

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

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Date: 17 November 2016 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<b><u>Present</u></b>	<b><u>From</u></b>	<b><u>To</u></b>
Mr LAU Wai-cheung, Peter, MH (Chairman)	9:30 a.m.	2:30 p.m.
Mr CHONG Yuen-tung (Vice Chairman)	9:30 a.m.	2:30 p.m.
Mr AU Ning-fat, Alfred, MH	9:30 a.m.	2:30 p.m.
Mr CHAN Kai-wai	9:30 a.m.	2:30 p.m.
Mr CHAN Pok-chi, Jonathan	9:30 a.m.	2:30 p.m.
Mr CHEUNG Mei-hung	9:50 a.m.	2:30 p.m.
Mr CHUNG Kam-lun	1:23 p.m.	2:30 p.m.
Mr FAN Kwok-wai, Gary	9:30 a.m.	2:30 p.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	2:30 p.m.
Mr HIEW Moo-siew	9:30 a.m.	2:30 p.m.
Mr HO Man-kit, Raymond	10:22 a.m.	1:45 p.m.
Mr KAN Siu-kei	11:00 a.m.	2:30 p.m.
Mr LAI Ming-chak	9:30 a.m.	2:30 p.m.
Mr LAM Siu-chung, Frankie	9:30 a.m.	2:30 p.m.
Mr LEUNG Li	9:30 a.m.	2:30 p.m.
Mr LI Ka-leung, Philip	9:30 a.m.	2:30 p.m.
Mr LING Man-hoi, BBS, MH	9:30 a.m.	2:30 p.m.
Mr LUI Man-kwong	9:30 a.m.	2:30 p.m.
Mr LUK Ping-choi	9:30 a.m.	12:45 p.m.
Mr TAM Lanny, Stanley, MH	9:30 a.m.	2:30 p.m.
Mr TSE Ching-fung	9:30 a.m.	2:30 p.m.
Mr WAN Kai-ming	9:53 a.m.	2:30 p.m.
Mr YAU Yuk-lun	10:12 a.m.	2:30 p.m.
Miss LI Yee-shuan, Zoey (Secretary)	Executive Officer (District Council) 2, Sai Kung District Office	

**In attendance**

Mr KWOK Chung-kai, Peter	Assistant District Officer (Sai Kung)1, 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
Mr CHEUNG Kin-hung, Eric	Senior Engineer/Housing & Planning/New Territories East, Transport Department

Ms LAW Wai-ka, Rica	Engineer/Sai Kung, Transport Department
Ms SHIU Lai-ming, Nana	Engineer/Pedestrian Improvements, Transport Department
Mr WOO Kwong-ming	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 CHOW Yun-tong	Senior Landscape Architect/New Territories, Highways Department
Miss SOONG Suk-mei, May	Assistant Landscape Officer/New Territories, , Highways Department
Mr MOK Sui-ming	District Representative (Tseung Kwan O), Hong Kong Police Force
Mr LAI Kin-kwok	District Traffic Team Representative (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 Paul YEUNG	Senior Manager (Operations), Kowloon Motor Bus Company (1933) Limited	} For agenda item (III)
Mr LAI Ka-long	Senior Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited	
Mr MAK Shing-pong, Douglas	Senior Officer (Operations), Kowloon Motor Bus Company (1933) Limited	
Ms CHUNG Pui-yi, Penny	Senior Public Affairs Officer, Citybus Limited/ New World First Bus Services Limited	} For agenda item (VI)
Ms SO Yuk-yin, Rysta	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	

### **Absent**

Mr CHAU Yin-ming, Francis, BBS, MH

Mr WAN Yuet-cheung, BBS, MH, JP

### **Welcome Remarks**

The Chairman welcomed all Members and representatives of government departments and organisations to the 6<sup>th</sup> meeting of the Traffic and Transport Committee (TTC) in 2016, particularly Mr WOO Kwong-ming, Engineer/Special Duties 1 of the Transport Department (TD).

2. The Chairman said Mr WAN Yuet-cheung and Mr Francis CHAU were unable to attend the meeting as they were out of town. They had given the Notification of Absence from Meeting to the Secretariat before the meeting as required. There being no objection from Members, the Chairman declared that the applications for absence from meeting were approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders. In addition, a total of 14 motions and three questions had been received for discussion at the meeting.

**I. Confirmation of minutes of the 5<sup>th</sup> meeting of TTC in 2016**

3. There being no proposed amendment, the Chairman declared that the captioned minutes of meeting were confirmed.

**II. Major changes in public transportation services launched in Sai Kung district from 1 September 2016 to 31 October 2016**  
**(Paragraph 5 of the minutes of last meeting)**  
**(SKDC(TTC) Paper No. 221/16)**

4. Members noted the paper.

**III. Items related to bus service**

**(A) Matters Arising**

**(1) Progress on the follow up of bus services by the Transport Department in response to the 5<sup>th</sup> meeting of the Traffic and Transport Committee in 2016**  
**(Paragraph 10 of the minutes of last meeting)**  
**(SKDC(TTC) Paper No. 222/16)**

5. Members noted the paper.

**(2) Request to resume the service of route no. 692, to maintain the service frequency of route no. 692P during rush hours and to have route no. 690 running via Hang Hau and Tseung Kwan O South during non-rush hours**  
**(Paragraph 11 of the minutes of last meeting)**

6. A Member suggested incorporating the captioned proposals into the Bus Route Planning Programme for the coming year.

7. 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 12 of the minutes of last meeting)**

8. Members' views were as follows:

- Members suggested omitting Wong Tai Sin for some of the special trips of route no. 290 (Tseung Kwan O bound), advancing the special trips running from Tseung Kwan O to Tsuen Wan during the commuting hours after work as well as the peak period services, and increasing bus frequencies of routes running from Tseung Kwan O to Tsuen Wan.
- There were a number of passengers waiting for buses at King Ling College Bus Stop (Tseung Kwan O Bound), especially during the commuting hours after school. Therefore, Members suggested increasing bus frequencies during the relevant period as well as the number of buses running along Clear Water Bay Road.

9. Mr CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD, responded as follows:
- TD was planning with the Kowloon Motor Bus Company (1933) Limited (KMB) to arrange more departures from LOHAS Park which was expected to be implemented in January 2017. TD would notify Members of the exact implementation date when available.
  - The routing of route no. 290 running via Wong Tai Sin, East Kowloon and West Kowloon had been arranged to be as direct as possible. Buses of the route made fewer stops than those of the routes running via Lung Cheung Road. Yet, TD would monitor the changes in patronage and consider Members' views with the bus company, so as to cope with the demand of passengers travelling directly from Tseung Kwan O to Tsuen Wan.
10. The Chairman requested TD and the bus company to note Members' views and conduct further studies on the matters. He also declared that the above item would be retained.
- (4) Strongly object to the Transport Department for adjusting the routing of route no. E22A before reaching a consensus with the SKDC and request the Transport Department to re-provide the stops at Serenity Place and Finery Park  
Request the Transport Department to look into a solution to cater for the needs of those living in Serenity Place, Verbena Heights and Finery Park after adjusting the routing of route no. E22A  
(Paragraphs 13 to 16 of the minutes of last meeting)**
11. The Chairman said TTC had conducted a site visit on 7 November 2016 along with the representatives of TD and the Citybus Limited (Citybus).
12. Mr CHU Cheuk-king of TD said the department had initially identified suitable locations for the construction of bus bays and would study further in this regard.
13. As the two captioned items were similar in nature, there being no objection from Members, the Chairman declared that the item "Strongly object to the Transport Department for adjusting the routing of route no. E22A before reaching a consensus with the SKDC and request the Transport Department to re-provide the stops at Serenity Place and Finery Park" would be deleted and the other 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 17 to 20 of the minutes of last meeting)**
14. A Member enquired about the date of works commencement and hoped that the bus stop could be commissioned before the Lunar New Year.
15. Mr NG Kin-fung, District Engineer/Tseung Kwan O of the Highways Department (HyD), said the works had commenced and were expected to be completed in December 2016.
16. The Chairman declared that the above item would be retained one more time and would be deleted after the completion of the works.
- (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 21 to 25 of the minutes of last meeting)**

17. Mr CHU Cheuk-king of TD said the department was identifying suitable locations near Leung Kit Wah Primary School for the provision of a bus stop for joint use by the Citybus Limited and New World First Bus Services Limited (Citybus/NWFB) and KMB with more space for queuing up as well as a shelter. TD would report to TTC after the plan was finalised.

18. Members' views were as follows:

- Members welcomed TD to construct a shelter for the bus stop at Leung Kit Wah Primary School as soon as possible and suggested retaining the item. The bus stop at Leung Kit Wah Primary School was spacious enough for queuing up of passengers and installing a shelter. Members asked whether it was due to other factors that a shelter could not be installed there.
- It was hoped that TD and the bus companies could install shelters at all bus stops in the district as soon as possible. Members also hoped that the planned works for constructing a shelter at bus stops would be implemented as soon as practicable, including the works at Chung Wa Road Bus Stop. Members enquired about the relevant completion dates as well.
- Route no. 798 would not stop at Leung Kit Wah Primary School when buses passed the stop at around 6:55 a.m. Members queried that route no. 798A departing at 7:05 a.m. could not meet the demand of commuters or students. Therefore, Members suggested providing one more trip of the route departing from Hong Sing Garden at 6:45 a.m. and hoped that the bus company would look into the service arrangement of route no. 798A, provide regular bus routes running via the uphill area, and timely conduct the feasibility study on the bus rationalisation programmes.
- Members suggested providing an MTR station at Hong King area on the East Kowloon Line, or installing elevators or lifts connecting Metro City or Po Hong Road and Hong Sing Garden.

19. Mr CHU Cheuk-king of TD responded that there was enough space at the bus stop at Leung Kit Wah Primary School for queuing up. TD and the bus company had considered constructing a shelter at the existing queuing area of route no. 798, but the plan was shelved because of technical constraints. To construct a shelter at the bus stop for route no. 798, an alternative queuing area should be identified as there were many passengers awaiting buses there in the morning peak period. Therefore, the department had to look into ways to facilitate queuing of passengers for the time being. TD would timely follow up the proposal of installing shelters at the aforesaid bus stop and Chung Wa Road Bus Stop and would report to Members if there was any progress.

20. Ms Penny CHUNG, Senior Public Affairs Officer of Citybus/NWFB, responded as follows:

- Citybus/NWFB had earlier submitted an application to TD for installing a shelter at Chung Wa Road Bus Stop. The bus company would also work with TD to continue exploring feasible ways to install a shelter at Leung Kit Wah Primary School Bus Stop.
- The bus company noted Members' views that the departure of route no. 798 at 6:55 a.m. was already full when it reached the bus stop at Leung Kit Wah Primary School.

Citybus/NWFB would monitor the patronage and arrival times of route no. 798 series, including route nos. 798, 798A and 798B and would consider taking improvement measures such as increasing service frequencies where necessary.

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

22. 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 New World First Bus Services Limited/Citybus Limited to promptly provide bus schedule display boards at bus stops in the whole territory (SKDC(TTC) Paper Nos. 226/16 and 266/16)**

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

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

25. Mr CHU Cheuk-king of TD responded that the department understood the local demand for better waiting facilities at bus stops, especially the installation of display panels showing information of estimated arrival time. Therefore, TD would provide such facilities as far as practicable taking into account factors such as passenger demand and geographical environment. The department would keep in touch with the bus companies and proactively push for the installation of such facilities.

26. Ms Penny CHUNG of Citybus/NWFB responded that the bus company was working on the provision of real-time bus arrival time enquiry service which was expected to be rolled out for all routes of Citybus/NWFB by 2018. Citybus/NWFB would install electronic display panels at around 200 bus stops built with shelters and equipped with power supply facilities across the territory in phases. When assessing whether a bus stop was suitable for installing electronic display panels, Citybus/NWFB had to take into account factors such as the geographical environment, pedestrian flow, number of routes making a stop at the station and space available for the installation.

27. Members views were as follows:

- Members suggested installing electronic display panels at Sai Kung Bus Terminus.
- KMB had installed a shelter for its bus stop at Sai Kung Town Hall. Members suggested that NWFB should follow suit.
- Members hoped that Citybus/NWFB would install electronic display panels at the bus stop in the district as soon as possible, starting with the major bus stops near MTR stations such as public transport interchanges.
- Members suggested KMB install display panels at Hong Sing Garden Bus Stop (Kowloon bound).
- Members supported the motion and suggested installing display panels at the bus stops of route nos. 91 and 92 at the countryside.

28. Mr Douglas MAK, Senior Officer (Operations) of KMB, responded that KMB was following up the proposal of installing display panels at the bus stops along Po Lam Road North and that at Hong Sing Garden.

29. The Chairman agreed that display panels should be installed at bus terminuses first. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD and Citybus/NWFB to follow up Members' views.

**(7) Request to advance the first departure of route no. 796X at LOHAS Park  
(Paragraphs 26 to 28 of the minutes of last meeting)**

30. A Member reflected that commuters or students could not arrive on time even taking the route with the earliest departure time at 6:55 a.m. due to traffic congestion at Tseung Kwan O Tunnel. It was thus hoped that NWFB would continue to follow up this matter.

31. Ms Penny CHUNG of Citybus/NWFB responded that the bus company had recently reviewed the patronage of route no. 796X again and found that its service could cope with passenger demand. Citybus/NWFB noted Members' views and would take the views as reference for study in future.

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

**(8) Request Kowloon Motor Bus route no. 296D to run via Chui Ling Road and King  
Ling Road and add en route stops there  
(Paragraphs 30 to 35 of the minutes of last meeting)**

33. With the intake of the residential development projects in Tseung Kwan O South one after another, a Member suggested implementing the proposal and retaining the item as the proposal might be incorporated into the Bus Route Planning Programme for the coming year.

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

**(9) 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 36 to 39 of the minutes of last meeting)**

35. A Member reflected that there was no overnight transport service around LOHAS Park and suggested extending the services of route no. N796 and other overnight bus routes to LOHAS Park and retaining the item.

36. Ms Penny CHUNG of Citybus/NWFB responded that the bus company was pleased to continue working with TD to study the service proposals of route no. N796 to serve the residents of LOHAS Park, the Beaumont and Oscar by the Sea.

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

**(10) Request the Government to look into providing cross-boundary coach services that  
run via Liantang/Heung Yuen Wai Boundary Control Point in this district  
(Paragraphs 42 to 46 and 65 of the minutes of last meeting)**

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

39. 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 the provision of cross-boundary coach services in the district via the new control point at the Hong Kong-Zhuhai-Macao Bridge (SKDC(TTC)Paper No. 227/16)**

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

41. Mr CHU Cheuk-king of TD responded that TD would normally negotiate with cross-boundary coach operators near the commissioning of a control point and issue cross-boundary coach quota to the relevant operators. Operators would submit applications to TD for the routing and stops within the Hong Kong territory based on commercial and market consideration. When handling the applications, TD would consider factors such the convenience for passengers, ancillary facilities, road safety and traffic condition. TD had conveyed Members' views to the operators for setting up cross-boundary coach stops in the district. As for the routing and stops in the Mainland or in Macau, coach operators would submit applications to the relevant Mainland or Macau authorities. En route stops would be provided for the "A" routes operated by Long Win Bus Company Limited and Citybus at the Hong Kong-Zhuhai-Macao Bridge Control Point. Passengers of "A" routes could get off at the control point where they could take shuttle buses to go to Macau or Zhuhai directly via the Hong Kong-Zhuhai-Macao Bridge. TD would report to Members if further details were available.

42. A Member suggested the provision of franchised cross-boundary coach services by Citybus or franchised operators in the district, or the provision of green minibus (GMB) service to Lok Ma Chau Control Point or Huanggang Control Point, and following the practice for Tuen Mun to provide "B" bus routes. It was also hoped that there would be franchised bus services to the new control point.

43. Mr CHU Cheuk-king of TD pointed out that there was limited space at the control point and the railway capacity was much higher. Therefore, TD encouraged the public to choose rail route first for travelling to the control point. "B" bus routes mainly took passengers to the nearest urban areas for them to interchange to other transport services. Yet, TD noted Members' views which would be conveyed to the operators and the staff of TD.

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

**(11) Request the bus companies to respect the Transport Department and the District Council and give advance notice to / consult the District Council before relocating or cancelling bus stops (Paragraphs 47 to 51 of the minutes of last meeting)**

45. Ms Penny CHUNG of Citybus/NWFB reported that the bus stops of route no. 796C (towards Oscar by the Sea) and route no. 796X (towards LOHAS Park/Tseung Kwan O Station) at the Tiu Keng Leng Public Transport Interchange (PTI) would be moved to Tiu Keng Leng Station in the area outside the glass entrance of Metro Town Shopping Mall with effect from 10:00 a.m. on 30 October in response to Members' views.

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



**(12) 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 52 to 53 of the minutes of last meeting)**

47. A Member pointed out that the bus company was carrying out a study on the proposal and suggested retaining the item until a final decision was made.

48. Mr CHU Cheuk-king of TD said the department would work with the bus company to carry out a study on the relevant bus routings. TD would report to Members if there was any progress.

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

**(13) Request the New World First Bus to increase the service frequency of route no. 798A to meet the needs of residents (Paragraphs 54 to 56 of the minutes of last meeting)**

50. A Member requested NWFB to look into the issues concerning route no. 798A and suggested conducting consultation on the rationalisation of the bus routes in the district in 2017.

51. Ms Penny CHUNG of Citybus/NWFB responded that the latest patronage figures of route no. 798A showed that the occupancy rate of its Sha Tin bound trips in the morning was around 50% while that of its Tseung Kwan O bound trips in the evening was around 35%. Yet, Citybus/NWFB would keep monitoring the patronage of route no. 798 series to consider whether it was necessary to increase service frequency at specific hours.

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

**(14) Request the Kowloon Motor Bus Company to use double-decker bus to run route no. 95M during the evening rush hours (Paragraphs 60 to 64 of the minutes of last meeting)**

53. Mr Douglas MAK of KMB reported that the bus company had progressively replaced some double-decker buses with single-decker buses for operating route no. 95M in accordance with the Bus Route Planning Programme in 2015. Two double-decker buses had been replaced with single-decker buses in March and August 2016 respectively. Since October 2016, KMB had replaced a number of single-decker buses operating in the morning and evening peak hours with double-decker buses, including those departing from Tsui Lam Estate at 7:35 a.m. and 8:55 a.m. Only the trips departing at 7:20 a.m. and 8:35 a.m. were run by single-decker buses in the morning peak hours (7:00 a.m. to 9:00 a.m.). KMB had arranged staff to conduct real-time observation of the occupancy of the two trips in October 2016. There were 36 seats and 45 places for standees on a single-decker bus. All the seats were occupied for both trips at peak occupancy, with 14 and 15 standees recorded for the trip departing at 7:20 a.m. and that departing at 8:35 a.m. respectively. Yet, there was much space for standees for both trips. KMB had also replaced single-decker buses with double-decker buses for the trips departing from Elegance Road at 5:35 p.m. and 6:55 p.m. respectively. Only the trips departing from Elegance Road at 5:15 p.m. and 6:35 p.m. were run by single-decker buses in the evening peak hours (5:00 p.m. to 7:00 p.m.). KMB had arranged staff to conduct real-time observation of the occupancy of the two trips in October 2016. It was found that 34 seats (with no standees) were occupied for the former trip, while 35 seats were occupied with 9 standees for the latter trip. A balance between operational

efficiency and passenger demand had been struck under the existing arrangement.

54. Members' views were as follows:

- KMB's report was probably based on the patronage figures recorded at the terminuses. It was not ideal to have more than 10 standees on a bus after the trips were run by single-decker buses. The bus company should not conclude that its service could meet passenger demand based on the fact that there was much space for standees for both trips. It was hoped that trips in the peak periods should all be run by double-decker buses. The bus company was requested to re-examine the occupancy of trips running at specific hours.
- It was dangerous for passengers to stand on a bus. Therefore, the number of standees should be minimised as far as practicable.
- It was suggested that route no. 95M be extended to Amoy Gardens and Jordan Valley in order to boost its patronage and be run by double-decker buses. Extensive consultation should be conducted in this regard.

55. Mr Douglas MAK of KMB pointed out that the peak number of standees was slightly more than 10 throughout the journeys. In fact, there were vacant seats on some of the buses when departing from the terminuses. KMB worried that it would be inefficient for all trips in peak hours to be run by double-decker buses. Besides, double-decker buses could accommodate around 120 to 135 passengers. If route no. 95M was run fully by double-decker buses in peak hours, some seats would remain unoccupied throughout the journeys. As for the extension of route no. 95M to Amoy Gardens and Jordan Valley, the proposal should to be further studied.

56. The Chairman opined that it was not ideal to have more than 10 standees on a bus. As such, he requested KMB to review the patronage, optimise the routing and deploy double-decker buses to run the route as far as practicable. The Chairman also declared that the item would be retained.

**(15) Request to increase the service frequency of airport bus route no. A29P to 30 minutes per departure  
(Paragraphs 66 to 71 of the minutes of last meeting)**

57. Members' views were as follows:

- Route nos. A29P and E22A ran via Tseung Kwan O South on similar schedules, but the bus stops of the two routes were far away. As such, the departure times and bus stop arrangement of the two routes should be reviewed and the service frequency of route no. A29P should be increased.
- The luggage racks on airport buses should be enlarged.

58. Ms Penny CHUNG of Citybus/NWFB said the service of route no. A29P could meet passenger demand based on the recent patronage figures recorded. Yet, Citybus/NWFB would continue to monitor the patronage and operation of the route to see if its service needed to be adjusted. Citybus/NWFB had reviewed the arrival times of route nos. A29P and E22A. It took around 10 minutes for buses departing from Tseung Kwan O to arrive in Tseung Kwan O South. It was believed that passengers should have enough time to walk to another bus stop to interchange to another route if necessary. Citybus/NWFB also noted Members' view concerning the luggage racks.

59. A Member worried that passengers carrying luggage might not be able to reach the other bus stop in 10 minutes to interchange to the other route. It was thus hoped that the bus company would make further adjustment in this regard.

60. Ms Penny CHUNG of Citybus/NWFB responded that the bus company noted Members' views and would further monitor the arrival times of route nos. E22A and A29P. Yet, passengers taking "A" routes were encouraged to check the real-time bus arrival time through its website or mobile application in advance.

61. The Chairman requested Citybus/NWFB to examine the arrival times of the two airport routes and declared that the above item would be retained one more time.

**(16) Request the bus companies to solve the high temperature problem inside bus compartments  
(Paragraphs 72 to 77 of the minutes of last meeting)  
(SKDC(TTC) Paper Nos. 223/16, 224/16 and 225/16)**

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

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

**(17) 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  
(Paragraphs 78 to 83 of the minutes of last meeting)**

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

**(18) Urge the Kowloon Motor Bus Company to deploy more buses with high capacity (12.8 metres long) to run various routes of this district  
(Paragraphs 84 to 88 of the minutes of last meeting)**

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

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

**(1) Request the New World First Bus Services Limited / Citybus Limited to promptly provide bus schedule display boards at bus stops in the whole territory  
(SKDC(TTC) Paper No. 226/16)**

**(2) Request the Government to look into the provision of cross-boundary coach services in the district via the new control point at the Hong Kong-Zhuhai-Macao Bridge  
(SKDC(TTC) Paper No. 227/16)**

66. The Chairman said the first and second motions had been carried and discussed with other issues earlier.

**(3) Request to delay the last departure of bus route no. A29  
(SKDC(TTC) Paper Nos. 228/16 and 267/16)**

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

68. Members noted the written reply from Citybus.

69. A Member hoped that the proposal would be implemented for the convenience of residents and looked forward to the prompt reply from Citybus.

70. Ms Penny CHUNG of Citybus/NWFB said the bus company would proactively study the feasibility of enhancing the bus services between Tseung Kwan O and the airport.

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

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

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

##### **(1) Progress on the follow up of minibus services by the Transport Department in response to the 5th meeting of the Traffic and Transport Committee in 2016 (Paragraph 89 of the minutes of last meeting) (SKDC(TTC) Paper No. 229/16)**

72. Members noted the paper.

##### **(2) Request to increase the service frequency of green minibus route nos. 112M / 112S and to improve the routing (Paragraphs 90 to 92 of the minutes of last meeting)**

73. Mr CHU Cheuk-king of TD said the operator had agreed to optimise services of the routes concerned and increase service frequency. It was preliminarily proposed to omit the section of Wan Po Road to the south of Chun Yat Street, which was expected to have minimal impact on passengers. However, passengers travelling to and from HSBC Building Tseung Kwan O would have to take the route at Chun Yat Street. TD would conduct local consultation in accordance with the established procedures. The consultation was expected to take place in November 2016. The operator had also submitted an application in the meanwhile to increase the number of vehicles for operating route no. 112M. TD would promptly process the application which was expected to be completed in November 2016.

74. A Member welcomed TD's arrangements and hoped that the impact on those working in the Industrial Estate would be minimised. The Member requested retaining the item and suggested TD consider introducing electric vehicles to operate in the district and increasing the number of charging stations.

75. Mr CHU Cheuk-king of TD responded that TD had all along encouraged operators and GMB service providers to, when replacing vehicles, consider switching to more environmentally-friendly vehicles such as electric vehicles, LPG vehicles or vehicles of higher Euro emission standards. The Environmental Protection Department (EPD) had also launched a subsidy scheme in recent years, encouraging commercial vehicle operators like GMB or red minibus operators to replace their vehicles with more environmentally-friendly ones proactively. TD would convey Members' views to the operators.

76. The Chairman requested TD to promptly follow up the application for increasing the number of vehicles for operating route no. 112M and 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 93 to 100 of the minutes of last meeting)**

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

**(4) 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  
(Paragraphs 101 to 104 of the minutes of last meeting)**

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

**(5) Suggest to extend the service hours of minibus route no. 110 to late at night  
(Paragraphs 105 to 108 of the minutes of last meeting)**

79. Mr CHU Cheuk-king of TD said the department worried that the service performance would be affected after extending the route to Mong Kok. At present, there were already other public transport routes serving Mong Kok, Prince Edward Road East, as well as the area around Kai Ching Estate and Tak Long Estate. Therefore, TD had no plan to adjust the routing for the time being. In addition, there were already two overnight bus routes travelling between Tseung Kwan O and most areas of Kowloon. The services could meet passenger demand. TD worried that introducing additional overnight routes would result in duplication of resources and vicious competition. Therefore, the department had no plan to extend the service hours of route no. 110 for the time being.

80. A Member pointed out that the journey times of the existing two overnight bus routes were long and both routes made a number of stops. Therefore, it was hoped that the proposal would be implemented for the convenience of residents living in Tseung Kwan O South and Tiu Keng Leng, so that they could travel to and from Kowloon East within a short time at late night.

81. Mr CHU Cheuk-king of TD responded that the department worried that inadequate patronage would make it infeasible to operate the route as proposed. Yet, TD noted Members' views and would closely monitor the overall passenger demand for the route as well as carry out further studies on the proposal where necessary.

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

**(6) 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  
(Paragraphs 109 to 113 of the minutes of last meeting)**

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

**V. Items related to taxi service**

**(A) The 1 Question raised by Members (Taxi)**

**(1) Taxis wait for passengers at the restricted zone of Mau Yip Road  
(SKDC(TTC) Paper Nos. 230/16 and 259/16)**

84. The Chairman said the question was raised by Messrs CHUNG Kam-lun and Gary FAN.

85. Members noted the written reply from the Hong Kong Police Force (HKPF).

86. Mr CHU Cheuk-king of TD responded that the department would examine the proposal of designating a restricted zone with its Traffic Engineering Division.

87. The Chairman requested HKPF and TD to follow up Members' views.

**VI. Items related to MTR service**

**(A) Matters Arising**

88. The Chairman welcomed Ms Rysta SO, Assistant Public Relations Manager - External Affairs of MTR Corporation Limited (MTRCL).

**(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 5th meeting of the Traffic and Transport Committee in 2016  
(Paragraph 121 of the minutes of last meeting)  
(SKDC(TTC) Paper No. 231/16)**

89. Members noted the paper.

**(2) Request to solve the severe problem of hot air emission at Exit C of the LOHAS Park Station  
(Paragraphs 130 to 133 of the minutes of last meeting)**

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

**(3) Request the MTR Corporation to provide clearer directions to the awaiting passengers at the platform of North Point Station  
(Paragraphs 136 to 140 of the minutes of last meeting)**

91. A Member pointed out that the problem had yet been improved. Without clear direction, non-local residents might easily get on the wrong rail line to the wrong destination. Therefore, the Member suggested retaining the item.

92. Ms Rysta SO, Assistant Public Relations Manager - External Affairs of MTRCL, said the company had installed a number of large information display panels at North Point Station. There were also audio announcements on the platforms and inside the trains providing information to passengers. Coupled with the mobile application, passengers should be well informed of train schedules. MTRCL noted Members' views and would continue to monitor the situation.

93. The Chairman believed that the information display panels at North Point Station had been improved. Yet, he agreed that the item would be retained one more time.

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

**(1) Request to provide wide gates or smart-ticket gates (in blue) at the LOHAS Park Station  
(SKDC(TTC) Paper Nos. 232/16 and 268/16)**

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

95. Members noted the written reply from MTRCL.

96. A Member suggested providing MTR Fare Saver near The Beaumont II.

97. Ms Rysta SO of MTRCL said the discussion at the meeting was mainly on the provision of gates at LOHAS Park Station. Information relating to MTR Fare Saver was not available yet.

98. 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.

**(2) Request to expeditiously construct the North Hong Kong Island Line  
(SKDC(TTC) Paper Nos. 233/16, 268/16 and 271/16)**

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

100. Members noted the written replies from MTRCL and HyD.

101. Ms Rysta SO of MTRCL said she understood the importance of railway development to society. Yet, the overall railway planning and development in Hong Kong was government-led. MTRCL would do its utmost to tie in with the future railway development taken forward by the Government.

102. A Member suggested incorporating the North Island Line into the "Railway Development Strategy 2020" for priority implementation.

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

**(3) Request the Transport Department to implement the provision of an MTR station at the Hong Kong University of Science and Technology to cope with the population growth and alleviate the traffic congestion in the district  
(SKDC(TTC) Paper Nos. 234/16, 268/16 and 272/16)**

104. The Chairman said the motion was moved by Mr YAU Yuk-lun and seconded by Messrs HIEW Moo-siew and Philip LI.

105. Members noted the written replies from MTRCL and HyD.

106. Members' views were as follows:

- Sai Kung and the vicinity of Clear Water Bay were not well served by transport network. Members suggested developing the hill area behind Po Lam to connect Clear Water Bay and the Hong Kong University of Science and Technology (HKUST). It was necessary to conduct extensive consultation on the matter.
- Members hoped that an MTR station would be constructed near HKUST to improve the traffic situation as soon as possible.
- Members also suggested constructing an MTR station in Sai Kung. TTC should be promptly informed if the proposal was feasible.

107. Ms Rysta SO of MTRCL said MTRCL noted Members' views. Yet, the overall railway planning and development in Hong Kong was government-led. MTRCL would do its utmost to tie in with the future railway development taken forward by the Government.

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

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

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

#### **(1) The arrangement of public transportation services after the cancellation of the Tropical Cyclone Warning Signal no. 8 or the Black Rainstorm Warning Signal during office hours (Paragraphs 114 to 119 of the minutes of last meeting)**

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

### **(B) The 1 Motion presented by Members (other public transport services)**

#### **(1) Urge to look into constructing a railway to link up with the LOHAS Park Station, the new town at Area 137 of Tseung Kwan O and the east of Hong Kong Island and plan for well-designed public transport complementary services (SKDC(TTC) Paper Nos. 235/16 and 260/16)**

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

111. Members noted the written replies from the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD).

112. A Member pointed out that there were inadequate transport facilities in LOHAS Park and Wan Po area in the vicinity of Tseung Kwan O Area 137. It was thus suggested that adequate transport facilities, including railway network, should be provided before increasing housing supply in the area. The Government should also carry out a study on the provision of footbridges and road links.



113. Ms Rysta SO of MTRCL responded that the railway development and planning in Hong Kong was government-led and should thus be handled by the Government.

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

### **VIII. 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 142 of the minutes of last meeting)  
(SKDC(TTC) Paper No. 236/16)**

115. Members noted the paper.

116. As the representative of the tree management team of HyD had yet arrived at the meeting, there being no objection from Members, the Chairman decided to discuss other items first.

- (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  
(Paragraphs 153 to 157 of the minutes of last meeting)  
(SKDC(TTC) Paper No. 238/16)**

117. Members noted the written reply from HyD.

118. Members said the traffic flow nearby would be increased because of the developments at Anderson Road Sites. Therefore, the works should commence promptly and the downhill section of Po Lam Road North should be widened. It was suggested that the above item be retained.

119. Ms Nana SHIU, Engineer/Pedestrian Improvements of TD responded that the relevant departments were conducting the feasibility studies on the housing development in Tseung Kwan O. Long-term traffic assessment and planning would be made for the area along Po Lam Road North, hoping to tie in with the future development in the district.

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

- (4) Request to provide pedestrian crossing facility at Ying Yip Road for the safety of pedestrians  
Request the Transport Department to attach importance to the call for the prompt widening of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) and installation of traffic lights there  
(Paragraphs 158 to 170 of the minutes of last meeting)**

121. Ms Nana SHIU of TD reported that consultation was being conducted in the district through the Sai Kung District Office (SKDO) on the widening of Ying Yip Road northbound (the section

between Chap Fuk Road and Po Ning Road).

122. The Chairman declared that the above item would be retained and requested TD to follow up the matter as soon as possible.

- (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 171 to 180 of the minutes of last meeting)**  
**(SKDC(TTC) Paper No. 239/16)**

123. Members noted the written reply from the Lands Department (LandsD).

124. As there were a number of items related to parking spaces, there being no objection from Members, the Chairman declared that the issues would be merged as "Request to provide additional carparks and parking spaces for various types of vehicles (including those for disabled persons) in Sai Kung district".

125. Ms Rica LAW, Engineer/Sai Kung of TD, responded as follows:

- TD collected data on 2 and 8 October 2016 and found that the occupancy rate of coach parking spaces to be more than 30%. As there was still a certain demand for coach parking spaces and coaches needed space to make turns or U-turns, a coach parking space could only be altered into one or two private vehicle parking spaces. As such, it was not cost-effective to do so. The Government's parking policy was to accord priority to commercial vehicles including coaches and tie in with their parking need. The Government's transport policy is underpinned by public transport. As private vehicles were mainly for private use, TD opined that altering some coach parking spaces into private vehicle parking spaces might prompt more people who originally would take public transport to drive their own cars to Pak Tam Chung. It would instead push up the demand for private vehicle parking spaces. There was only one narrow entrance at the car park for coaches. If allowing private vehicles to use some of the parking spaces, it might obstruct coaches entering or existing the car park or making U-turns there. As such, careful consideration was needed for the proposal.

126. Members' views were as follows:

- There was a keen demand for parking spaces in Pak Tam Chung especially during holidays.

- Therefore, a multi-storey car park was suggested to be constructed in Pak Tam Chung.
- Coaches might mainly carry group passengers. As the general public would take public transport or travel by private vehicles, the arrangement for coaches was not their major concern. Besides, some coaches would leave Pak Tam Chung after dropping off passengers. As such, it was suggested that short-term pilot measures be introduced to alter some of the coach parking spaces into private vehicle parking spaces, or outsource its operation to contractors for management during holidays. Yet, parking meters should not be installed there for the time being. The option should be considered in the latest parking meter project.
  - Parking meters had never been installed there. People going to the country park in Pak Tam Chung or the Geopark generally would not return to the parking spaces within two hours. Therefore, Members asked whether the parking meters which might be installed there were two-hour meters and suggested adopting the management model of a car park. Another Member was pleased to hear that TD would install parking meters there but opined that the time limit of the meters should be extended to three or four hours and the parking fee should not be too low. The traffic situation there should also be improved and the public should be encouraged to take public transport. Parking spaces should be provided for the convenience of the elderly and wheelchair users to travel to the area.
  - There were inadequate transport ancillary facilities in the vicinity of the Geopark. It was suggested that the Hong Kong Tourism Board should make improvement in this regard.

127. Ms Rica LAW of TD responded that when considering the proposal of building a multi-storey car park, the department had to take into account factors such as the usage rate of parking spaces, whether it would affect nearby traffic flow, as well as its impact on the environment. At present, there were 97 private vehicle parking spaces in Pak Tam Chung. As there was no parking meter, the parking time of most vehicles might be relatively long, thereby straining the availability of parking spaces on weekends and holidays. Therefore, TD explored the feasibility of installing meters at some of the parking spaces to increase the turnover rate. TD noted Members' views and would study the feasibility of installing meters, the degree of acceptance by different parties, and the charging mode of the meters. In addition, TD would also study whether there was room for the provision of additional parking spaces in the car park for private vehicles.

128. 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 construct additional public carparks in Tseung Kwan O to meet the demand for parking spaces for different types of vehicles (SKDC(TTC) Paper No. 243/16)**

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

130. Ms Nana SHIU of TD responded that the Government's parking policy was to provide parking spaces in private development projects across the territory through Land Sale Programme in the long term, so as to reduce the number of roadside parking spaces and alleviate air pollution and traffic congestion. When deciding whether to build a separate multi-storey car park, the Government had to consider various factors including the local car park supply, the service usage situation of local indoor car parks, the usage rate of multi-storey car parks, the local support on the proposed car park, as well as whether the multi-storey car park would boost the local vehicle flow and result in traffic congestion and environmental pollution. The sites located in areas with

high usage rate of car parks were normally suitable for other developments. Building a separate multi-storey car park might not be able to make full use of the land. It would be better to provide public parking spaces together with other developments at those sites.

131. Members' views were as follows:

- The number of private vehicles had increased rapidly. Illegal parking of various vehicles was commonly seen in the district. Night-time parking spaces would also affect road safety. Evaluation of the penalty system on illegal parking by HKPF alone was not enough to resolve the problem. Therefore, Members suggested studying the design of car parks from an overall perspective and building multi-storey car parks.
- Members suggested bringing up the issue at the joint meeting with Members of the Legislative Council.
- Additional Government premises would be constructed in Tseung Kwan O area. As such, Members suggested increasing the proportion of public parking spaces in the aforesaid premises.

132. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up Members' views. 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 181 to 183 of the minutes of last meeting)**

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

134. 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 Transport Department to pay attention to the severe traffic congestion at Clear Water Bay Road and New Clear Water Bay Road and solve the problem by widening the roads and constructing flyovers  
(SKDC(TTC) Paper Nos. 244/16 and 261/16)**

135. The Chairman said the motion was moved by Mr YAU Yuk-lun and seconded by Messrs HIEW Moo-siew and Philip LI.

136. Members noted the written reply from TD.

137. Members' views were as follows:

- Members suggested early consideration of linking the roads to the area near the restored landfill along Clear Water Bay Road.
- Members worried that the traffic situation on Clear Water Bay Road would be worsened after resident intake of the housing developments at Anderson Road Sites. Members thus suggested widening the bottleneck area near Ping Shek and constructing flyovers.
- Some residents reflected that there had been not enough consultation on the widening works

- of Ying Yip Road. It was therefore hoped that TD would step up effort in local consultation.
- Members suggested providing an additional traffic lane in front of the roundabout of Ying Yip Road near Silverstrand Beach.

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

**(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 (Paragraph 184 to 186 of the minutes of last meeting)**

139. A Member hoped that the footpath would be constructed as soon as possible. The Member also enquired about the work progress and whether HyD had coordinated with the Water Supplies Department (WSD).

140. Mr NG Kin-fung of HyD said the department had coordinated with relevant departments including WSD. The works conducted by WSD and HyD would not affect each other. HyD was carrying out the preliminary work and had submitted the temporary traffic arrangement proposal to the relevant departments. HyD was handling the road excavation permit application and would commence the works upon completion of the preliminary work.

141. The Chairman declared that the above item would be retained and requested HyD to report on its progress at the next meeting.

**(8) Express concern regarding the condition of carriageways in Tseung Kwan O and request the relevant departments to step up their maintenance efforts (Paragraphs 188 to 191 of the minutes of last meeting) (SKDC(TTC) Paper No. 240/16)**

142. Members noted the written reply from HyD.

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

**(9) 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 (Paragraphs 192 to 195 of the minutes of last meeting)**

144. A Member pointed out that the MTR network did not cover the uphill area. Residents of the uphill area could only rely on minibus services. Yet, there was not any improvement for minibus services over the years. As such, it was hoped that the Government would consider improving the uphill traffic conditions by, for example, providing single-decker bus services. Another Member also asked whether a ramp would be provided at the hiking trail.

145. Mr WOO Kwong-ming, Engineer/Special Duties 1 of TD, said the department had submitted a reply on matters concerning Hong Sing Garden. As for the proposal of constructing pedestrian links to connect King Ming Court and Tsui Lam Estate with Po Lam area, TD would later conduct a site visit along with individual Members. The provision of hiking trail was a short-to-medium solution. TD had to reconsider whether other relevant options would be regarded as long-term solutions.

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

**(10) Issues related to Hiram's Highway Improvement Stage I project  
(Paragraphs 196 to 199 of the minutes of last meeting)  
(SKDC(TTC) Paper No. 241/16)**

147. Members noted the written reply from HyD.

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

**(11) 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  
(Paragraphs 227 to 232 of the minutes of last meeting)  
(SKDC(TTC) Paper No. 242/16)**

149. Members noted the written reply from TD.

150. A Member hoped that TD would continue to carry out studies with the Agriculture, Fisheries and Conservation Department (AFCD) on the locations where cattle grids would be installed as well as on the design of cattle grids.

151. Ms Rica LAW of TD said the department would continue to work with AFCD to explore suitable locations for installing cattle grids in the country park.

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

**(B) The 7 Motions presented by Members (Traffic Works/Facilities)**

**(1) Request the Government to construct additional public car parks in Tseung Kwan O to meet the demand for parking spaces for different types of vehicles  
(SKDC(TTC) Paper No. 243/16)**

**(2) Request the Transport Department to pay attention to the severe traffic congestion at Clear Water Bay Road and New Clear Water Bay Road and solve the problem by widening the roads and constructing flyovers  
(SKDC(TTC) Paper No. 244/16)**

153. The Chairman said the first and second motions had been carried and discussed with other issues earlier.

**(3) Request the Government to increase resources for the 18 districts to expedite hillside works, implement the project of the covered walkway and the escalator link system between Hong Sing Garden and Po Hong Road and provide the works schedule(s)  
(SKDC(TTC) Paper Nos. 245/16 and 275/16)**

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

155. Members noted the written reply from TD.

156. Members' views were as follows:

- Members hoped that TD would take into account the ancillary facilities when devising housing policies. As there was currently no bus and minibus services in the uphill area of Tseung Kwan O, Members suggested the provision of escalators or elevators connecting the foothill and the uphill area.
- The Commissioner for Transport earlier said the processing of the top-ten works had completed. The captioned works were no. 14 on the list. Therefore, Members suggested writing to the Commissioner for Transport to enquire about the works schedule for the hillside pedestrian link system and urge for the commencement of works as soon as possible.

157. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up Members' views. He also agreed to write to the Commissioner for Transport enquiring about the works schedule for the hillside pedestrian link system.

**(4) Request the Government to review and enhance the New Parking Meter System Trial Scheme  
(SKDC(TTC) Paper Nos. 246/16 and 262/16)**

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

159. Members noted the written reply from TD.

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

**(5) Request the Government to improve the layout of the roundabout at Po Shun Road in Tseung Kwan O and provide the statistics of traffic accidents  
(SKDC(TTC) Paper Nos. 247/16 and 263/16)**

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

162. Members noted the written reply from HKPF.

163. Mr WOO Kwong-ming of TD responded that the department had contacted the Police for the traffic accident figures. TD had checked the road surface, road signs and road marks but found nothing unusual. No measures would be taken for individual cases until the Police had provided detailed information.

164. Members' views were as follows:

- The Police should specify the total number of accidents in its reply.
- The resident intake of the nearby residential developments would gradually take place which would boost vehicular flow. It was thus hoped that TD would explore improvement measures as soon as possible.
- The road signs along Chui Ling Road or in Tiu Keng Leng were unclear. It was thus hoped

that TD would coordinate with the Police to provide clear traffic signs and directional signs.

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

**(6) Request the Government to step up enforcement on road safety at Chui Ling Road in Tseung Kwan O near Exit A of Tiu Keng Leng MTR Station and examine road enhancement proposals  
(SKDC(TTC) Paper Nos. 248/16 and 264/16)**

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

167. Members noted the written reply from HKPF.

168. Mr WOO Kwong-ming of TD responded that the department was aware that some drivers took shortcuts to make U-turns near road junctions or under footbridges and would thus conduct investigation and find out whether the vehicles concerned had made an application to TD. Warning letters would be issued where appropriate. TD had also requested the Police to step up law enforcement action at the relevant road sections. If the two aforesaid short-term measures were ineffective, TD would consider other suitable measures such as placing traffic cones on the roads.

169. A Member hoped that TD and the Police would promptly improve the situation. The Police should step up law enforcement action in the short run and install additional facilities in the long run.

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

**(7) Request to promptly confirm the date for commencing the Cross Bay Link project at Tseung Kwan O for completion and commissioning in tandem with the Tseung Kwan O-Lam Tin Tunnel  
(SKDC(TTC) Paper Nos. 249/16 and 269/16)**

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

172. Members noted the written reply from CEDD.

173. Ms Nana SHIU of TD said the department would closely liaise with CEDD and give comments from the traffic perspective.

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

**(C) The 2 Questions raised by Members (Traffic Works/Facilities)**

**(1) The monitoring on road repairs for Wan Po Road  
(SKDC(TTC) Paper Nos. 250/16 and 270/16)**



175. The Chairman said the question was raised by Mr CHEUNG Mei-hung, Ms Christine FONG and Mr CHAN Kai-wai.

176. Members noted the written reply from HyD.

177. Members' views were as follows:

- Repair works had to be conducted at Wan Po Road due to frequent traffic flow of heavy vehicles. There had been severe traffic congestion whenever repair works were underway. Members thus requested TD and HyD to address the problem.
- FEHD often carried out cleaning of the road when asphalt was not completely dry after the repair works. As a result, the road had to be repaired from time to time. As such, Members called for TD's attention to the issue.
- The Member of the respective constituency had not received any notification from HyD, TD or their contractors in this regard. Therefore, it was believed that the relevant departments should inform Members of the works commencement dates and road closure periods. The constructors concerned should also notify the stakeholders within a reasonable period about the details such as works commencement dates.
- Relevant departments should also deploy staff to coordinate in the area concerned even the works were carried out on holidays.

178. Mr NG Kin-fung of HyD said the department noted Members' views and would reflect the views to the staff of the Maintenance Section.

179. The Chairman requested HyD to notify the relevant parties several days before commencement of the works.

**(2) The development of the residential project at Shek Kok Road (SKDC(TTC) Paper Nos. 251/16, 258/16 and 265/16)**

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

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

182. Ms Nana SHIU of TD said the department would give comments to the relevant departments on the design and connection of the footbridge from the traffic engineering perspective. Residents of the Beaumont and LOHAS Park could make use of the pedestrian subway across Wan Po Road near Shek Kok Road to go between LOHAS Park Station and Shek Kok Road.

183. A Member opined that the pedestrian subway could temporarily cope with the existing pedestrian flow between LOHAS Park Station and Shek Kok Road. There should be overall planning for LOHAS Park in the long run. The Government should build a footbridge in the north and schedule for its implementation as soon as possible. The developer should take up the maintenance responsibility rather than switching it to property owners.

184. The Chairman requested LandsD, PlanD and TD to follow up Members' views.

## **IX. 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 200 of the minutes of last meeting) (SKDC(TTC) Paper No. 252/16)**

185. Members noted the paper.

- (2) 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 cameras at the appropriate locations of Wan Po Road and conduct joint operations to combat speeding and overloading  
(Paragraphs 203 to 209 of the minutes of last meeting)**

186. Ms Nana SHIU of TD said the department had checked the traffic accident record in the recent six months again and no cases of speeding causing injuries were found.

187. A Member pointed out that there were frequent traffic accidents on Wan Po Road. As no video camera was installed there, the Member was dubious about the accuracy of TD's record. There had been heavy vehicles jumping red light at Shek Kok Road near the Industrial Estate and outside the fire station. It was enquired whether implementing the proposal would facilitate law enforcement action by the Police.

188. Mr LAI Kin-kwok, District Traffic Team Representative (Kwun Tong) of HKPF, said the Police noted the problem and could give a response later as there was no relevant information in hand for the time being.

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

## **X. Progress Report of Major Works of the Sai Kung District Council (Paragraph 210 of the minutes of last meeting) (SKDC(TTC) Paper No. 253/16)**

190. Members noted the paper.

191. Members' views were as follows:

- The tender exercise for Works Item 158TB was still in the process. Members worried that the works might not be able to commence as scheduled in late 2016 and thus enquired about the works schedule as well as the commencement and completion dates. It was hoped that the works would be completed as soon as possible and the road closure period would be shortened. Residents should be informed of the period of partial closure of the park and relevant details in advance.
- Members welcomed the tendering exercise of the works for constructing the access connecting Tseung Kwan O-Lam Tin Tunnel (Works Item: 872TH) with Tseung Kwan O Town Centre and Tiu Keng Leng Sports Centre, and enquired about the works details such

as a detailed layout plan or other design details. Regarding the connection to the barrier-free area of the footbridge at Park Central, HyD should properly coordinate with the developer of Park Central.

- Members suggested improving the design of the rain shelter of the footbridge (Works Item 160TB) by, for example, heightening the glass railings on both sides. It was hoped that the planters on the ground floor would be constructed as soon as possible and the cycling track would be open for use by residents.
- Members requested the provision of noise barriers in the Hiram's Highway Improvement Stage 1 Project, especially on the road section near Marina Cove.
- Members suggested the provision of infrastructure such as parking spaces in the restored landfill. There should also be a comprehensive review of the infrastructure works for Tseung Kwan O Stage I Landfill Site. EPD should also be invited to attend the meetings of TTC. Works Item 716CL should also be incorporated into the landfill gas treatment projects. A Member said he would later communicate with the related parties in relation to the proposed provision of noise barriers on Hiram's Highway and other Members could join him to liaise with the related parties if necessary.

192. Mr NG Kin-fung of HyD responded that the tendering exercise for Works Item 158TB was being carried out. HyD was currently analysing the tender documents and the works commencement date would thus remain unchanged for the time being. He would reflect Members' views on the works schedule to the colleagues of the Works Section.

193. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD, responded that the department did not have the relevant information of the Hiram's Highway Improvement Project in hand for the time being. He would reflect Members' views to the core officers of the Works Section.

194. The Chairman requested HyD to provide the information after the meeting. As for the works undertaken by CEDD, TTC would write to CEDD requesting for a reply.

**XI. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area**  
**(Paragraphs 211 to 215 of the minutes of last meeting)**  
**(SKDC(TTC) Paper Nos. 254/16 and 255/16)**

195. Members noted the paper and the written reply from TD.

196. Mr Peter KWOK, Assistant District Officer (Sai Kung)1 of SKDO reported that the Working Group had taken four clearance actions between September and October 2016, covering 33 locations at different streets and bicycle parking areas with 210 illegally parked bicycles removed. The Working Group had also scheduled clearance actions to take place in Hang Hau, Tiu Keng Leng and Sheung Tak on 17 and 24 November respectively.

197. Members' views were as follows:

- The problem of cycling on pavements was very serious, especially in the plaza area between the Hong Kong Velodrome and the sports ground. Members therefore hoped that SKDO would refer the issue to the Leisure and Cultural Services Department (LCSD) for follow-up actions.
- Members hoped that the Police would step up enforcement action against cycling on pavements, especially in the pedestrian subway from Sheung Tak Estate to Choi Ming Court and Tong Ming Street. When making a turn at high speed, cyclists might not be able to see

- passers-by and accidents might happen as a result.
- Many bicycles were often found chained to the nearby facilities at the road section from Residence Oasis (next Exit A of Hang Hau Station) to the public transport interchange (PTI). Therefore, Members suggested placing plastic plates at the pavement between Exit A of Hang Hau Station and the minibus stop of route no. 109M on Ming Shing Street.
- Members suggested replacing the inverted-U-shaped facilities on Choi Ming Street with pillar-shaped ones to prevent the situation that bicycles were illegally chained to nearby facilities.
- Members enquired about how SKDO would handle bicycles that were found chained to nearby railings during clearance operations. It was believed that SKDO should remove those bicycles altogether.
- The illegally parked bicycles at Sheung Tak PTI had affected buses making turns there. Many staff of telecommunication suppliers had placed objects on the taxi access road of Sheung Tak PTI. Therefore, it was hoped that SKDO would deal with the issue as soon as possible. Members also enquired about the clearance deadlines specified on the warning notices issued during clearance operations. Some members of the public had reflected that a number of bicycles with warning notices were only removed some time after the clearance deadlines, or even not being removed at all.

198. Mr Peter KWOK, Assistant District Officer (Sai Kung)<sup>1</sup> of SKDO, responded that illegally parked bicycles would not be left unremoved for months after being issued with warning notices. He therefore hoped that Members would provide detailed information in this regard. SKDO would target specific areas in its bicycle clearance operations. It was arguable that whether the bicycles found to have parked on pavements or chained to railings should be removed altogether during clearance operations. Yet, Members could let him know any specific areas full of illegal parked bicycles for discussion of the Working Group at its meetings.

199. Ms Nana SHIU of TD responded as follows:

- TD had planned to provide 16 bicycle parking spaces on the pavement along Choi Ming Street outside Choi Ming Shopping Centre.
- TD had gradually removed some of the wooden plates placed in various PTIs for better appearance. Some of the wooden plates placed at Hang Hau PTI had also been removed. TD was monitoring the issue of illegal parking of bicycles there, and would place wooden plates there again if necessary. TD was concerned that placing wooden plates near the entrance would block drivers' sightlines. Therefore, the department would not implement the proposal for the time being.

200. Members' views were as follows:

- Many bicycles were chained to the railings of the pedestrian subway between Park Central and Choi Ming Court. Therefore, Members suggested adopting the design of the pedestrian subway between Tong Ming Court and Choi Ming Court by, for example, installing pillars or heightening the pavement level to prevent people from cycling on pavements.
- Members suggested placing transparent plastic plates at the entrance of the PTI and marking "No parking of bicycles" on the pavement. Notices should also be posted on nearby walls specifying whether bicycle parking was allowed at the locations.
- There were a number of illegally parked bicycles at Bauhinia Garden, The Wings II, the road section from Tong Chun Street to the waterfront promenade, and the roundabout of the

waterfront promenade near Tong Chuen Street. Some of the bicycles had been removed without reasonable notice. Therefore, it was hoped that SKDO would provide clear instruction before removing the bicycles and step up clearance of illegally parked bicycles.

201. The Chairman requested SKDO to note Members' suggestions and asked Members to provide information on illegal bicycle parking blackspots to the Assistant District Officer (Sai Kung) of SKDO. He also requested the Police to provide bicycle accident figures after the meeting for SKDO to follow up the matter.

**XII. Statistics on cycling accidents**  
**(Paragraph 216 of the minutes of last meeting)**  
**(SKDC(TTC) Paper No. 256/16)**

202. Members noted the paper.

203. Members' views were as follows:

- Members asked whether the figures only covered the accidents investigated by the Police, or included other accidents such as those handled by the accident and emergency departments or accidents that other venue management departments were notified of.
- Members suggested that the Police should give a breakdown of bicycle accidents in terms of, say, involving crashing with private vehicles, knocking down of pedestrians on cycling tracks, and those happened on pavements, for Members' consideration of the improvement measures to be taken afterwards.

204. Mr LAU Yam-ming, Sub-unit Commander (Operations Support) (Sai Kung Division) of HKPF, said a location would be considered as a blackspot in accordance with the established mechanism and traffic accident data, rather than solely based on the number of cycling accidents. If a traffic accident occurred at a specific location causing death to any person within five years, the Police would designate the location as a traffic accident blackspot and would step up publicity to promote public awareness. The data set out in the paper was provided by the Traffic Accident Investigation Team which covered cases reported to the Police by phone and those reported to police stations by injured citizens, etc. The Police had not further categorised the accidents. Only accidents with injuries would be included in the data for investigation.

205. A Member pointed out that the cycling accident figures provided by the Police only covered the cases with injuries reported to the Police, without covering those where the injured citizens left after being bandaged or refused to be sent to hospitals. Therefore, he opined that the Police report could not reflect the actual situation. As more and more people used the cycling track and some of them would go there for other activities such as riding skateboards, the Member hoped that SKDO would explore ways to deal with the situation. Some bicycles would travel at high speed there, raising concern of traffic accidents.

206. The Chairman asked Members to note the reply made by the Police and requested SKDO to note Members' views. The Police would also display banners and signage near the cycling track.

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

**(A) Matters Arising**

**(2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O)  
(Paragraphs 143 to 152 of the minutes of last meeting)  
(SKDC(TTC) Paper Nos. 237/16, 273/16 and 274/16)**

207. The Chairman welcomed:

- Mr CHOW Yun-tong, Senior Landscape Architect/New Territories of HyD
- Miss May SOONG, Assistant Landscape Officer/New Territories of HyD

208. Members noted the major traffic improvement items and the timetable, including the expansion works at Fu Ning Garden Bus Stop.

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

**Request the SKDC Traffic and Transport Committee, which has been following up the expansion works of the bus stop at Fu Ning Garden, and relevant departments to enhance and continue to follow up the works  
(Please refer to the papers for the full council meeting of SKDC on 1 November 2016 - SKDC(M) Paper Nos. 222/16, 259/16, 260/16 and 269/16)**

210. The Chairman said the aforesaid revised motion had been carried at the full council meeting of SKDC held on 1 November 2016 and referred to TTC for follow-up actions.

211. The Chairman said TTC had conducted a site visit together with the representatives of TD, HyD and KMB on 11 October in relation to the expansion works at Fu Ning Garden Bus Stop. He received a letter and the survey result from Fu Ning Garden Concern Group that day. As stated in the letter, 45% of respondents opposed to the expansion of Fu Ning Garden Bus Stop, 46% of respondents supported extending the bus stop by the length of a bus, 9% of respondents supported extending the bus stop by the length of two buses, while no respondents supported the existing plan of extending the bus stop to 85 metres long. Members should also have received the letter from Fu Ning Garden Concern Group on 14 November, which stated that the Concern Group would not insist on opposing the expansion works. The Concern Group suggested extending the bus bay by 15 metres, arranging school buses to stop at the rear entrance of Fu Ning Garden, and in situ transplanting as far as practicable. On the other hand, the owners' corporation of Fu Ning Garden had also written to all property owners of Fu Ning Garden on 16 November, with a copy sent to the Chairman, the Vice Chairman and the Chairman of the full council, etc. and suggested extending the existing bus stop by about 33 metres, which was 14 metres less than the original plan.

212. The Chairman said TD and HyD had reviewed the plan and submitted a written report.

213. Members noted the written report submitted by TD and HyD.

214. Ms Nana SHIU of TD reported that the expansion works of Fu Ning Garden Bus Stop had already commenced on 8 August 2016. After removing two trees, TD received some public objections concerning the necessity of expansion, the design of the bus stop after expansion, tree removal as well as local consultation, etc. After taking into account the views of all parties and balancing the needs for tree conservation and public transport, TD now proposed two options for

the expansion of the bus stop. The first option was to extend the bus stop by 25 metres and additionally allow both KMB route nos. 98C and 98D to make a stop there. Yet, the dropping off and picking up of passengers by school buses and GMBs would not be improved under the option. TD had to consider the traffic situation before deciding whether to renew or issue permits to the relevant organisation and school. The second option was to extend the bus stop by 35 metres and additionally allow both KMB route nos. 98C and 98D to make a stop there, with possibly significant improvement to the dropping off and picking up of passengers by school buses and GMBs. Under both options, the pavement of the extended bus stop would be narrowed by 0.3 metres and the two eucalypts in the planter would be affected by the works and have to be removed. Together with the two trees removed earlier, HyD would replant four trees in the district.

215. Mr CHOW Yun-tong, Senior Landscape Architect/New Territories of HyD reported on the transplanting consideration and related procedures based on the presentation slides.

216. As a Member took video footages during the reporting of the representative of HyD, the Chairman reminded the Member that no video recording was allowed in the conference room.

217. Mr Peter KWOK, Assistant District Officer (Sai Kung)1 of SKDO, asked HyD whether the department had transplanted any large trees before and the relevant cost incurred.

218. Mr CHOW Yun-tong of HyD said he did not have the information on the cost of previous transplanting works for the time being. He supplemented that trees of Eucalyptus spp. were rarely transplanted as the species' survival rate after transplanting was low and was not suitable for transplanting. HyD opined that the original tree compensation plan had already taken into account the environmental constraint. Therefore, the existing replanting location was far away from the original tree location. Trees could not be replanted outside Fu Ning Garden. HyD was exploring if two trees could be replanted first in an appropriate location nearby. If the implemented proposal would affect four trees, HyD would replant the trees in nearby area as far as practicable. HyD had to consider the principle of planting suitable trees at suitable locations. Therefore, trees of Eucalyptus spp. were not recommended in the original proposal to be replanted, and other ornamental trees such as trees of Bauhinia spp. were chosen.

219. Mr NG Kin-fung of HyD supplemented that transplanting the trees there would cost around \$1 million based on preliminary estimation. The cost would vary depending on how far away the replanting location was from the original tree location and whether suitable replanting location could be identified.

220. Ms Nana SHIU of TD pointed out that carrying out transplantation works required temporary closure of traffic lanes for around 15 months, which would seriously affect the traffic of Po Ning Road. Therefore, TD had to carefully consider the feasibility of transplantation from the perspective of traffic arrangement. If the bus bay was to be extended by 15 metres, it could additionally allow KMB route no. 98D to make a stop there only, while the problem concerning the dropping off and picking up of passengers by school buses and GMBs might not get improved. TD might not renew or issue permits to the relevant organisations or schools. Extending the bus stop by 15 metres would also affect and remove the two eucalypts in the planter. Together with the two trees that already been removed earlier, HyD had to replant four trees in total.

221. Members' views were as follows:

- Members asked if it was still necessary to remove two trees if the bus bay was extended by 15 metres.
- As HyD would not consider replanting eucalypts, Members asked if eucalypts were not suitable for roadside planting.
- Members asked whether the option of extending the bus bay by 25 metres was more or less the same as the proposal initially submitted by TD, and whether detailed data analysis had been conducted at that time.
- Members asked if trees could be planted at the location where two trees were previously removed.
- As the roots of the two removed trees remained there, Members asked if the roots would grow again.
- Members enquired whether there was space near the minibus stop that could be spared for buses or minibuses to make a stop there, without the need for removing two more trees. Members also queried why TD had to remove the trees in advance.
- Members requested the Police and TD to pay attention to the potential problem of illegal parking at the location. As the problem of illegal parking also occurred at Ngan O Road Bus Stop, Members requested the relevant departments to step up enforcement action.
- Members asked if TD had consulted the local community again on the options of extending the bus bay by 25 and 35 metres respectively. Members hoped to gauge the views of related parties to avoid raising controversy again after TTC made a decision on the length of extension. Members also asked if TD would consider holding resident meetings or via other means to let residents to understand the expansion options.
- Certain groups said they had not received the consultation document issued by SKDO. Therefore, it was hoped that SKDO would ensure consultation document could be distributed to stakeholders when conducting consultation in future. If TD proposed to implement a proposal which was different from the one previously suggested, extensive consultation should be conducted in this regard.

222. Ms Nana SHIU of TD responded as follows:

- Only a minibus stop could be constructed at the location where two trees were earlier removed and no additional bus route could make a stop there if no trees would be removed further.
- If the bus bay was to be extended by 15 metres, the bus stop could additionally cover KMB route no. 98D only and the future application of permits for school buses and GMBs to make a stop there would not be considered. If the bus bay was to be extended by 25 metres, the bus stop could additionally cover KMB route nos. 98C and 98D and TD might consider to let school buses or other necessary vehicles to pick up and drop off passengers there depending on the traffic situation. Two more trees were required to be removed for both options. The existing option of extending the bus bay by 25 metres was the same as the one previously submitted to SKDC.
- In accordance with the handling procedures of similar works in the past, TD would revise the option where necessary after receiving Members' views or upon the approval of the option by SKDC, and conduct local consultation via SKDO.
- Upon the completion of the works, TD would join force with the Police to monitor the situation of illegal parking. If the department was to ignore residents' demand for additional pick-up and drop-off points so as to avoid illegal parking after extension of the bus stop, the department would not have initiated any extension works for the bus stop.

223. Mr CHOW Yun-tong of HyD responded that trees of Eucalyptus spp. were suitable for



planting at the location based on the information currently available. Yet, HyD did not rule out the possibility that tree branches were being ripped apart by the typhoon earlier. In fact, similar problem might also occur for other tree species. HyD hoped to have native tree species planted at the location, but Eucalypt was an exotic tree species. Therefore, trees of Eucalyptus spp. were not recommended for replantation. It was feasible to replant trees at the location where trees had been removed. HyD would consider the space available to recommend the number of trees to be planted there. After removal of trunks and crowns, it was likely that Eucalyptus trees would die. The remaining roots of the earlier removed trees would unlikely have branches growing out again. Under the previous proposal, it was necessary to remove six trees. The contractor only removed two trees on the rear portion of the works area in phases.

224. Members' views were as follows:

- Whether the bus bay was to be extended by 15, 25 or 35 metres, it was necessary that two more trees would be removed. After balancing the needs of the public and conservation, Members agreed to the extension of the bus bay by 25 metres to allow KMB route nos. 98C and 98D to make a stop there. Members also requested for tree replantation at the location where trees had been removed and other locations in the district.
- A Member suggested putting together several options for stakeholders to choose from or conduct consultation in this regard. Another Member considered the suggestion infeasible as it would undermine the role of Members as public representatives and result in persisted controversy. SKDC had gauged the views of different stakeholders. The options proposed by government departments had addressed the needs of different parties. Fu Ning Garden Concern Group had also conducted surveys on the matter. Therefore, TTC should be responsible for deciding the length of the extension followed by public consultation and implementation of the works in accordance with the established procedures. Another Member suggested that consultation should be conducted before deciding on the length of the extension, or else he would abstain from voting. A Member worried that there would still be opposition views even going through a consultation after another.
- Members enquired whether the bus bay was to be extended by 15 or 25 metres under the proposal to extend the bus bay by the length of a bus as supported by residents.
- Consideration should be given to the value of preservation of the trees at the location. The trees there were of common species. As transplanting the trees would involve a substantial amount of public fund with temporary closure of traffic lanes for 15 months, Members queried whether carrying out transplantation would benefit residents.
- There had been vehicles parking at the bus bay. Yet, no prosecution was made by the Police even there were police vehicles passing by or parking in the area nearby. As such, it was hoped that the Police would step up enforcement action and resolve the problem of illegal parking first. Otherwise, it would make no use to expand the bus stop.

225. Ms Nana SHIU of TD responded that the length of the extension of the bus bay referred to its additional length after extension. Therefore, the 13-metre-long bus stop would be 38 metres long after being extended by 25 metres.

226. Mr LAU Yam-ming of HKPF pointed out that as the bus bay had yet been extended, Members did not have to worry about the problem of illegal parking in future. The Police was responsible for maintaining smooth traffic flow and therefore would support the construction of the bus bay. Parking of vehicles at the bus bay would not obstruct the traffic. If there was any vehicle parking at a bus bay marked with double yellow lines, the Police would definitely take enforcement action. If Members found police officers not taking enforcement action on such

occasion, they could provide details to the Police for internal handling.

227. Members' views were as follows:

- The problem of illegal parking would occur regardless of the presence of a bus bay. Potential problem of illegal parking should be addressed in future when the problem occurred.
- The problem of illegal parking was serious at the bus bay of Ngan O Road Bus Stop. Members hoped that the Police would step up enforcement action there as well as along Tong Tak Street.
- Eucalypts were not suitable for roadside planting. It was hoped that suitable trees or ornamental trees of slower growth rate would be planted in future.
- It was hoped that SKDO would make things clear in its future consultation and inform Members of the names of the consulted groups, so as to avoid the situation that groups which did not responded to the consultation would make a claim that they were not consulted.
- A Member opined that residents should not be pressured to support the option decided by TTC. Stakeholders should be consulted first before putting the options to a vote by Members. Otherwise, the Member would abstain from voting. Another Member only supported implementing the proposal at the location where trees were removed, so as to preserve the existing trees. He would thus also abstain from voting.

228. The Chairman pointed out that two more trees had to be removed no matter the bus bay was to be extended by 15, 25 or 35 metres. The original proposal was to extend the bus bay by 25 metres which had been discussed by SKDC in the previous term. As such, he invited Members to vote on whether to support the extension of the bus bay by 25 metres. Government departments would conduct consultation later in accordance with the established procedures.

229. A Member said he wished to vote for the proposal but failed to press the button in time.

230. The Chairman declared that one more vote would be added to the supporting votes. As such, the voting result was as follows: 14 votes for the proposal, 0 votes against it and five abstentions. The Chairman declared that the proposal of extending the bus bay by 25 metres was endorsed and requested TD and SKDO to follow up the consultation exercise.

#### **XIV. Any Other Business**

##### **(A) Time-table of Sai Kung District Council and Committee Meetings for 2017 (SKDC(TTC) Paper No. 257/16)**

231. Members noted and endorsed the timetable of TTC meetings for 2017.

##### **(B) Maintenance and repairs for private streets and roads**

232. The Chairman said the District Lands Office had submitted a reply at the last meeting in relation to the issue "the construction of a vehicular access on Wo Mei Hung Min Road, Nam Pin Wai, Sai Kung to the proposed residential development at Lots 1939 s.B ss.1 and 1939 s.B ss.2 in D.D. 244". The reply had already been uploaded onto SKDC's website. There were many private roads and accesses in Sai Kung. It was stipulated in land leases that landlords must bear the responsibility of the repair and maintenance of their private roads. As it was hard to reach a consensus among individual landlords, TTC worried that the private roads concerned would thus

be left unrepaired, affecting the safety of road users. As such, relevant departments were urged to comprehensively review the aforesaid arrangement and duly consult all stakeholders.

**XV. Date of Next Meeting**

233. The 1<sup>st</sup> meeting of 2017 would be held at 9:30 a.m. on 19 January 2017 (Thursday).

**XVI. End of Meeting**

234. The meeting was adjourned at 2:30 p.m.

Traffic & Transport Committee  
Sai Kung District Council  
December 2016