road near Po Lam Road North and providing an additional bus stop of route no. A29P at the location.
 - Members suggested conducting a site visit to the bus stop near Kei Tak Primary School as well as to Oscar by the Sea or LOHAS Park in the same visit because airport bus service was yet to be provided at those locations.
 - Members enquired TD about the technical problems encountered as well as whether there was any adjustment solution and opined that co-ordination should be made.
15. Mr CHU Cheuk-king of TD responded that there were trees and planters at the location. If the planters had to be removed for the construction of a bus bay, the works would be complicated and took a long time. However, TD was willing to discuss with Members on the issue and would conduct a site visit where necessary to explore possible solutions.

16. The Chairman said TTC and TD would conduct a joint site visit and declared that the above item would be retained.

(5) 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 20 to 23 of the minutes of last meeting) (SKDC(TTC) Paper No. 181/16)

17. Members noted the written reply from the Highways Department (HyD).

18. A Members enquired about the works progress. It was learnt that the works were expected to be completed in late January 2017. As it would be the Lunar New Year by then, it was hoped that the works could be completed earlier before the Lunar New Year in 2017.

19. Mr NG Kin-fung, District Engineer/Tseung Kwan O of HyD, said the department would commence the works as soon as possible and expected that the works would be completed before the Lunar New Year in 2017.

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

**(6) 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
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
Request to provide shelter, bus schedule display board and seats at the bus stops of the district
(Paragraphs 25 to 28 of the minutes of last meeting)**

21. Ms Penny CHUNG, Senior Public Affairs Officer of Citybus Limited (Citybus)/New World First Bus Services Limited (NWFB), said Citybus/NWFB and TD were carrying out a study on the feasibility of providing a shelter at the bus stop at Leung Kit Wah Primary School. In addition, Citybus/NWFB had submitted an application to TD in early September for the provision of shelter at the bus stop on Chung Wa Road at Hau Tak Estate which was pending TD's approval.

22. Members' views were as follows:

- Members hoped that Citybus/NWFB would provide the timetable regarding the provision of shelter at the bus stop at Leung Kit Wah Primary School at the next meeting, and that TD would co-ordinate with the two bus companies on the matter.
- As the commissioning of MTR Kwun Tong Line Extension might affect the operation of route no. 297, Members requested TD and the bus companies to conduct surveys concerning the affected bus routes as well as passengers using the bus stops at Leung Kit Wah Primary School and make co-ordination for the proposal.
- Members welcomed NWFB's provision of a shelter at the bus stop at Chung Wa Road at Hau Tak Estate, which was an achievement accomplished with the concerted efforts of all Members. Members also hoped that more shelters could be provided.

23. Ms Penny CHUNG of Citybus/NWFB responded that it took time to conduct the study on the works at the bus stop at Leung Kit Wah Primary School because other bus companies and a number of bus routes would be involved. The bus company would continue to look into feasible solutions with TD and hoped to submit a progress report at the next meeting.

24. Mr CHU Cheuk-king of TD said the department would co-ordinate with the two bus companies to see whether there was room for re-arranging the locations of the nearby bus stops and that for providing shelters afterwards. TD would monitor whether there were changes in travel pattern of passengers and patronage of bus routes upon the commissioning of MTR Kwun Tong Line Extension.

25. The Chairman declared that the above item would be retained and hoped that NWFB/Citybus and TD would co-ordinate with each other.

(7) Request to advance the first departure of route no. 796X at LOHAS Park (Paragraphs 29 to 31 of the minutes of last meeting)

26. Members' views were as follows:

- Members suggested retaining the above item. Owing to traffic congestion at Tseung Kwan O Tunnel, commuters and students taking route no. 796X would not arrive at their destinations in time even if they took the first trip of the route departing from LOHAS Park at 6:55 a.m. Members therefore suggested advancing the departure time of its first departure for 10 to 15 minutes and its patronage might thus be increased. A trial run of the proposal for one to two months was recommended and its patronage could be reviewed afterwards.

27. Ms Penny CHUNG of Citybus/NWFB responded that the occupancy rate of the first departure of route no. 796X was about 70% with passengers mainly boarding at the bus stops at MTR Tseung Kwan O Station and Tiu Keng Leng Station. Therefore, NWFB would not consider advancing the departure time of the first departure of route no. 796X departing from LOHAS Park for the time being, but would continue to closely monitor its patronage and arrival times of buses and conduct further studies where necessary.

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

(8) Request to enhance the service of New World First Bus route no. 798B (Paragraphs 33 to 36 of the minutes of last meeting)

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

(9) Request Kowloon Motor Bus route no. 296D to run via Chui Ling Road and King Ling Road and add en route stops there (Paragraphs 37 to 38 of the minutes of last meeting)

30. A Member suggested retaining the above item because the proposal did not involve a lot of technical difficulties.

31. Mr LAI Ka-long, Senior Officer (Planning and Development) of KMB, said the bus company did not oppose to the proposal and would continue to strive for its implementation.

However, it was necessary to carry out a study and discuss with TD and Members.

32. Mr CHU Cheuk-king of TD said route nos. 796X and 796P operated by NWFB travelling to and from Tsim Sha Tsui currently plied via areas around Chui Ling Road and King Ling Road. Given that there were bus routes plying via the same areas, TD would not consider arranging route no. 296D to ply via Chui Ling Road and King Ling Road at this stage.

33. A Member opined that the relevant bus routes and stops were not completely identical and hoped to arrange for a trial run.

34. Mr CHU Cheuk-king of TD said as other bus services were being provided in the areas concerned and MTR service plying between Tiu Keng Leng and many districts in Kowloon was also available, TD did not want to create vicious competition among public transport services. Otherwise, there would not be enough passengers to support the operation of various public transport services. The proposal might also result in less desirable operating condition and service level.

35. The Chairman hoped that TD and KMB would make arrangement for a trial run of the proposed routing and declared that the above item would be retained.

(10) 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 39 to 43 of the minutes of last meeting)

36. Members' views were as follows:

- As there was no overnight bus route operating in areas around LOHAS Park and MTR service would be suspended at 1:00 a.m., it was inconvenient for passengers to interchange to route no. 112 at MTR Tseung Kwan O Station because its service would also be suspended after 2:00 a.m. In response to the continued population growth in Tseung Kwan O South, LOHAS Park and Oscar by the Sea and the keen demand for public transport service, Members suggested that TD and NWFB should give timely and due consideration to implement the proposal and discuss the arrangement for a trial run of overnight bus service. It was requested that the above item should be retained one more time.

37. Ms Penny CHUNG of Citybus/NWFB said the bus company was willing to look into the proposal with TD.

38. Mr CHU Cheuk-king of TD said the department would conduct further studies on the matter with NWFB.

39. The Chairman requested TD and NWFB to implement the proposal as early as possible and declared that the above item would be retained.

**(11) Request the cross-boundary coach company to launch special departures to serve the residents of LOHAS Park and Tsui Lam area
Request the cross-boundary coaches to provide stops at Sheung Tak and King Lam for the convenience of residents
(Paragraphs 44 to 47 of the minutes of last meeting)**

40. Mr CHU Cheuk-king of TD said the department had reflected the views to cross-boundary coach operators which had responded by providing additional cross-boundary coach stands in Tseung Kwan O with effect from 15 September 2016.

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

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

Request the Government to look into providing cross-boundary coach services that run via Liantang / Heung Yuen Wai Boundary Control Point in this district (SKDC(TTC) Paper No. 182/16)

43. The Chairman said the motion was moved by Mr Raymond HO and seconded by Mr Frankie LAM.

44. Mr CHU Cheuk-king of TD said cross-boundary coach stands within the territory were set up according to commercial decisions made by the operators which worked out the coach routes and frequencies in the light of passenger demand and operating condition. Operators which intended to operate cross-boundary coach routes were required to submit applications to TD regarding the routings as well as boarding and alighting points, etc. in Hong Kong. To process the applications, TD would take various factors into account such as convenience to passengers, ancillary facilities, road safety and traffic condition. TD would reflect the relevant views to the cross-boundary coach industry, closely monitor the demand of residents in Tseung Kwan O for cross-boundary coach service and maintain close liaison with operators with a view to providing appropriate cross-boundary coach services to meet the demand. As there was still time before the completion of Liantang/Heung Yuen Wai Boundary Control Point (BCP), TD would put on record the relevant views and reflect to cross-boundary coach operators in due course.

45. Members' views were as follows:

- Liantang/Heung Yuen Wai BCP would be completed soon between 2018 and 2019. Since Sai Kung district and Liantang/Heung Yuen Wai BCP were situated to the east of the territory, Members put forward proposals well in advance so that the relevant departments would consider providing additional facilities for cross-boundary coach services or franchised bus services (e.g. cross-boundary coach services operated by KMB or NWFB) and making better arrangement for diversion of pedestrian flow in the design of Liantang/Heung Yuen Wai BCP.
- Members suggested that the cross-boundary bus routes should ply via Po Lam Road North, Shun Lee and the uphill area.

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

(12) Request the bus companies to respect the Transport Department and the Sai Kung District Council and give advance notice to / consult the Sai Kung District Council before relocating or cancelling bus stops (Paragraphs 49 to 56 of the minutes of last meeting)

47. The Chairman said Members, together with representatives of TD and Citybus/NWFB, had conducted a site visit on 23 September 2016.

48. Ms Penny CHUNG of Citybus/NWFB said the bus company had submitted the relocation plan to TD on 28 September 2016 having regard to Members' views.

49. Mr CHU Cheuk-king of TD said the department had received the relocation plan submitted by NWFB. As the location of the bus stop was situated near a shopping mall, TD had to communicate with the management office of the shopping mall first and anticipated that the arrangement could be made before the next meeting.

50. A Member opined that as TD did not conduct any consultation regarding the relocation of the bus stop earlier, it was unnecessary to do so for resuming service of the bus stop at the location. TD only needed to give notification to the stakeholders including the shopping mall about the arrangement.

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

(13) 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 (Paragraphs 57 and 59 of the minutes of last meeting)

52. A Member pointed out that passengers returning from the airport would usually bring along with them much luggage. However, the bus stop concerned was not provided with a cover and therefore would cause inconvenience to passengers. A trial run of the proposed route was thus recommended.

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

(14) Request the New World First Bus to increase the service frequency of route no. 798A to meet the needs of residents (Paragraphs 60 to 63 of the minutes of last meeting)

54. Members' views were as follows:

- If passengers took route no. 798A departing at 7:05 a.m., they would arrive at Sha Tin too early, resulting in low patronage of the trip. Members therefore suggested providing one to two additional trips which could depart at 7:35 a.m. and strengthening the service as a regular bus route service.
- Members suggested the extension of route nos. 798A and 798B to Fo Tan.

55. Ms Penny CHUNG of Citybus/NWFB said according to the patronage figures of route no. 798A recorded recently, the occupancy rate of departures operated in the morning was about 45%, and that of the departures operated in the afternoon heading to Tseung Kwan O was about 40%. The occupancy rates did not meet the requirement for frequency improvement for the time being. However, NWFB had taken note of Members' views and would continue to closely monitor the operation and patronage of the route for further study when appropriate.

56. The Chairman declared that the above item would be retained and hoped that the route could be extended or an additional departure could be provided for the route as that such arrangement would meet the needs of different passengers.

(15) 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 (Paragraphs 64 to 68 of the minutes of last meeting)

57. A Member enquired when the new batch of deluxe airport buses would commence service.

58. Ms Penny CHUNG of Citybus/NWFB anticipated that the new batch of deluxe airport buses would commence service in the fourth quarter of 2016.

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

(16) Request the Kowloon Motor Bus Company to use double-decker bus to run route no. 95M during the evening rush hours (Paragraphs 69 to 73 of the minutes of last meeting)

60. Members' views were as follows:

- Passengers who wanted to secure a seat during the journey needed to queue up early for boarding the trips at some time after 7:00 a.m. Members therefore opined that single-decked buses should be used during afternoon non-peak hours rather than peak hours.
- Members criticised KMB for replacing one double-decked bus with two single-decked buses without notifying SKDC. As there was one more single-decked bus instead of double-decked buses to operate route no. 95M than the original proposal, KMB was requested to submit a report for explanation.

61. Mr Douglas MAK, Senior Officer (Operations) of KMB, said the bus company made arrangement for single-decked buses or double-decked buses for operation subject to passenger demand of specific bus routes. In the light of the patronage of route no. 95M recorded recently, it would be adequate to operate the route with single-decked buses to satisfy the passenger demand even during morning or afternoon peak hours. However, KMB would deploy double-decked buses to operate trips having greater passenger demand. KMB would continue to monitor the passenger demand and deploy single-decked/double-decked buses to operate such bus route as appropriate.

62. Members' views were as follows:

- Members enquired KMB how the data was obtained, and requested operating the bus route with double-decked buses during peak hours.
- Members hoped that KMB could operate the bus route with four double-decked buses. Even if the proposal could not be implemented, the bus company should at least operate the bus route according to the number of single-decked buses and double-decked buses as previously reported.
- Members requested TD to closely monitor the service level of the bus companies.

63. Mr CHU Cheuk-king of TD said in response to the greater passenger demand for trips departing from Kwun Tong during afternoon peak hours, KMB had agreed to arrange for operating the trips with double-decked buses. TD noted Members' views, and would continue to study with KMB for service enhancement when appropriate such as replacing single-decked buses with double-decked buses.

64. The Chairman requested KMB to note Members' views and requested TD and KMB to conduct further studies on the matter. He declared that the above item would be retained one more time.

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

(1) Request the Government to look into providing cross-boundary coach services that run via Liantang / Heung Yuen Wai Boundary Control Point in this district (SKDC(TTC) Paper No. 182/16)

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

(2) Request to increase the service frequency of airport bus route no. A29P to 30 minutes per departure (SKDC(TTC) Paper Nos. 183/16 and 216/16)

66. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Mr LUK Ping-choi.

67. Members noted the written reply from Citybus.

68. Mr CHU Cheuk-king of TD said the department and Citybus would continue to closely monitor the operation and passenger demand of the route and review its services where necessary.

69. Members' views were as follows:

- Members expressed dissatisfaction about Citybus's reply. With the intake of residents of On Tat Estate, Members requested NWFB and TD to further review the patronage, resume the original frequency of 20 minutes for route no. E22A, increase the service frequency of route no. A29P to 30 minutes and provide a timetable of bus arrival.
- Regarding route nos. A29P and E22A, their arrival times of were similar but their bus stops were at different locations. Passengers who missed the bus of one route would often miss the bus of the other route. Members therefore requested reviewing the departure times of the two routes.

70. Ms Penny CHUNG of Citybus/NWFB said the bus company would study the departure times of route nos. E22A and A29P.

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

(3) Request the bus companies to solve the high temperature problem inside bus compartments (SKDC(TTC) Paper Nos. 184/16, 213/16 and 217/16)

72. 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.

73. Members noted the written replies from KMB and Citybus/NWFB.

74. Members' views were as follows:

- Members requested the bus companies to conduct regular mechanical inspection as well as routine checking and cleaning of the air-conditioning system of buses.
- A Member opined that the captioned problem was irrelevant to whether the buses were of new or old models. The Member therefore enquired NWFB about the methods used to monitor the temperature inside bus compartments and the related mechanism for improvement. Another Member queried if the problem was related to vehicle model. For that reason, the Member requested the bus companies to list out the bus models and solutions made upon receipt of the relevant complaints, and also requested TD to co-ordinate with the bus companies.
- Members asked TD whether the regulation of the bus companies covered tests of temperature inside bus compartments or air quality. If yes, Members enquired about what the test methods were. If no, Members enquired whether TD would provide guidelines on temperature or air quality inside bus compartments to the bus companies.

75. Mr CHU Cheuk-king of TD responded as follows:

- TD had strict requirements on the operation and service of buses especially arrangements for vehicles and their mechanical parts. The bus companies would regularly carry out maintenance and inspection on these aspects to ensure their normal condition in particular the performance and parts including air-conditioning system during bus operation. TD would continue to urge the bus companies to do the relevant work properly.
- TD and the bus companies would conduct spot checks as well as regular check of bus parts annually. However, details were not available for the moment. Besides, it was yet to confirm whether tests of temperature or air quality inside bus compartments were included in the checking. The information would be provided after the meeting.

76. Ms Penny CHUNG of Citybus/NWFB said regular check would be arranged for all buses to ensure good operation of the air-conditioning system, the precipitator system and air filter of which would also be cleaned on a regular basis. Members were welcomed to provide information on complaints to Citybus/NWFB for follow-up.

77. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD, KMB and NWFB/Citybus to follow up Members' views and provide TTC with the relevant information.

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

(1) Request the Kowloon Motor Bus Company to promptly lessen the lost trip problem of route nos. 98A and 98C that often occurs in the morning rush hours (SKDC(TTC) Paper No. 185/16 and 214/16)

78. The Chairman said the question was raised by Mr Francis CHAU.

79. Members noted the written reply from KMB.

80. Mr CHU Cheuk-king of TD said the department would continue to urge the bus companies to operate bus service according to the scheduled frequency as required. Passengers should be duly informed in the case emergency which resulted in frequency adjustment.

81. Members' views were as follows:

- As stated in KMB's reply, the service of the routes had been generally normal. Members queried that the description was inconsistent with the fact. The arrival time of buses of route no. 98C in morning peak hours was frequently behind the bus schedule. Members therefore enquired TD about the way the loss trip rate was calculated and whether the aforesaid situation was defined as a loss trip.
- Some bus drivers of KMB reflected that the manpower resources were insufficient to maintain service frequency. Members asked whether the situation presented was true and whether there were bus captains on reserve to take up duties for captains who were absent from duty.
- As the two routes did not ply via the tunnel in morning peak hours and should not be affected by traffic congestion, Members asked why there were loss trips for these routes and enquired whether the situation was caused by insufficient manpower or vehicle resources. Apart from the difference between the actual arrival times of bus at en route stops and the arrival times stated in the bus schedule, the actual departure times of the routes departing from the bus terminal between sometime after 6:00 a.m. and sometime after 8:00 a.m. was also frequently inconsistent with the departure times of the respective bus schedules. Members therefore hoped that the service of the two routes could be provided in accordance with the bus schedule.
- There were lost trips sometimes for route no. 98A, but the problem was relatively not serious for route no. 98C.
- New bus routes were introduced by KMB in response to the development in areas around Anderson Road. Members were concerned about the operational pressure on the Kowloon Bay Bus Depot in particular and the negative impact on bus service in the district. In this connection, Members urged TD to pay attention to the journey time of a bus route to be introduced with a view to evaluating if it met the passenger demand in the district. In recent years, KMB had rationalised a number of bus routes, and the frequencies of some of the routes had become low afterwards. Therefore, Members requested TD and KMB to note that bus service should meet the need of passengers.

82. Mr Douglas MAK of KMB responded as follows:

- There was no change in the number of buses operating route nos. 98A and 98C.
- There were different traffic conditions during journey for each trip, and therefore discrepancy might exist between the actual arrival times at en route stops and the estimated arrival times in the mobile applications.
- The scheduled frequency of the two bus routes in morning peak hours was 8 to 10 minutes. In the past one to two months, the departure times of buses were generally normal. On 26 August 2016, a serious traffic accident occurred at Tseung Kwan O Tunnel, resulting in traffic gridlock in the entire district. KMB had issued a red alert to TD. Besides, another traffic accident took place on Tseung Kwan O Road on 2 September 2016 which caused traffic congestion in the district, including roads that route nos. 98A and 98C would travel. The service frequencies of buses operating under KMB were consequently affected, the field staff of KMB had spared no efforts to minimise the adverse effect in both cases.
- Bus captains on reserve were available every day to substitute captains who were absent from duty.
- The developments at Anderson Road had no negative impact on the bus service and staff requirements in Tseung Kwan O area because buses of most routes operating in areas around Anderson Road were deployed from the Kowloon Bay Bus Depot while buses operating Tseung Kwan O routes were deployed from the Tseung Kwan O Bus Depot.

83. The Chairman requested TD and KMB to follow up Members' views.

(2) Urge the Kowloon Motor Bus Company to deploy more buses with high capacity (12.8 metres long) to run various routes of this district (SKDC(TTC) Paper Nos. 186/16 and 215/16)

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

85. Members noted the written reply from KMB.

86. A Member enquired about the details of not deploying the 12.8-metre-long buses to run various routes in Tseung Kwan O area since those buses were already in operation for other bus routes.

87. Mr Douglas MAK of KMB responded as follows:

- There were relatively few bus routes that were operated with buses of 12.8 metres long. When the bus type was introduced in 2015, a trial run had been carried out in Tseung Kwan O area. However, when compared with the existing bus type, a greater area of road surface would be required for a 12.8-metre-long bus to make a turn. As a result, the type of buses could not make a turn at some parts of the routing of certain bus routes. For example, buses could not turn into the entrance/exit of Tseung Kwan O Bus Depot. Besides, it could not leave Tseung Kwan O Bus Depot and turn left to Wan Lung Road without occupying an adjacent lane. Such being the case, the 12.8-metre-long buses were not arranged for operating the routes in Tseung Kwan O area.
- Regarding the trial run of route no. 290 with the bus type in Choi Ming, buses would occupy another lane when travelling at the location of the access. KMB therefore did not deploy the 12.8-metre-long bus to run in the district.

88. The Chairman requested TD and KMB to follow up Members' views.

VI. 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 4th meeting of the Traffic and Transport Committee in 2016 (Paragraph 74 of the minutes of last meeting) (SKDC(TTC) Paper No. 187/16)

89. Members noted the paper.

(2) Request to increase the service frequency of green minibus route nos. 112M / 112S and to improve the routing (Paragraphs 75 to 77 of the minutes of last meeting)

90. A Member enquired about the progress on TD's consideration about the trial run of increased service frequency and enhanced routing of the green minibus (GMB) routes, as well as

the arrangement of GMB stands at The Beaumont II. Commuters working at Tseung Kwan O Industrial Estate hoped that the GMB schedule could be provided so that they could have better timing of boarding the GMBs. Members therefore requested TD to make such arrangement.

91. Mr CHU Cheuk-king of TD said the operator had agreed in principle to increase the service frequency of GMB route no. 112M and deploy more vehicles for operating the route. TD was in negotiation with the operator regarding the details of the relevant timetable and routing. The department would consider the views raised by Members and passengers from Tseung Kwan O Industrial Estate together and follow up with the operator.

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

**(3) 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
(Paragraphs 200 to 203 of the minutes of last meeting)
(SKDC(TTC) Paper No. 188/16)**

93. Members noted the written reply from TD.

94. The Chairman requested TD to further urge GMB operators to provide shelters at GMB terminals in the district as soon as possible. He also requested TD to include “the plan to construct shelter for minibus stops” as a consideration and condition for approval when dealing the matters related to GMB routes (such as application for licence renewal or fare increase) in future.

95. Mr CHU Cheuk-king of TD said the service level of a GMB operator and whether additional facilities were provided for service were considerations made by TD when processing an application for fare increase or licence renewal submitted by the operator concerned. TD would also continue to encourage the operators to provide minibus stand shelters for awaiting passengers at appropriate locations or implement other improvement facilities inside GMB compartments.

96. Members’ views were as follows:

- Members recommended the provision of GMB stand shelters at Chung Wa Road and at the entrance of the market in Hau Tak Estate for route nos. 15, 113 and 108.
- Members enquired about the progress of the 11 proposals regarding GMB stand shelters which were put forward earlier, and suggested re-establish a wish list for the provision of GMB stand shelters.
- Members suggested constructing shelters allowing shared use by awaiting passengers for bus and GMB services.
- Many GMB operators would only give a small amount of allowance to their drivers for cleaning the minibus compartments by themselves. Members therefore requested TD to pay attention to the cleanliness of GMB compartments and regulate GMB operators in the aspect such as inclusion as a condition in the licence requiring GMB operators to ensure the cleanliness inside the minibus compartments. Members also enquired TD about the handling approach upon receipt of complaints.

97. Mr CHU Cheuk-king of TD said the department had forwarded the proposal regarding the

provision of shelter at GMB stands to the operators for consideration and would continue to look into the matter with the operators. It was the responsibility of GMB operators to maintain the cleanliness inside minibus compartments. When a GMB operator regularly applied for licence renewal to TD, the department would conduct monitoring work and on-site investigation at minibus compartments. Cleanliness inside minibus compartment was a consideration for scoring to facilitate the processing. Passengers might reflect the undesirable cleanliness conditions to TD which would be followed up with the respective operator.

98. A Member suggested that TD should deploy manpower resources to carry out the assessment. For example, a survey should be conducted once a year rather than only at the time of processing applications for licence renewal.

99. Mr CHU Cheuk-king of TD said the department would continue to closely monitor the service level and operation condition of each GMB route including facilities inside compartment and hygiene condition.

100. The Chairman hoped that TD and the operators would closely follow up the issues related to GMB stand shelters and declared that the above item would be retained one more time.

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

**(1) Urge the Government to look into extending the service of green minibus route no. 110 to run via Sai Yee Street of Mong Kok and to alter the routing to run via Kai Ching Estate and Tak Long Estate
(SKDC(TTC) Paper No. 189/16)**

101. The Chairman said the motion was moved by Mr Raymond HO and seconded by Mr LUK Ping-choi.

102. Mr CHU Cheuk-king of TD said there were already a number of public transport services available in Tseung Kwan O travelling to and from Mong Kok at present, including franchised bus and MTR services. TD was also concerned about the negative impact on the service level after extending the service of the route concerned. Passengers travelling to Kai Ching Estate or Tak Long Estate might board or alight at the bus stops provided at the two sides of Prince Edward Road East and Rhythm Garden. In this connection, TD did not plan to re-route GMB route no. 110 for the time being.

103. Members' views were as follows:

- The route plied via Choi Hung Road and Kwun Tong Road at which traffic congestion was frequent. The journey time could be reduced if it was re-routed to ply via Kai Ching Estate. Members also suggested extending the route to Prince Edward, and some vehicles currently operating route no. 110 be redeployed to the newly introduced route no. 110A during peak hours. It was hoped that TD and the operator would further strive for expeditious study of the feasibility of the proposal.
- During commuting hours, awaiting passengers near the major industrial areas and Megabox usually needed to wait for three to four departures for successful boarding. Members therefore suggested increasing the service frequency of GMB route no. 110 in peak hours. Another Member said some passengers failed to board the minibus at Megabox even in off-peak hours.

- A Member suggested shortening route no. 110 in off-peak hours because the patronage of was low in those periods.

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

(2) Suggest to extend the service hours of minibus route no. 110 to late at night (SKDC(TTC) Paper No. 190/16)

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

106. Members' views were as follows:

- Although overnight bus route no. N796 was introduced for residents in Tiu Keng Leng and Tseung Kwan O South, it might not be a priority option for passengers because it would take about one hour for travelling from Kowloon East to Tseung Kwan O with a number of en route stops provided, resulting in low patronage of the route. As GMB route no. 110 provided a direct routing to Kowloon East, Members requested TD to continue to carry out a study on implementing the proposal.
- Alongside the excessively long journey time of route no. N293 was the lack of overnight bus and GMB services in Tseung Kwan O area. As such, Members hoped that TD would extend the service hours of the existing GMB route concerned.

107. Mr CHU Cheuk-king of TD responded as follows:

- Various public transport services were provided in the road sections covered along the routing of GMB route no. 110, including bus route nos. N293 and N796. The aforesaid two bus routes could already provide adequate service to meet the passenger demand. Under such circumstances, TD did not plan to extend the service hours of route no. 110 for the time being, but would closely monitor the situation and conduct a review where necessary.
- Overnight bus routes generally covered a wider service area for picking up more passengers, thereby supporting the operation of the routes with higher frequencies. As route nos. N293 and N796 were introduced to serve Tseung Kwan O area, it was necessary to avoid vicious competition. TD had to carefully consider whether the passenger demand in the late night period could support the operation of the two bus routes and an overnight GMB route. The department would closely monitor the passenger demand of a few overnight bus and GMB routes and conduct a review where necessary.

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

(3) Request to provide more special departures of green minibus route no. 108A from Tseung Kwan O Station during the morning rush hours to disperse passengers (SKDC(TTC) Paper No. 191/16)

109. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Mr LUK Ping-choi.

110. Mr CHU Cheuk-king of TD said passengers sometimes found it difficult for boarding GMB

route no. 108A in peak hours at the beginning of a new school year, but the situation did not occur regularly. After the travel pattern of passengers became stable, TD would conduct further review with the operator on the demand for enhanced service or introduction of special trips.

111. Members' views were as follows:

- Elderly people accessing to Tseung Kwan O Hospital by GMBs and waiting at Chi Lin Buddhist Primary School or Tseung Kwan O Plaza usually had to wait for a long time before boarding. The situation would be particularly serious at the GMB stand of route no. 108A off Chi Lin Buddhist Primary School between 8:00 a.m. and 9:30 a.m. GMBs operating the route were usually fully occupied when arriving at the stand. Even worse, some GMBs which were not filled to capacity detoured. Therefore, Members suggested that TD should instruct the operators to pay attention to such situation, and that special trips should be operated from Tseung Kwan O MTR Station. The period before school as mentioned by TD did not tie in with the aforesaid peak hours. Members also welcomed TD to conduct a joint site visit.

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

113. As the representative of the MTR Corporation Limited (MTRCL) was yet to arrive, there being no objection from Members, the Chairman declared that other items related to public transport services would be discussed first.

VII. Items related to other public transport services

(A) The 1 Question raised by Members (other public transport services)

(1) The arrangement of public transport services after the cancellation of the Tropical Cyclone Warning Signal no. 8 or the Black Rainstorm Warning Signal during office hours (SKDC(TTC) Paper Nos. 197/16 and 218/16)

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

115. Members noted the written reply from NWFB.

116. Members' views were as follows:

- A lot of passengers waited for buses at the bus stop at Yan King Road after the typhoon. Members suggested increasing service frequency for route no. 798 due to high patronage. It was also suggested that NWFB should reserve additional bus resources (in particular for route no. 798) for deployment in Tseung Kwan O area, and make staffing arrangements for vehicle deployment in Tseung Kwan O North.
- As many drivers of route no. 105 could not perform duty within a short time after the typhoon, a number of buses parked at the bus terminal at Hong Sing Garden could not be deployed to provide service. Passengers lacked the information on traffic arrangements to cope with the situation, and were forced to travel by buses operating route no. 297 with increased service

frequencies. As such, Members hoped that improvement could be made in dissemination of information, and requested TD to follow up the service arrangements after typhoon with the operators and informed TTC of the result.

- Route no. 17M still maintained limited service during typhoon. Members therefore enquired whether there were terms and conditions stipulated in the contracts entered between TD and GMB operators regarding service arrangement during and after typhoons.

117. Mr CHU Cheuk-king of TD responded as follows:

- TD had provided GMB operators with guidelines on arrangements when tropical cyclone warning signal no. 8 was issued, but the operators had to take various factors into account for service recovery, including traffic safety, passenger safety and safety of staff under the operators, etc. The operators might also need to conduct inspection for understanding the situation such as whether there were collapsed trees or poor road conditions, etc. and could decide whether the GMB services were to be recovered. Therefore, TD would not arbitrarily require them to resume service. However, if the road condition allowed, the operators should resume the normal operation speedily within two hours or as early as possible after the tropical cyclone warning signal no. 8 was no longer hoisted. In fact, termination or recovery of service would be decided by the considerations such as road safety, weather condition and crowd dispersal arrangements. The operators were responsible to inspect the road conditions of the routing of their GMB routes and assess whether the weather was suitable for resumption of operation. After the Hong Kong Observatory had announced that the tropical cyclone warning signal no. 8 was anticipated to be lowered within two to three hours, the operators had to start to prepare for service recovery.
- TD would continue to review the transport arrangement during the issuance of tropical cyclone warning signal no. 8 or under inclement weather with the operators. As a matter of factor, the patronage would increase substantially after typhoons and the operators would generally resume normal operation as early as possible and even provide special trips to meet the need.
- TD would conduct a review with the operator of GMB route no. 105 on the arrangement made that day and then report to TTC.

118. Ms Penny CHUNG of Citybus/NWFB said route no. 798 had resumed service at 12:30 p.m. on 2 August 2016. Owing to the lowering of tropical cyclone warning signal no. 8, the number of passengers increased substantially at various bus stops at the same time. In addition, the road condition that might be adversely affected by collapsed trees after typhoon, causing a belated dispersal of the crowd of passengers at bus stops. In future, the bus company would continue to step up the monitoring of the situation in various districts and allocate additional vehicles for service provision to passengers as far as practicable.

119. The Chairman requested TD and NWFB to follow up Members' views.

VIII. Items related to MTR service

(A) Matters Arising

120. The Chairman welcomed:

- Mr TSE Fuk-sum, Manager (Operations) - Island Line and Tseung Kwan O Line of MTRCL
- Ms Rysta SO, Assistant Public Relations Manager - External Affairs of MTRCL

- (1) **Progress on the follow up of MTR service by the MTR Corporation in response to the 4th meeting of the Traffic and Transport Committee in 2016**
(Paragraph 80 of the minutes of last meeting)
(SKDC(TTC) Paper No. 192/16 and 193/16)

121. Members noted the paper.

- (2) **Request to add directional plates inside MTR stations to indicate the location of the toilets**
(Paragraphs 88 to 90 of the minutes of last meeting)
(SKDC(TTC) Paper No. 194/16)

122. Members noted the written reply from MTRCL.

123. Members' views were as follows:

- The information signs regarding the use of staff toilet by passengers were not clearly displayed. Members therefore enquired about the exact size of each information sign and hoped that bigger signs with instruction would be clearly displayed. It was also suggested that the "Staff Toilet" should be renamed as "Station Toilet".
- Members enquired about the timetable of providing public toilet facilities at MTR Tiu Keng Leng Station, Yau Tong Station and North Point Station, as well as the works schedules, plans and progress of additional provision of public toilets in eight MTR stations. Members suggested that MTRCL should submit the applications to the relevant departments as soon as possible and maintain liaison with TTC regarding the progress.
- Being an interchange station for travelling to MTR LOHAS Park Station, Tseung Kwan O Station was not included as one of the stations to be provided with public toilet facilities, which was a breach of pledge.
- A Member said some staff at the MTR station would provide passengers with temporary tickets for accessing to and from the toilets in nearby shopping malls via ticket gates. This practice was inconsistent with that stated in MTRCL's response. Another Member said he had used the staff toilet upon request and was concerned that the arrangement for toilet facilities might vary among MTR stations, and therefore enquired MTRCL under what circumstances there would be different arrangements.
- Members requested MTRCL to submit the schedule consisting the respective progress, the time of submitting applications and procedures to be carried out.
- Members suggested that MTRCL should submit its plan on annual basis or attend the TTC meeting in early 2017 to report the work progress.
- Members asked whether public toilets would be provided in MTR Hang Hau Station, Po Lam Station and Tseung Kwan O Station.
- Members opined that MTRCL should provide public toilets in each MTR station and the representatives should forward the views to management of MTRCL.
- Having an annual profit of over \$10 billion, MTRCL should pragmatically spend money on service enhancement rather than on publicity campaign.

124. Mr TSE Fuk-sum, Manager (Operations), Island Line and Tseung Kwan O Line of MTRCL, responded as follows:

- Although public toilets were not provided in MTR stations from Tiu Keng Leng Station to Po

Lam Station as well as in LOHAS Park Station at this stage, passengers might contact staff of MTR station and request for using staff toilet. Notices were also provided inside these MTR stations, informing passengers that the staff would assist those passengers in need. For example, the staff might tap cards to facilitate passengers to exit via ticket gates or unlock the toilet doors for entry by passengers. Passengers would be arranged for using staff toilets inside MTR stations as far as practicable.

- The issue involved a lot of items that required planning, design and approval by government departments. MTRCL anticipated that provision of additional public toilet facilities in the eight interchange stations including MTR Tiu Keng Leng Station would be completed in 2020 progressively.

125. With Members' consent, the Chairman declared that the above item would be deleted and requested MTRCL to submit progress report on issues such as the provision of additional public toilets on annual basis. When details on the public toilet projects were available, information should be submitted to TTC as early as possible.

**(3) 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 94 to 96 of the minutes of last meeting)**

126. Members' views were as follows:

- Members requested MTRCL to respond to the proposed installation of a Fare Saver machine at The Beaumont II.
- Members suggested replacing all gates in MTR Tseung Kwan O Station with ticket gates accepting smart single journey ticket, MTR City Saver smart card and Octopus Card for access. It was also suggested that clear directions be given to passengers for short-term measures implemented.
- Members suggested providing additional ticket gates and wide gates to cope with the heavy passenger flow at Exits A, B and C of MTR Tseung Kwan O Station. As a number of housing estates would be completed in Tseung Kwan O South, residents of the new development projects would enter the MTR station via the gates at Exit C. Members therefore suggested relocating of the customer service centre in Tseung Kwan O Station from Exit C to a location near Exit B for the provision of additional wide gates.
- Members suggested including the programme of handling gates in the annual report.

127. Mr TSE Fuk-sum of MTRCL said the company would arrange the number and model of ticket gates to be installed at stations according to various factors such as passenger demand, passenger flow and patronage pattern. More than half of the 15 gates installed in Tseung Kwan O MTR Station accepted single journey ticket or MTR City Saver smart card. The gates were marked blue for easy identification. In 2015, wide gates were installed at Exit C and the passenger flow was improved consequently. The existing layout of MTR Tseung Kwan O Station could satisfy the demand of most passengers. Contrarily, relocation of the customer service centre involved technical problems and was subject to factors such as planning and pedestrian flow of the station.

128. The Chairman said the annual report of MTRCL should focus on the issues related to toilets in MTR station.

- (4) 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
(Paragraphs 97 to 99 of the minutes of last meeting)**

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

- (5) Request to solve the severe problem of hot air emission at Exit C of the LOHAS Park Station
(Paragraphs 100 to 107 of the minutes of last meeting)**

130. The Chairman said Members and MTRCL had conducted a site visit on 23 September 2016.

131. Mr TSE Fuk-sum of MTRCL said the company would consider making adjustment to the air outlet of the ventilating system to direct the air flow at a higher level of the location and reducing the impact on pedestrians. It was anticipated that the alteration would be completed by the end of the year. MTRCL also considered installing a temporary barrier near the air outlet which was expected to be completed in October.

132. Members' views were as follows:

- Members considered the improvement necessary because the location was of high pedestrian flow and the hot air emission would directly affect the pedestrians.
- Members welcomed MTRCL's proposed improvement measure, and hoped that the temporary barrier could be installed as soon as possible. Members also requested MTRCL to inform TTC of the details of the two solutions.
- Members recommended the provision of an escalator running downward to the underground level at Exit C.

133. The Chairman welcomed MTRCL's improvement measures, hoping that its short-term measure could be completed by the end of October. If necessary, Members might raise an agenda item at the next meeting regarding the provision of an additional escalator at Exit C. He also declared that the above item would be retained.

- (6) Request to improve the design of Sunrise Boulevard and look into providing pedestrian crossing facilities there for the convenience and safety of the public
(Paragraphs 108 to 115 of the minutes of last meeting)
(SKDC(TTC) Paper No. 195/16)**

134. Members noted the written reply from MTRCL.

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

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

- (1) Request the MTR Corporation to provide clearer directions to the awaiting passengers at the platform of North Point Station
(SKDC(TTC) Paper No. 196/16 and 219/16)**

136. The Chairman said the motion was moved by Mr CHEUNG Mei-hung and seconded by Mr

CHAN Kai-wai and Ms Christine FONG.

137. Members noted the written reply from MTRCL.

138. Members' views were as follows:

- Members requested MTRCL to clearly inform the passengers accessing to MTR LOHAS Park Station of the interchange arrangement.
- Members suggested installing additional passenger information display panels (display panels) in MTR North Point Station.
- Public announcement made in trains operating the MTR Tseung Kwan O Line was broadcasted inside the train compartments rather than through the public address system (PA system) installed outside MTR trains or in the concourse of a station. In addition, it made passengers more difficult to listen to the announcements due to the unclear voice of announcers, and MTR staff were therefore requested to read out messages clearly. Besides, as the elderly were not so good at using mobile applications for access to information of MTR, Members suggested that MTRCL should make improvement in this aspect.
- Members thought that the instruction given to passengers regarding interchange arrangement was not clear in MTR Tseung Kwan O Station. Although the destination of the next train would be announced on the platforms, there was no announcement made inside the train compartments about the destination or that to remind passengers accessing to LOHAS Park of alighting at the next station. In addition, the indicator light showing the routing to LOHAS Park would turn on only when the train doors were open. Members hoped that MTRCL would make the relevant improvements.

139. Mr TSE Fuk-sum of MTRCL responded as follows:

- After the commissioning of MTR LOHAS Park Station, additional electronic display panels were provided in a number of MTR stations along the Tseung Kwan O Line for showing the destination of MTR trains. Regarding trains departing at MTR North Point Station for the terminal station at Po Lam in off-peak hours, the large electronic display panels at North Point Station would remind passengers accessing to LOHAS Park Station that they had to interchange for another train at Tseung Kwan O Station. Moreover, there would be announcement made through the PA system at the platforms and on the trains to remind passengers about the arrangement. MTRCL had also developed its own mobile application, believing that the measures would assist passengers in clearly understanding the service arrangement.
- In peak hours, MTRCL would inform passengers of the destination of MTR trains through display panels and PA system at North Point Station and inside train compartments. Staff stationing on platforms would also take the initiative to remind passengers of the destination of MTR trains. Moreover, MTRCL would forward the views to the relevant sections to explore ways for further improvement.

140. 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.

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

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

IX. 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 121 of the minutes of last meeting)
(SKDC(TTC) Paper No. 198/16)**

142. Members noted the paper.

- (2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O)
(Paragraph 122 of the minutes of last meeting)
(SKDC(TTC) Paper No. 199/16)**

143. Members noted the paper.

144. The Chairman said regarding the expansion works of the bus stop at Fu Ning Garden, the Secretariat received hundreds of emails with the same contents as at 28 September 2016, raising questions on the project about the necessity of the proposed expansion of the bus stop for 47 metres. As it was required to make alteration to some of the existing roadside planters to bus stop and remove six trees in the planters, members of the public considered the impact of the proposed expansion too great and therefore proposed to shelf the project. Two consultation exercises regarding the expansion works had been conducted earlier and no objections had been received. On the contrary, letters in support of the proposal were also received before the meeting.

145. The Vice Chairman said Members received the letters from The Incorporated Owners of Fu Ning Garden and some residents before the meeting that day which were in support of the proposed expansion of the bus stop at Fu Ning Garden. More than 2 000 residents showed their support for the proposed expansion works of the bus stop at Fu Ning Garden, which was endorsed by SKDC in 2014, in a “one-person-one-letter” campaign carried out earlier. The supporters opined that the expansion works of the bus stop would provide set-down points for route nos. 98C, 98D and 297, facilitating access of residents in an ageing estate.

146. Members' views were as follows:

- To provide an additional bus stop for route nos. 98C and 98D to provide whole-day service, extension of 25 metres of the bus bay was required. Subsequently, it was proposed to provide space for buses of route no. 297 as well as route nos. 98S and 98P (a few trips per day only), GMBs and school buses to make stops, further extension of 22 metres was required. As the extension was 47 metres in total, the overall length of the facility was 85 metres (including the area of slanted lines). Members questioned the necessity of doubling the length of the expansion works and considered the scope of the works too large because it was infrequent for a number of buses to simultaneously stop at the location for picking up/setting down of passengers. Being adjacent to Hang Hau (North) Bus Terminus, the bus stop was a drop-off facility and not too many passengers would alight there. For this reason, the length of the expansion works should be reviewed afresh and shortened. Members enquired: (1) how and why the estimation of the related data was made; and (2) whether a statistical

survey on the frequency of two or more buses making a stop at the bus stop at the same time was conducted and requested TD to provide the respective data. Members also requested the department and the bus companies to explain the necessity of extending the bus stop for 47 metres and the feasibility of reducing the proposed length of the expansion works.

- Members opined that an extension of 25 metres for the bus stop was already adequate to meet the need and suggested that only the rear portion of the bus stop should be expanded, of which two trees could be spared from being affected. It was hoped that TD and HyD would fine-tune the exact length of the project and conduct only part of the proposed expansion works.
- Only one bus could make a stop at the bus stop outside Fu Ning Garden, and passengers of other bus routes would alight at Hang Hau (North) Bus Terminus. After alighting, it would take some time for the passengers to walk to Fu Ning Garden, causing inconvenience to the elderly and people with disabilities. So, there was a need to widen the bus stop outside Fu Ning Garden, but the length of the expansion works was subject to further study. The main objective of the additional area was for provision of a setting down point for route nos. 98C, 98D and 297. As it might be too long for the length of the bus to accommodate eight vehicles, it was suggested that the department conduct further studies on the matter.
- The project was originally planned to commence in late 2015 and be completed in mid-2016. As the project was delayed already, Members worried that residents would be disappointed by its further delay. Members opined that the project should not be terminated and started again from scratch. No matter it was an expansion or shortening of scope of works, the works should be implemented promptly to alleviate the traffic congestion on Chap Fuk Road near the roundabout at Fu Ning Garden in the morning. Residents were not opposed to widening of the bus stop but hoped that tree removal due to the project could be avoided.
- Members were concerned about the stopping of school buses at the excessively long bus bay to pick up or drop off students. These school transportation vehicles might even park at the bus stop in advance, resulting in double parking and affecting the traffic flow. The location was not appropriate for pick-up/drop-off of passengers because it would be dangerous to do so. Members asked whether TD would approve the applications for giving permission to school buses to pick up or drop off students at the bus stop outside Fu Ning Garden. Since the problem of double parking caused by school buses was serious, it was worried that the problem could not be solved if school buses were permitted to park at the location upon widening of the bus stop. Another Member opined that enhanced law enforcement should be taken against illegal parking at areas painted with double lines.
- A Member worried that if the bus bay was too long, it would easily lead to illegal parking, thereby affecting traffic flow or causing traffic accident. The buses might also be forced to pick up or drop off passengers on carriageway which was hazardous to do so. Since illegal parking was common in the district, it was necessary to have further consideration of the bus bay design. However, another Member opined that a long bus bay would facilitate smooth driving of motorists and enhance safe driving, as well as prevent double parking or illegal parking on carriageway outside the area of the bus bay. The problem of illegal parking should be tackled by the Police through law enforcement, and installation of video cameras at the bus stop was suggested to aid prosecution action of the Police.
- Members queried whether TD's consultation exercise carried out through the Sai Kung District Office (SKDO) was incomprehensive, in particular the adequacy of consultation on The Incorporated Owners of Fu Ning Garden. According to the papers or minutes of meetings of The Incorporated Owners of Fu Ning Garden since 2013, discussion had never been made on the consultation while owners and residents did not receive any notification about the consultation exercise. Members therefore considered it necessary for clear dissemination of information on consultation exercise to be conducted. As stakeholders of Fu Ning Garden had a number of submissions of their views, it reflected that consultations

conducted in the past was inadequate. In this connection, Members requested TD to explain the consultation process and the related organisations involved in the exercise. Members also requested SKDO to review the consultation pattern in the past, hoping to see an enhanced consultation exercise next time.

- Members queried whether some Members had learnt the length of the widening works early or they learnt the details only after the endorsement of the expansion works.
- Engineering issues such as the length of the widening works should be decided by TD. The factors of consideration regarding the shortening of the works would include the impact on the works, the works progress and the extent of alteration. Members therefore asked HyD whether the respective contract had been awarded to a contractor and, if yes, about the terms on compensation and other relevant terms. It was worried that alteration to length of the works item would lead to project delay due to re-tendering or compensation to be made to the contractor.
- Members enquired whether the proposed removal of the two trees in the planter outside Fu Ning Garden was due to the project. If so, Members suggested re-considering the necessity of extending the facility from 25 metres to 47 metres.
- It was specified in the paper submitted by HyD that only a few trees would be affected and compensation planting might be considered, but it did not make clear whether the removal was necessary. Members questioned why tree removal instead of tree transplanting was adopted and whether there would be compensation planting upon removal. Consultation on the project was inadequate as SKDC was not notified of the removal of trees. Such being the case, Members suggested that the relevant departments should suspend the works and consider relocating those trees with tree transplanting machine as it did in other countries.
- The trees in the planters near the bus stop were eucalypts which were not valuable trees and it was not worthy to relocate them at high costs. The Government had established procedures regarding tree removal as well as regulations provided for replanting of trees upon removal, and the handling of trees according to governmental procedures was trustworthy.
- Members requested the department to clearly inform TTC of the arrangements of tree removal, transplanting or relocation. Regarding relocation of trees, provisions of the legislations of trees should be considered because transplanting was required only for trees having a diameter of at least 95 mm.
- Members enquired about how the remaining trees would be handled and requested that the department undertake to transplant the remaining four trees within the district.
- Members suggested carrying out a comprehensive consultation as soon as possible such as organisation of a residents' meeting of Fu Ning Garden. The issue could be referred to TTC for its handling after a consensus had been reached.
- Members suggested that SKDO arrange for a site visit as soon as possible for The Incorporated Owners of Fu Ning Garden, Fu Ning Garden Concern Group and TTC and convene a meeting for discussion afterwards. If necessary, The Incorporated Owners of Fu Ning Garden and Fu Ning Garden Concern Group might be invited to attend the next meeting.

147. Ms Nana SHIU, Engineer/Pedestrian Improvements and Engineer/Special Duties 1 of TD, responded as follows:

- Extension of the bus stop at Fu Ning Garden was implemented in response to the motion carried at the meeting of TTC held on 3 April 2014. Apart from buses, the bus stop was also used by GMBs of a number of routes and school buses. According to transportation need, TD suggested extending the bus stop for 47 metres for use by bus route nos. 98C, 98S, 98D, 98P and 297 so that a number of buses could make a stop and drop off passenger at the same time, bringing convenience to residents without adversely affecting the traffic flow on Po

Ning Road. Upon completion of the project design in 2014, a consultation exercise among various stakeholders including District Councillors, owners' corporations, mutual aid committees and schools was carried out in writing through SKDO, and no objections had been received. TD consequently issued a Works Request Form to HyD, which launched the works in August 2016. The project included alteration of some roadside planters for constructing parts of the bus stop. Six trees in the planters were affected and would be removed, and replanting would be carried out in the district. After two trees had been removed by HyD, TD and HyD received further comment on the project from the public.

- The boarding and alighting area of the bus stop outside Fu Ning Garden was only 13 metres long, and the space was just enough for one bus to make a stop there. The area of slanted lines was used for facilitating access of bus to and from the bus stop only. The area of straight lines would be extended from 47 metres to a total of 60 metres instead of 85 metres.
- The front part of the bus stop would be extended by 12 metres its rear part would be extended by 35 metres, constituting an extension of 47 metres in total. At present, two trees originally planted within the proposed extension of 35 metres had been removed while two other trees remained at the location. In addition, two more trees situating within the proposed extension area of 12 metres in the front part were not removed yet.
- Extension of the bus stop was a measure to meet the traffic demand of residents. In fact, the problem of illegal parking in the district did not occur only at bus stops. Moreover, according to "Road Traffic (Traffic Control) Regulations", a bus stop was designated for buses only to make a stop. Unless exemption was granted from the relevant authority, it was unlawful for other vehicles to make a stop at bus stops. To combat illegal parking, the Police was responsible to take law enforcement action.
- It was unlawful for school buses to make a stop at a bus stop unless the relevant exemption had been obtained. It was estimated that parking of school buses at the bus stop aimed to meet the pick-up/drop-off need of residents near Fu Ning Garden. When processing the applications submitted by school bus operators, TD would grant permission to them as far as practicable to meet the need of residents. If the bus stop would be used as a drop-off point for more bus routes, inadequate space for parking at the location might adversely affect the traffic on Po Ning Road or lead to parking of vehicles on two lanes. In this connection, TD might not consider granting permission to applications of school bus operators for picking up or dropping off students at the bus stop in future.
- The pick-up/drop-off of passengers at the bus stop in peak hours was close to saturation. Extension of the bus stop might reduce the obstruction caused to vehicles behind the queues of buses, GMBs or school buses waiting for accessing to/from the bus stop, thereby having less negative impact on the traffic and road users of Po Ning Road.
- As there was a delay in implementing the project already, TD was consolidating the views of various parties on the project and conducting a review on the project design. TD welcomed the arrangement of a site visit with Members.

148. Mr CHU Cheuk-king of TD said the department had conducted a survey at the location in afternoon peak hours around 5:30 p.m. to 7:30 p.m. in early September 2016. It was found that occupation of slow lane for stopping of vehicle occurred 17 times due to insufficient space at the bus stop, revealing an undesirable situation and a high usage rate of the bus stop. Vehicles of bus route nos. 91M, 98A, 296M and some GMB routes, which provided service mainly in the district and Kowloon East, were using the bus stop at present. It was proposed that buses of route nos. 98C, 98S, 98D, 98P and 297, which were routes providing service for Central Kowloon and Kowloon West, could also use the bus stop. These routes were of high operation frequency, higher patronage and greater demand for pick-up/drop-off of passengers. Although there were only a few trips of route nos. 98S and 98P each day, the trips were all operated in the afternoon

peak hours. As the routes plied via the busy road sections in Kowloon, much time was spent on picking up and dropping off of passengers at various en route stops. The situation might result in buses of different trips arriving at the bus stop outside Fu Ning Garden almost at the same time. Therefore, it was necessary to provide a longer bus bay to meet the need of picking up and dropping off of passengers. If there was not enough space at the bus bay, only vehicles of several bus routes could use the bus stop eventually. However, as vehicles of different routes departed from different places and passengers might have different aspirations, it was necessary to conduct a further comprehensive consultation again on which passenger demand was to be met.

149. Mr NG Kin-fung of HyD said a number of roadside planters were required to be removed for construction of the extended part of the bus stop and the six trees grown in the planters, which were eucalypts, would thus be affected. HyD had made an assessment on the affected trees, and considered whether it was suitable to transplant the trees in the light of the “Guidelines on Tree Transplanting” prepared by the Development Bureau (DEVB). After considering various factors including size of root ball, tree species’ suitability for transplanting, the condition of the trees (e.g. form, health or structure), amenity value, age and survival rate of trees after transplanting and cost-effectiveness, HyD did not recommend transplantation of the trees. The proposal of tree removal and replanting had been submitted to the relevant department for approval. The result of the application for processing was replanting of six new trees in the district after removing the six trees in question. Besides, engineering contracts were of greater flexibility in general and the department might negotiate with the contractor on flexible handling of sudden suspension of the works.

150. Mr Marco CHU, Assistant District Officer (Sai Kung)² of SKDO, said as stated in HyD’s reply (SKDC(TTC) Paper No. 57/16) in March 2016, “Six trees situated within the scope of works would be affected by the project. Therefore, (HyD) had carried out an assessment on the trees and, in the light of the findings, recommended tree removal, replanting or transplanting as required.” Members did not express further views on the above response at that time.

151. The Vice Chairman opined that HyD’s procedures of not recommending transplantation of trees upon assessment conducted according to the guidelines were appropriate. Transplanting of the trees should not be implemented as the arrangement was different from the established practice, lest such measure should become a precedent.

152. The Chairman said the relevant procedures were strictly followed for implementing the project and the departments had carried out consultation on the works. If the project ceased to implement at the moment, it would be difficult to give a good explanation in future. He concluded that most Members were in support of the project. Regarding project details such as the length of the extension works, TTC should, together with TD and HyD, expeditiously conduct a site visit and immediately come to a solution on the spot given that the works had been suspended already.

**(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 123 of the minutes of last meeting)**

153. A Member hoped that the proposal could be implemented as soon as possible.

154. Ms Nana SHIU of TD said a study on the feasibility of a housing development in Tseung

Kwan O area carried out by the relevant departments was underway. As the traffic resulting from the proposed housing development might have impact on the existing vehicular flow on Po Lam Road, TD needed to give advice on the impact on the junction at Po Lam Road in light of the traffic impact assessment submitted by the development project, hoping that the captioned proposal could tie in with the development projects in the district in the long run.

155. A Member said hoardings were set up at Po Lam Road near Ma Yau Tong Village. The Member therefore enquired HyD whether the widening works of carriageway were about to implement or whether such facilities were related to the captioned project.

156. Mr NG Kin-fung of HyD responded that further study on the request was needed but the works mentioned should not be carried out by HyD.

157. The Chairman declared that the above item would be retained and requested TD to follow up.

(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 124 to 126 of the minutes of last meeting)
(SKDC(TTC) Paper No. 200/16)

158. Members noted the written reply from TD.

159. Ms Nana SHIU of TD said the department had issued a Works Request Form for the widening works of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) with a total length of about 60 metres. According to the data collected at that time, widening of Ying Yip Road southbound was recommended because its vehicular flow was relatively higher than that of the northbound lane. The project at the southbound lane involved relocation of underground public utilities including several sets of high voltage cables. Since CLP Power Hong Kong Limited (CLP) had completed the relocation of the affected high voltage cables only in recent years, HyD had immediately prepared and submitted the application for tree removal. It had been several years since the engineering design was prepared. So, if the works were to be implemented at present, it was necessary to review the design and collect the updated data on vehicular flow to tie in with the latest traffic conditions. The data collected by TD in February 2016 revealed that the traffic flow on Ying Yip Road northbound was higher than that of Ying Yip Road southbound. In recent years, the traffic flow of the southbound lane was stable in morning and afternoon peak hours and that of the northbound lane was ascending. TD therefore decided to recommend widening of Ying Yip Road northbound instead of Ying Yip Road southbound. The department also recommended relocating the pedestrian crossing northward for 60 metres. The number of trees affected remained unchanged upon the amendment that a total of 15 trees would be affected.

160. Members' views were as follows:

- As the problem of traffic congestion occurred at the road section on Ying Yip Road southbound between Clear Water Bay Road and the roundabout, Members enquired about the progress of the issue.

- Members said TD should clearly indicate whether the 15 trees would be removed or transplanted, and enquired whether tree assessment had been conducted to see whether the tree species were worthy for transplanting. TD should also clearly inform Members of its decision regarding removal or transplantation of trees.
- Although TD recommended widening of the northbound lane, Members questioned about the effectiveness of the proposed widening because the lane would still be divided into two after passing the 60-metre long section that would be widened. Members also opined that the number of lanes on Ying Yip Road southbound should be increased from one to two.

161. The Chairman pointed out that the traffic flow on the southbound lane was lower than that on the northbound lane as some vehicles had been diverted to Hang Hau Road. Some GMBs plied via Ying Yip Road for the journey to Hong Kong University of Science and Technology, but travelled via Hang Hau Road for the return trip. As such, he considered the data of TD not accurate. In addition, as there might be residential developments in areas around Shaw Studio and TV City at Clear Water Bay, widening works should be conducted at both the southbound and northbound lanes.

162. Ms Nana SHIU of TD responded as follows:

- TD had issued the Works Request Form a few years ago. At that time, widening of the southbound lane was proposed and the scope of works had been determined. During relocation of the buried utilities, several sets of high voltage cables were identified by CLP, which had spent a few years to complete relocation of those facilities. If additional lanes were to be provided, the investigation of the buried utilities had to be conducted afresh. In case underground utilities were identified, it would take more time for relocation. Both the collection of the latest traffic data and corresponding alterations made to the project aimed to facilitate the project to cope with the current traffic condition because there was a gap of a few years between preparation of the engineering design and implementation of the works. The scope of works would not be enlarged so as to avoid further delay.
- Data on traffic flow of the road had been collected during the period from 2010 to 2016. The average traffic flow of the southbound lane in morning peak hours was 850 vehicles. The traffic flow of the northbound lane had been continuously increasing in recent years, and the average traffic flow in afternoon peak hours in 2016 had exceeded 1 000 vehicles. During the busiest hours, the traffic flow of the northbound lane exceeded that of the southbound lane by 25%. To cope with the latest traffic condition, widening of the northbound lane was recommended.
- One of the reasons causing the traffic congestion on Ying Yip Road southbound in morning peak hours was congestion in Tseung Kwan O Tunnel from where the traffic queue extended to Ying Yip Road.
- Upon receipt of proposals raised by SKDC/the public on traffic works, TD would work out the preliminary design and estimate the number of affected trees. The department would then report the preliminary design and estimated number of affected trees to SKDC/the public. Under normal circumstances, HyD would make evaluation, conduct tree assessment and determine the solutions regarding tree removal, transplanting and replanting in accordance with the guidelines of DEVB during the preliminary works.

(Post-meeting note: TD collected the traffic data in 2010, 2013, 2015 and 2016.)

163. Mr NG Kin-fung of HyD said the department had received the Works Request Form issued by TD. According to the design plan, the existing slope at the road side would be converted to

a pedestrian walkway. For this reason, 15 trees growing on the slope would be affected. HyD had made an assessment on the affected trees, and considered whether it was suitable to transplant the trees in the light of the “Guidelines on Tree Transplanting” prepared by DEVB. The factors of consideration regarding transplanting of trees included the size of root ball, tree species’ suitability for transplanting, the condition of the trees (e.g. form, health or structure), amenity value, age and survival rate of the trees after transplanting and cost-effectiveness. The affected trees included 13 Acacia confuse trees and two Leucaena leucocephala* trees. Since the relevant trees were growing on a slope, it was infeasible to transplant the above trees with soil. Leucaena leucocephala and Acacia confuse were an undesirable species and a species not suitable for transplanting respectively. Therefore, HyD would arrange for replanting of 15 trees in the district rather than transplanting those trees. Applications for removal of the trees concerned and replanting of new trees had been approved by the relevant departments.

164. Members’ views were as follows:

- Members supported implementing the project, worrying that further modification of the scope of works would result in further delay.
- The eucalypts on Po Ning Road was more than 40 feet in height, and the road surface might not be suitable for transportation of the trees to other places for transplantation. Members therefore enquired about the transportation method of a tree with a height of more than 40 feet.
- Other than the monetary value, the historical value of a tree should also be taken as a factor of consideration when conducting an assessment.
- Members asked whether the assessment was carried out by HyD or by the arborists of DEVB, and queried that it might not appropriate if HyD instead of DEVB carried out the assessment.

165. Ms Rica LAW, Engineer/Sai Kung of TD said the department had confirmed the improvement works to the roundabout at Clear Water Bay Road/Silverstrand Beach Road, and had issued a Works Request Form to HyD. TD would maintain close collaboration with HyD with a view to completing the works as soon as possible.

166. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD said the department had received the Works Request Form issued by TD, and would implement the works according to the conditions set out in the Works Request Form. The department needed to arrange the excavation of trial pit to inspect whether the buried utilities would affect the implementation of the works, and then proceeded to project planning.

167. Mr NG Kin-fung of HyD said staff of tree management under HyD also possessed the professional knowledge required for tree assessment. HyD would carry out assessment for trees which were affected by the implementation of works. Forms One and Two were used for tree risk assessment which was a different task by nature.

168. Members’ views were as follows:

- HyD did not give a clear account regarding the affected trees. It was hoped that HyD would provide detailed information of trees affected by projects to be implemented in future including tree species and handling methods. Whether a tree was of a valuable species should not become the sole determinant of its value because tree species should be diversified. The aggressiveness or complementarity of a tree species to the local ecology should also be considered. Members did not raise strong objection after understanding that the trees

affected were *Acacia condusa* and *Leucaena leucocephala* trees, but hoped that valuable or good tree species would be selected for replanting.

- Members supported the widening of Ying Yip Road. However, the number of affected trees was provided by HyD only at the meeting, and the handling method of the trees had not been clearly pointed out. Members suggested giving priority to transplantation of tree as a solution. HyD should first assess whether the trees could be retained and report to TTC before taking further action.
- Members supported the project and its prompt implementation and opined that two lanes should be provided for the sake of safety.
- It was suggested that railings should be provided on both sides subsequent to relocation of the pedestrian crossing northward.
- Members suggested cancelling the existing passing bay and hoped that preparation for the provision of an additional southbound lane in future could be made under the project.

169. Ms Nana SHIU of TD said regarding the proposal of providing additional traffic signal lights on the southbound lane, a feasibility study on housing development in Tseung Kwan O area was being carried out by the relevant department. Ying Yip Road and the roundabout thereat would be incorporated as a whole under the long-term traffic assessment and planning. Under such circumstances, it was believed that the design by TD had to tie in with the housing development and amendments might be required.

170. The Chairman declared that the above item would be retained. He requested TD to follow up Members' views and requested HyD to report the progress at the next meeting. The Chairman concluded that TTC supported the widening of the northbound lane and hoped that improvements would also be made to the southbound lane.

(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

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

(Paragraphs 127 to 140 and 149 of the minutes of last meeting)

(SKDC(TTC) Paper Nos. 201/16 and 202/16)

171. Members noted the written reply from the Planning Department (PlanD) and the Lands Department (LandsD).

172. A Member pointed out that, according to the outline zoning plan of PlanD, a portion of land between 1-3 Shek Kok Road (and the yellow part in diagram of the motion paper) was government land. However, the written reply from LandsD pointed out that the site was a private land at

present. Members enquired what the current status of the site was or when the persons concerned would hand over the land to the Government. There were inadequate parking spaces near the site and the problem of illegal parking was serious and might affect road safety.

173. Ms Nana SHIU of TD suggested that LandsD give a reply on the status of the site concerned. There were still parking spaces available in the two short-term tenancy car parks near Wan O Road to meet the parking demand at present.

174. A Member had reservations about TD's reply. The problem of illegal parking occurred at the location off Shek Kok Road and LOHAS Park Phase 3A - Hemera on LOHAS Park Road. As it would take 10 to 15 minutes for walking from Hemera or The Beaumont to Wan O Road, motorists would not use the two car parks provided on Wan O Road. Therefore, a car park or parking spaces should be provided near Shek Kok Road and LOHAS Park Road. The Member also suggested inviting LandsD to attend the meeting or writing to LandsD to enquire about the status of the sites.

175. Ms Nana SHIU of TD supplemented that parking spaces were provided at development projects in Tseung Kwan O including those of LOHAS Park and on Shek Kok Road according to the "Hong Kong Planning Standards and Guidelines". On the premise of the Government's transport policies of giving priority to the parking demand of commercial vehicles and putting emphasis on public transport, the Government would still provide a suitable number of parking spaces for private cars when the overall development in the territory allowed. However, the Government did not want to provide incentive to attract users of public transport to use private cars. In spite of this, TD had requested developers to additionally provide a suitable amount of public parking spaces at the new development project without affecting the traffic condition of the surrounding areas. For example, a public car park providing 26 parking spaces for goods vehicles and 21 parking spaces for private cars would be developed at 6 Shek Kok Road (i.e. The Beaumont II). 300 private car parking spaces for the public would also be provided at the retail facility in LOHAS Park.

176. Members' views were as follows:

- There were inadequate parking spaces resulting from the planning failure in Wan Po area. Provision of more than 20 parking spaces in The Beaumont could not meet the demand. The Police was requested to respond to the problem of illegal parking on Shek Kok Road and LOHAS Park Road. The situation was serious at some time after 7 a.m. in particular. TD and PlanD were requested to carry out a study the adequacy of parking space at various location in the district, and differentiate whether the parking demand were short-term or long-term by nature.
- It was suggested that TD should conduct a site visit because the problem could not be solved solely by taking prosecution action on a regular basis. Instead, additional parking spaces should be provided in the portion of Government land within the site at 1-3 Shek Kok Road. Regarding long-term solutions, markets, municipal services buildings as well as indoor and multi-storey car parks should be provided.
- Illegal parking was serious in Po Lam area and Yuk Nga Lane. Members therefore suggested that the Police should step up law enforcement at the locations and continue to monitor the black spots of illegal parking in the district.
- Members suggested that TD should expeditiously arrange for inspection in Pak Tam Chung and enquired about the details of the inspection.
- As it was difficult to locate designated on-street parking spaces for holders of "Disabled

Person's Parking Permit" in the district, Members hoped that the parking problem encountered by local disabled motorists could be solved in the long run.

177. Mr CHU Chi-wai, OC District Traffic Team (Kwun Tong) of Hong Kong Police Force (HKPF), said Shek Kok Road was listed as one of the black spots of illegal parking in Tseung Kwan O Police District. Irregular law enforcement action on Shek Kok Road had been taken by the Police. Illegal parking at the location was reduced at night, and the Police would endeavour to step up law enforcement. Yuk Nga Lane was another black spot of illegal parking in Tseung Kwan O area, and enhanced enforcement action would be taken at the location.

178. Ms Nana SHIU of TD responded that the Government, apart from considering the need of individuals for using private cars as a means of transport, would also need to consider the impact of an excessive number of private cars on road traffic, hoping to strike a balance between individual need and the loading of public transport network.

179. Ms Rica LAW of TD responded that the department had planned to conduct data collection at Pak Tam Chung public car park on 2 and 8 October 2016, and would report on the progress in due course. TD could inform the Secretariat about the exact time of data collection after the meeting.

180. The Chairman said the Secretariat would write to enquire LandsD about the status of the site and requested TD to inform the Secretariat of the time for data collection. He also declared that the above item would be retained.

**(6) 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 141 to 143 of the minutes of last meeting)**

181. Members' views were as follows:

- Members welcomed the improvement works of widening the roundabout at Silverstrand Beach Road, but were concerned about whether the project would be effective enough to meet the need. Members opined that the improvements at Clear Water Bay Road should be expedited because of the various developments in the vicinity and traffic congestion on Clear Water Bay Road. In view of the gradual completion of the housing estates at Anderson Road, Members suggested constructing a flyover connecting from Fung Shing Street to New Clear Water Bay Road.
- Members requested TD to respond to enquiries raised about the housing development in Tseung Kwan O, and enquired TD whether other feasible proposals of transport support would be considered.

182. Ms Nana SHIU of TD responded that in order to avoid unacceptable impact on the traffic and transportation in the district caused by the residential developments, TD would examine the traffic and public transport impact assessment conducted by the relevant department regarding such developments.

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

(7) 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 146 to 148 of the minutes of last meeting)

184. A Member hoped that HyD would commence the works as soon as possible.

185. Mr NG Kin-fung of HyD said the department was co-ordinating with the relevant departments, planning the temporary traffic arrangements and handling matters related to the excavation permit. Upon completion of the preliminary work, HyD would commence the construction.

186. The Chairman declared that the above item would be retained and it would be deleted only after the commencement of the works.

(8) 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 (Paragraphs 157 to 159 of the minutes of last meeting)

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

(B) The 2 Motions presented by Members (Traffic Works / Facilities)

(1) Express concern regarding the condition of carriageways in Tseung Kwan O and request the relevant departments to step up their maintenance efforts (SKDC(TTC) Paper Nos. 203/16 and 220/16)

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

189. Members noted the written reply from the Civil Engineering and Development Department.

190. Mr NG Kin-fung of HyD said a handful of road sections mentioned by Members would be followed up by HyD and the department could also submit written replies after the meeting.

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

(2) Request the Government to construct pedestrian links (including footbridges, covered walkways, elevators and escalators) to connect Hong Sing Garden, King Ming Court and Tsui Lam Estate with Po Lam area (SKDC(TTC) Paper No. 204/16)

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

193. A Member requested TD to carry out a study on implementing the proposal in view of the issues in Tsui Lam Estate. The uphill area was not easily accessible by public transport, so Members suggested introducing franchised bus routes operating with single-decked buses to serve the area and deploy two to three single-decked buses by the franchised bus company for departure

at the location off Wan Hang Road.

194. Ms Nana SHIU of TD responded that regarding hillside escalator links and elevator systems, the Government reported to the Legislative Council (LegCo) Panel on Transport in February 2010 on the results about the proposals assigned with priority for conducting preliminary technical feasibility studies. Eighteen proposals were initially screened and ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted so as to determine whether the proposals were technically feasible and what the preliminary project estimates would be. Subsequently, HyD would conduct preliminary technical feasibility studies progressively for the remaining proposals according to the priority assigned. As the Escalator Link System between Hong Sing Garden and Po Hong Road in Tseung Kwan O was ranked no. 14, the project had not been included for conducting the preliminary technical feasibility study yet. The Government would concentrate the resources to expeditiously implement the higher-ranking proposals of hillside escalator links of which the relevant works had not commenced yet. The remaining proposals would be followed up after the smooth implementation of the higher-ranking proposals. TD would look into Members' proposals.

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

(C) The 1 Question raised by Members (Road works / facilities)

(1) Issues related to Hiram's Highway Improvement Stage I project (SKDC(TTC) Paper No. 205/16)

196. The Chairman said the question was raised by Mr HIEW Moo-siew.

197. Mr TSE Leung-yau of HyD said the department was carrying out a study on the feasibility of implementing temporary improvement measures with the engineering consultants engaged and TD in the light of the comments received. HyD had also conducted an environmental review regarding the captioned project, including air quality, noise, ecology, visual impact and landscape, etc. The findings indicated that construction and operation of Hiram's Highway including the installation of noise barriers complied with the relevant statutory requirements. HyD would continue to consult all stakeholders on construction arrangement, environmental hygiene, greening, anti-mosquito measures and so on. The project had commenced. Land resumption was carried out in phases due opposition by some land occupiers. Site clearance and ground investigation works had also been launched.

198. A Member reflected that some buses or minibuses stopped at the bus bay at Hiram's Highway Kowloon bound near the flyover between 7:15 a.m. and 9:15 a.m., causing a traffic gridlock on Hiram's Highway. Regarding land resumption, HyD should continue to negotiaion with the relevant stakeholders and pay attention to environmental hygiene. The Member suggested that TTC should write to invite the subject officer of HyD responsible for the project to attend the meeting of the Working Group of Hiram's Highway Improvement Project to be held on 5 October 2016 for giving response to the feasibility of the proposed bus stop extension works.

199. The Chairman said TTC would write to HyD. He requested the Member to provide the Secretariat with proposed contents of the letter after the meeting, and also requested HyD to follow up Members' views.

X. Others

(A) Matters Arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 4th meeting of the Traffic and Transport Committee in 2016
(Paragraph 160 of the minutes of last meeting)
(SKDC(TTC) Paper No. 206/16)**

200. Members noted the paper.

- (2) Urge the relevant departments to patrol Choi Ming Street and handle the illegal parking problem there
(Paragraphs 163 to 171 and 180 of the minutes of last meeting)
(SKDC(TTC) Paper No. 207/16)**

201. Members noted the written reply from HKPF.

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

- (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 172 to 175 of the minutes of last meeting)
(SKDC(TTC) Paper No. 207/16)**

203. Members noted the written reply from HKPF.

204. A Member requested TD to conduct a comprehensive study on the traffic accident records obtained from the Police and recommended installation of red light cameras due to recurrence of traffic accidents near the junction at Wan Po Road on 6 and 17 May, 14 July and 7 September 2016.

205. Ms Nana SHIU of TD responded that the department had enquired the Police about the information on the traffic accidents occurred on the dates as mentioned by Members. There were four traffic accidents occurred in the vicinity of Wan Po Road and Shek Kok Road on similar time and date as mentioned, and none of them involved speeding or red-light jumping. TD noted Members' proposal to provide fixed speed enforcement cameras and red light cameras near Wan Po Road and Shek Kok Road, and would continue to monitor the traffic condition on the road concerned.

206. Mr CHU Chi-wai of HKPF said the Police would continue to conduct speed enforcement actions with laser guns.

207. A Member requested TD to explain the definitions of speeding or overloading and questioned why traffic accidents frequently occurred at the location if speeding or overloading was not involved. As the location concerned was of high pedestrian flow, the Member hoped TD would address the problem.

208. Ms Nana SHIU of TD responded that the information on the four traffic accidents mentioned just now was provided by the Police which did not attribute the accidents to speeding or red-light jumping after investigation.

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

XI. Progress Report of Major Works of the Sai Kung District Council
(Paragraphs 181 to 182 of the minutes of last meeting)
(SKDC(TTC) Paper No. 208/16)

210. Members noted the paper.

XII. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 183 to 188 of the minutes of last meeting)
(SKDC(TTC) Paper No. 209/16)

211. Members noted the paper.

212. Mr Marco CHU of SKDO reported that the working group had conducted two clearance operations in July 2016, and the scope of operation covered 19 locations in different streets and bicycle parking spaces in the district, removing 60 illegally parked bicycles. As an established practice, SKDO would allocate resources for clearing the improperly displayed publicity materials due to general election of LegCo, and the working group did not conduct clearance exercise in August 2016. On 22 and 29 September 2016, the working group had conducted clearance operations in Sheung Tak and Hang Hau respectively.

213. Members' views were as follows:

- Illegal parking of bicycle occurred at Sheung Tak public transport interchange (PTI), while staff of telecommunications service providers would hang materials on the walkways near the taxi stand. It was therefore suggested that the miscellaneous articles be cleaned up together at the time the clearance operation of illegally parked bicycles took place. Similar situation also occurred at a few PTIs in the district in that miscellaneous articles and publicity materials were always placed near the railings.
- A number of handcarts and miscellaneous articles were placed at the reversed-U-shaped railings installed along the pavement off Kan Hok Lane near Heung To Secondary School (Tseung Kwan O). It was suggested that the articles be cleaned up together during clearance operation.

214. Mr Marco CHU of SKDO said he would relay Members' views to the working group or the relevant department to follow up.

215. The Chairman requested SKDO to continue to follow up the issue.

XIII. Statistics on cycling accidents
(SKDC(TTC) Paper Nos. 210/16 and 211/16)

216. Members noted the paper.

XIV. 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 (Paragraphs 189 to 197 of the minutes of last meeting) (SKDC(TTC) Paper No. 212/16)

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

- Mr LEUNG Kam-wing, Senior Estate Surveyor/Sai Kung of DLO/SK
- Mr CHAU King-man, Estate Surveyor/East of DLO/SK
- Mr CHOW Sai-hung, Operation Director of Billion Vantage Investment Ltd.
- Miss KAM Heung-wah, Senior Project Manager of Billion Vantage Investment Ltd.
- Mr HUI Wai-man, Project Manager of Billion Vantage Investment Ltd
- Mr NG Kwok-fai, Director of LWK & Partners (HK) Limited
- Mr TSANG Kwok-ming, Director of Lanbase Surveyors Ltd
- Mr LO Ka-leung, Chief Officer of Engineering Technology of OZZO Technology (HK) Ltd.

218. Members noted the written reply from DLO.

219. Members' views were as follows:

- It was suggested that the four representatives of the nearby villages should be consulted when the development was to be implemented.
- It was suggested that the related issue should be presented with pictures.
- Members worried that the arrangement of granting a non-exclusive right-of-way over the access road in question would affect the users of private land and government land in future. Members also asked whether the roads in the vicinity would not be accessible after exchange of land.
- The area near the access of the location was currently used for parking. Members were concerned that whether the entrance of the existing car park would be blocked by the nearby buildings in days to come. As the developer might construct an additional access to the car park in future, Members queried how DLO/SK would deal with the aforesaid arrangement.
- As the right of way of the road section was non-exclusive by nature, the developer would be responsible for maintenance of that section. Members asked whether the Government would immediately take over the road section upon completion of the construction. Otherwise, Members worried that SKDO and SKDC might need to shoulder the coordinating responsibility of issues related to road damage in future. Members also asked whether the Government would develop other parts of the rural area in the same way, under what circumstances the Government would take back the possession of the private land and whether the public would be permitted to pass through the site after land resumption.

220. Mr CHAU King-man, Estate Surveyor/East of DLO/SK, responded as follows:

- The plans attached to Paper No. 159/16 had shown the access arrangement and impact on the existing entrance of the vehicular access.
- The site was government land at present. The proposed terms of exchange would permit the land owner to implement the proposed road works on the government land. Upon completion of the project, the status of the site being government land would remain

unchanged. The land was still owned by the Government and was also under its management.

- The proposed vehicular access could only connect to the proposed residential development while the footpaths at the sides of the access would be open to the public for walking to and from the nearby private land.

221. Mr LEUNG Kam-wing, Senior Estate Surveyor/Sai Kung of DLO/SK, said after construction of the proposed road section was completed, TD and HyD would assume the guiding role to handle issues related to whether the Government would take over the access road for the purposes of a public street and what the criteria of land resumption would be. Regarding whether land resumption was to be exercised, it would depend on whether TD considered it necessary to do so. In case TD considered resumption necessary and subject to the conditions of lease, LandsD would activate the mechanism in accordance with the lease conditions for taking over the road section.

222. Ms Rica LAW of TD said according to the proposed lease conditions, the road section was of non-exclusive right of way and was maintained by the private land owner at present. The road section currently only linked up to the development and no vehicular access would be provided for connecting to other private or government land. In this stage, TD did not consider taking over the site for use as a public street. Unless there were some major developments to be implemented in the surrounding area which might, as a result, facilitate the road access to connect to places other than the private development concerned, the relevant departments would not consider taking back the possession of the road section for use as a public street. In case the road section was changed to a public street in future, the design of the road section had to be compliant with TD's relevant standards.

223. The Chairman worried that if the land owner did not take up maintenance responsibility, SKDC or SKDO would need to follow up the maintenance of the road section consequently. Therefore, he requested that the contract to be entered between LandsD and the developer would specify the ownership and responsibility of maintenance and repair.

224. Mr LEUNG Kam-wing of DLO/SK said according to the land administration regimes, the developer should take over the management and maintenance responsibility of the access road to be constructed as well as illumination. It would be stipulated in the lease conditions that the land owner of the lot would be responsible for the maintenance. If complaints regarding the site concerned were received, the land owner would be requested to carry out the relevant maintenance or further action would be taken according to the lease conditions when required. Upon consultation with TTC, the department would make arrangement for gazettal of the project, and Members might raise further views afterwards.

225. Members' views were as follows:

- Although it was stipulated in the lease conditions that the land owner should be responsible for maintenance of the site concerned in future, the Government should possess the right of taking over the land at any time if any major construction project of road was to be implemented in future.
- It was suggested that villagers should be consulted in a comprehensive manner.
- A number of accesses in areas along Clear Water Bay Road and the rural area were of non-exclusive right of way. Many minority land owners did not know the related rights and responsibilities even after the land had been granted. Finally, they might request SKDC to

assist them in following up the cases. It was therefore suggested that LandsD should charge land premium from the minority land owners, ensuring that they understood the provisions regarding the land grant.

- SKDC noted the issue, but the application for development should be processed by government departments. Members suggested retaining the item and requested the department to submit a written reply and give response to the results after gazettal.

226. With Members' consent, the Chairman declared that the above item would be deleted and requested LandsD and the developer to follow up Members' views, stressing that the developer or minority land owners of the relevant site should be responsible for the maintenance and illumination in future. TTC did not object to the proposed development, but hoped that conditions would be incorporated to the contract entered between LandsD and the developer. The Chairman also requested LandsD to submit a written reply and inform SKDC of the progress in a timely manner.

XV. Any Other Business

227. The Chairman said an agenda item was referred to TTC to follow up by SKDC Housing and Environmental Hygiene Committee at its fifth meeting in 2016 held on 22 September 2016.

Overview of Stray Cattle Management in Sai Kung Request the Government to promptly install cattle grids in Sai Kung for the safety of stray cattle and drivers (Please refer to SKDC(M) Paper No. 135/16 and SKDC(M) Paper No. 159/16 dated 5 July 2016, as well as SKDC(HEHC) Paper No. 73/16 of Housing and Environmental Hygiene Committee dated 14 July 2016)

228. A Member pointed out that the related facilities were traffic facilities and suggested requesting TD to assist in the implementation of the proposal in writing.

229. The Chairman said as the relevant departments had formulated the relevant design plans already, TTC enquired TD whether HyD could commence the works.

230. Ms Rica LAW of TD said the department did not object to the installation of cattle grids in country parks by the Agriculture, Fisheries and Conservation Department (AFCD) when required and having regard to the safety of pedestrians and motorists. However, TD suggested that the relevant department should engage a consultant for preparation and submission of detailed design plans to TD for giving views from the perspective of road safety. TD opined that as cattle grids installed in country parks were cattle management facilities rather than traffic facilities, those facilities should be managed and maintained by the department making the proposal.

231. Members' views were as follows:

- AFCD said it lacked resources to implement the proposal. TD replied that it would only give views on the proposal. As the installation of cattle grids in country parks involved not only the provision of new facilities but also matters related to policy area, Members suggested requesting the Transport and Housing Bureau (THB) or DEVB to implement the proposal.

232. The Chairman said TTC would write to THB and declared that the above item would be retained.

XVI. Date of Next Meeting

233. The 6th meeting of 2016 would be held at 9:30 a.m. on 17 November 2016 (Thursday).

XVII. End of Meeting

234. The meeting was adjourned at 6:00 p.m.

Traffic & Transport Committee
Sai Kung District Council
October 2016