

(Confirmed minutes)
(Translation)

**Sai Kung District Council
Traffic & Transport Committee
Minutes of the First Meeting in 2017**

Date: 19 January 2017 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

| <u>Present</u> | <u>From</u> | <u>To</u> |
|-----------------------------------------|---------------------------------------------------------------------|------------------|
| Mr LAU Wai-cheung, Peter, MH (Chairman) | 9:30 a.m. | 4:47 p.m. |
| Mr CHONG Yuen-tung (Vice Chairman) | 9:30 a.m. | 4:47 p.m. |
| Mr AU Ning-fat, Alfred, MH | 9:30 a.m. | 1:00 p.m. |
| Mr CHAN Kai-wai | 9:30 a.m. | 4:47 p.m. |
| Mr CHAU Yin-ming, Francis, BBS, MH | 9:30 a.m. | 4:30 p.m. |
| Mr CHEUNG Mei-hung | 9:30 a.m. | 4:30 p.m. |
| Mr CHUNG Kam-lun | 10:12 a.m. | 4:47 p.m. |
| Mr FAN Kwok-wai, Gary | 9:30 a.m. | 4:08 p.m. |
| Ms FONG Kwok-shan, Christine | 9:30 a.m. | 4:47 p.m. |
| Mr HIEW Moo-siew | 9:30 a.m. | 4:47 p.m. |
| Mr HO Man-kit, Raymond | 10:03 a.m. | 1:24 p.m. |
| Mr KAN Siu-kei | 10:10 a.m. | 11:45 a.m. |
| Mr LAI Ming-chak | 9:30 a.m. | 4:00 p.m. |
| Mr LAM Siu-chung, Frankie | 9:30 a.m. | 4:47 p.m. |
| Mr LEUNG Li | 9:30 a.m. | 4:09 p.m. |
| Mr LI Ka-leung, Philip | 9:30 a.m. | 4:47 p.m. |
| Mr LING Man-hoi, BBS, MH | 9:30 a.m. | 4:47 p.m. |
| Mr LUI Man-kwong | 9:30 a.m. | 4:47 p.m. |
| Mr LUK Ping-choi | 9:30 a.m. | 1:20 p.m. |
| Mr TAM Lanny, Stanley, MH | 9:30 a.m. | 4:16 p.m. |
| Mr TSE Ching-fung | 9:30 a.m. | 4:20 p.m. |
| Mr WAN Kai-ming | 9:30 a.m. | 4:47 p.m. |
| Mr WAN Yuet-cheung, BBS, MH, JP | 9:30 a.m. | 4:47 p.m. |
| Mr YAU Yuk-lun | 10:15 a.m. | 4:47 p.m. |
| Miss LI Yee-shuan, Zoey (Secretary) | Executive Officer (District Council) 2, Sai Kung District Office | |

In attendance

| | |
|----------------------|---------------------------------------------------------------------------|
| Mr CHU Chi-ho, Marco | Assistant District Officer (Sai Kung)2, Sai Kung District Office |
| Miss LAU Tang, Moira | Senior Executive Officer (District Council), Sai Kung District Office |
| Mr LO Ka-kit, Sunny | Liaison Officer In-charge (Tseung Kwan O) South, Sai Kung District Office |
| Mr CHU Cheuk-king | Senior Transport Officer/Sai Kung, Transport Department |
| Ms LAW Wai-ka, Rica | Engineer/Sai Kung, Transport Department |

| | |
|------------------------|-------------------------------------------------------------------------------------|
| Ms SHIU Lai-ming, Nana | Engineer/Pedestrian Improvements, 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 CHU Chi-wai | OC District Traffic Team (Kwun Tong), Hong Kong Police Force |
| Mr LAU Yam-ming | Sub-unit Commander (Operations Support) (Sai Kung Division), Hong Kong Police Force |

Representatives of other government departments and organisations

| | | |
|----------------------------|-----------------------------------------------------------------------------------------|-------------------------|
| Miss AYALA Yi-sum, Sammi | Senior Transport Officer/Railway 5, Transport Department | } For agenda item (II) |
| Mr KWOK Yue-fung, Samuel | Transport Officer/Railway 5, Transport Department | |
| Mr SIN Chi-yin, Mistral | Manger (Planning), Citybus Limited/ New World First Bus Services Limited | } For agenda item (IV) |
| Ms Penny CHUNG | Senior Public Affairs Officer, Citybus Limited/ New World First Bus Services Limited | |
| Mr Paul YEUNG | General Manager (Kowloon Bay Depot), Kowloon Motor Bus Company (1933) Limited | |
| Mr MAK Shing-pong, Douglas | Assistant Manager (Traffic Operations), Kowloon Motor Bus Company (1933) Limited | } For agenda item (VII) |
| Mr LAI Ka-long | Senior Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited | |
| Ms SO Yuk-yin, Rysta | Assistant Public Relations Manager – External Affairs, MTR Corporation Limited | |

Absent

Mr CHAN Pok-chi, Jonathan

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the 1st meeting of the Traffic and Transport Committee (TTC) in 2017.

2. The Chairman said Mr Jonathan CHAN was unable to attend the meeting due to another meeting commitment. He had submitted the Notification of Absence from Meeting before the meeting as required. There being no objection from Members, the Chairman declared that the application for absence from meeting was approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders. In addition, a total of 25 motions had been received for this meeting.

I. **Confirmation of minutes of the sixth meeting of TTC in 2016**

3. There being no proposed amendment, the Chairman declared that the above minutes were confirmed.

II. **The operation of the related bus routes upon the commissioning of the Kwun Tong Line extension**
(SKDC(TTC) Paper No. 1/17)

4. The Chairman welcomed the representatives of the Transport Department (TD) and the bus companies to the Sai Kung District Council (SKDC), including:

- Miss Sammi AYALA, Senior Transport Officer/Railway 5, Transport Department (TD)
- Mr Samuel KWOK, Transport Officer/Railway 5 of TD
- Mr Paul YEUNG, General Manager (Kowloon Bay Depot), Kowloon Motor Bus Company (1933) Limited (KMB)
- Mr Douglas MAK, Assistant Manager (Traffic Operations) of KMB
- Mr LAI Ka-long, Senior Manager (Planning and Development) of KMB
- Mr Mistral SIN, Manager (Planning), Citybus Limited/New World First Bus Services Limited (Citybus/NWFB)

5. Miss Sammi AYALA, Senior Transport Officer/Railway 5 of TD, briefly introduced the paper.

6. Members' views were as follows:

- As the average occupancy rate of route nos. 93K and 796X saw an increase after the commissioning of railway, Members asked whether there was any mistake in the data. Given the keen demand for route no. 796X, TD should not reduce its service frequency even if its occupancy rate fell after railway commissioning.
- As the occupancy rate of route no. 796X was quite high after railway commissioning, its service frequency should be increased.
- As the change in patronage of three bus routes were presented in the form of consolidated data, the presentation could not reflect the operation of individual routes.
- Some residents were unable to board the buses during rush hours after several buses making a stop were fully loaded. The accuracy of the data was thus called into question.
- Members suggested allocating bus resources saved from frequency reduction in other areas after the commissioning of railway to Tseung Kwan O.

7. Miss Sammi AYALA of TD responded that the surveys conducted by TD were based on data collected during the busiest hours of relevant bus routes at locations with the highest patronage. TD provided comparison data on the average occupancy rate of routes before and after the commissioning of the Kwun Tong Line Extension (KTE) for Members' reference. The occupancy rate of some routes might be slightly higher than that before the commissioning of railway. Yet, TD would determine whether the occupancy rate of bus routes was in line with the standard stipulated in the guidelines and adjust service frequency accordingly having regard to the data from the latest surveys. When the occupancy rate of a route fell below the benchmark as set out in the existing guidelines, TD would adjust the service frequency of that route. In fact,

TD had often monitored the changes in passenger demand for the relevant bus routes, and would increase or reduce service frequency in response to passenger demand in accordance with relevant guidelines for better allocation of resources. TD would continue to monitor passenger demand for the relevant bus routes and would consider redeployment of resources where necessary.

8. Mr CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD, supplemented that the rise in patronage of route no. 93K in November might be due to the fact that passengers had yet to get used to the newly commissioned rail line. Therefore, TD would conduct another survey in January. It was found that the average occupancy rate reached 74% during the busiest half-hour of the peak period, while the occupancy rate of route no. 297 fell below 85% after the commissioning of railway. Therefore, TD had reviewed the frequencies and timetables of the routes with the bus company and planned to adjust service frequencies of route nos. 297 and 93K in late January and February respectively. One trip would be cancelled for both of the routes on the Kowloon bound journey during morning peak hours and on the Tseung Kwan O bound journey during afternoon peak hours respectively. TD also planned to reallocate bus resources of routes of low demand to routes of high demand in Tseung Kwan O.

9. Members' views were as follows:

- As only one of the three routes saw a drop in occupancy rate by about 7%; Members asked why the overall occupancy rate had dropped by 8.1% and how the term "the busiest half-hour" was defined.
- Under the bus route planning programme for the coming year, route no. 93K would be diverted to travel via Kowloon Bay. Members hoped that TD would reconsider the arrangement and rationalise the uphill bus routes.
- Passengers found it difficult to board buses of route no. 796X during peak hours. Therefore, Members requested TD to provide the route's patronage figures in December and January and asked when TD would increase its service frequency.
- Service frequency of bus routes should not be adjusted based on short-term data. TD was requested to provide patronage figures over a longer period as well as those of route nos. 297 and 796X in January and non-peak hours. The service frequency of route no. 93K should not be reduced for the time being. If the patronage figures of route no. 796X from November to January were consistently near a level for frequency increase, TD should make adjustment accordingly.
- TD should inform Members of any changes in bus frequencies and provide the relevant bus schedules. Members were concerned that it was difficult for passengers to remember the revised bus schedules.
- Only bus route data for November was included in the Paper. Therefore, Members could not accept that TD just reported the patronage figures for January at the meeting and planned to reduce service frequencies in late January. TD was advised to submit information earlier next time. The cancellation of one trip of route nos. 93K and 297 during peak hours would have an impact on the community. Members thus strongly urged TD not to reduce bus frequency for the time being.

10. Miss Sammi AYALA of TD responded that the comparison figures on the average occupancy rate of relevant bus routes during the busiest half-hour of the peak period and the changes in daily patronage of those routes before and after the commissioning of KTE were presented in the paper for Members' reference. TD would consider adjustment of service frequency based on the latest data on passenger demand and the benchmarks set out in the existing guidelines. As the patronage of some routes had fallen below the benchmarks set out in the guidelines, TD would

adjust the frequencies of such routes accordingly and continue to monitor the patronage of such routes afterwards. If the average occupancy rate of a route during the busiest half-hour of the peak period had fallen below the benchmark set out in the guidelines, TD would adjust its service frequency for making a more efficient use of resources for the benefit of all passengers. As for the request for an increase in frequency of certain bus routes, TD would continue to monitor the relevant bus services and passenger demands. If the patronage of a certain route met the benchmark set out in the guidelines, TD would consider enhancing its service. Besides, TD would conduct a thorough consultation on the proposals raised by Members on the Bus Route Planning Programme.

11. Mr CHU Cheuk-king of TD supplemented that the cancellation of one trip would not have much impact on service frequency and bus schedule. Some trips would still operate at a frequency of 15 minutes. TD would continue to monitor the demand closely after frequency reduction. In view of the re-routing of route no. 93 to travel via Kowloon Bay in future, TD might increase its service frequency if there was a rise in patronage after re-routing. TD was now reviewing the need for frequency adjustment of route nos. 297 and 93K, but had no plan to reduce the service frequency of route no. 796X for the time being.

12. Mr Paul YEUNG, General Manager (Kowloon Bay Depot) of KMB, said the bus company had completed an assessment before fine-tuning its services. The highest occupancy rates of route nos. 93K and 297 during the busiest half-hour would both maintain at around 75% after frequency reduction.

13. The Chairman asked TD and KMB to co-ordinate with each other and note the views of Members. The two parties were also requested to submit the latest patronage data of route nos. 93K, 297 and 796X for the recent months. TTC strongly urged TD not to reduce service frequencies of route nos. 297 and 93K for the time being.

III. Major changes in public transportation services launched in Sai Kung district from 1 November 2016 to 31 December 2016
(Paragraph 4 of the minutes of last meeting)
(SKDC(TTC) Paper No. 2/17)

14. Members noted the paper.

15. Members' views were as follows:

- Service frequency of route no. 92 decreased over the years despite the growing population in Sai Kung. There were even spare vehicles in the morning. Since deploying more vehicles to run the minibus route did not help much in addressing the problem, it was hoped that TD would further look into the matter and increase bus frequency.
- Members were dissatisfied that the interchange concessions to be introduced to the routes listed out in item 3 of the paper did not cover those serving Tiu Keng Leng. Members also suggested further introducing inter-company interchange concessions, including concessions for route no. 798.

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

- Sai Kung had more public transport options now than it did years ago. Route no. 92 still had plenty of spare carrying capacity. Yet, TD would keep in touch with the bus company

to monitor the frequency or regularity of the route. TD would also pay attention to the service performance of green minibus (GMB) routes serving the nearby area and would make improvement where necessary.

- The adjustments of interchange concessions listed out in item 3 of the paper were made in light of the new routes introduced in Tai Po district. TD had all along encouraged franchised bus companies, if operationally viable, to offer appropriate fare concessions to passengers. TD noted Members' views including offering more interchange concessions (especially for routes serving Tseung Kwan O South and Tiu Keng Leng) and would convey the views to the bus companies as far as practicable.

IV. 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 6th meeting of the Traffic and Transport Committee in 2016
(Paragraph 5 of the minutes of last meeting)
(SKDC(TTC) Paper No. 3/17)**

17. Members noted the paper.

- (2) Request to resume the service of route no. 692, to maintain the service frequency of route no. 692P during rush hours and to have route no. 690 running via Hang Hau and Tseung Kwan O South during non-rush hours
(Paragraphs 6 to 7 of the minutes of last meeting)**

18. Members' views were as follows:

- It was too hasty to review whether route no. 692P should be cancelled after a trial run for its extension to Hang Hau for three months. Therefore, TD was suggested to provide patronage data and report the operation of the route after its extension to Hang Hau at the next meeting as well as to extend the trial period. TD should not just cancel the route after a trial run for three months upon extension to Hang Hau.
- It was disappointing to see the gradual reduction of service of route no. 692P. As the population in Tseung Kwan O South was on the rise and the corresponding MTR line had reached full capacity, Members were worried that there would be much inconvenience in case of a railway service breakdown. Therefore, it was hoped that TD would provide more transport options other than MTR to the residents.

19. Mr CHU Cheuk-king of TD pointed out that route no. 692P had stopped running on Saturdays since 24 December. Recent surveys also showed that its patronage was fewer than ten people on several trips of its Saturday service. TD had no intention to cancel the weekday service of route no. 692P hastily. On the contrary, TD hoped to propose in the Bus Route Planning Programme for the coming year that the route run via Hang Hau to enhance its service efficiency. The three-month observation period did not start right away but later. Members were welcome to express views when deliberating on the Bus Route Planning Programme for the coming year at the next meeting.

20. 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 (Paragraphs 8 to 10 of the minutes of last meeting)

21. Members' views were as follows:

- There was a delay in implementing the proposal to operate an additional trip for route nos. 290X and 290B in the morning and afternoon respectively. The proposal was even revised as to operate just one additional trip which was far from enough. Therefore, it was suggested that TD should increase the frequencies of the routes as soon as possible.
- It was suggested that the splitting into southbound and northbound routes be discussed at the next meeting.

22. Mr CHU Cheuk-king of TD responded that route nos. 290B and 290X would come into service in February 2017. TD would closely monitor the patronage of the routes. Service frequency of such routes was also proposed to be increased in the Bus Route Planning Programme of the coming year. TD would closely monitor the patronage of route no. 290 series. TD also noted the proposed splitting of southbound and northbound routes. Based on past experience, implementing the proposal would inevitably result in reduction of bus frequencies. As such, it was necessary to examine the proposal carefully.

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

(4) 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 11 to 13 of the minutes of last meeting)

24. Mr CHU Cheuk-king of TD responded that TD was currently studying the proposal and would continue to follow up with its engineering staff.

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

(5) Request the Transport Department and the bus company to add a stop for bus route no. 296M near Wan Lung Road on the return trip (Hang Hau MTR Station to Hong Sing Garden direction) for the convenience of residents (Paragraphs 14 to 16 of the minutes of last meeting)

26. Mr NG Kin-fung, District Engineer/Tseung Kwan O of the Highways Department (HyD), said the works had been completed in December 2016.

27. Mr CHU Cheuk-king of TD said TD was following up with the bus company on post-construction work such as the operation arrangement of the bus stop and re-routing arrangement, and would seek to implement the new arrangement by February 2017.

28. Members hoped that the bus stop would be commissioned before the Lunar New Year and queried why TD did not carry out a study on the re-routing arrangement until the completion of the bus stop. TD should in fact plan the relevant arrangement in advance.

29. The Chairman asked TD to note Members' views and declared that the above item would

be retained.

- (6) **Request to construct bus stop shelter at the bus stop of route no. 798 near Leung Kit Wah Primary School at Po Fung Road of Tseung Kwan O to provide awaiting passengers with a shelter from the sun or rain**
Request the New World First Bus Services Limited and the Citybus Limited to provide the service of estimated arrival time for all the bus routes in Sai Kung district and the whole territory
Request to provide shelter, bus schedule display board and seats at the bus stops of the district
Request the New World First Bus Services Limited/Citybus Limited to promptly provide bus schedule display boards at bus stops in the whole territory
(Paragraphs 17 to 29 and 66 of the minutes of last meeting)

30. Mr CHU Cheuk-king of TD said TD had to collaborate with the bus company to study the feasibility of constructing a shelter at the bus stop outside Leung Kit Wah Primary School. The department would report to Members if any progress had been made. Besides, TD had long been encouraging bus companies to provide estimated arrival time with related bus stop facilities as far as possible taking into account factors such as customer needs and technical feasibility. TD would closely monitor the progress made by bus companies in the provision of such facilities.

31. Ms Penny CHUNG, Senior Public Affairs Officer of Citybus/NWFB, responded that the bus company would continue to co-ordinate with TD and the other bus company for the construction of a shelter at the bus stop outside Leung Kit Wah Primary School. Citybus/NWFB was currently working on the service provision of estimated arrival time which was expected to be available for all of its bus routes by 2018. The bus company would progressively install electronic display boards at around 200 bus stops built with shelters and equipped with power supply facilities. When assessing whether a bus stop was suitable for installing an electronic display board, the bus company had to take into account factors such as the geographical environment, pedestrian flow, number of routes that the stop was serving and space available for such installation.

32. 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.

Urge the New World First Bus Services Limited to improve its mobile application by incorporating the function of providing real-time bus arrival information to facilitate passengers, and suggest to use the bus routes running in Tseung Kwan O for trial implementation first
(SKDC(TTC) Paper Nos. 4/17 and 56/17)

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

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

35. Members' views were as follows:

- Members hoped that TD would coordinate with KMB and NWFB to construct a shelter at the bus stop outside Leung Kit Wah Primary School as soon as possible.
- Members enquired whether Citybus/NWFB had discussed with TD if it was feasible to

provide real-time data for use by TD or other organisations.

- Members suggested NWFB launch such service at its mobile application for those routes that often failed to run on schedule, such as route nos. 796X, 798 and 792M.
- Members suggested including information of estimated arrival time in the mobile applications of KMB and NWFB, as well as suggested NWFB include bus arrival information in its mobile application.
- It was suggested that TD should be responsible for integrating and releasing information to facilitate the public in accessing such information as bus arrival time, journey time and bus interchange options of all bus companies.
- Members suggested posting new notice of bus arrival schedules for route nos. 798 and E22A at en route stops.

36. Mr CHU Cheuk-king of TD responded that TD would continue to collaborate with the bus companies to study the provision of new functions in their mobile applications.

37. Ms Penny CHUNG of Citybus/NWFB, responded that the bus company noted Members' views and would convey their views to its relevant departments. As for releasing real-time data for use by TD's mobile application "Hong Kong eTransport", the bus company had discussed with the Government for similar cooperative arrangement. Citybus/NWFB was procuring the real-time bus arrival information system for its whole bus fleet, and would start installing the system in the third quarter of 2017 to be completed by the end of 2018.

38. There being no amendment or objection from Members, the Chairman declared that the motion was carried and ask TD and Citybus/NWFB to follow up Members' views. He also declared that the above item would be retained.

**(7) Request Kowloon Motor Bus route no. 296D to run via Chui Ling Road and King Ling Road and add en route stops there
(Paragraphs 33 to 34 of the minutes of last meeting)**

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 Kowloon Motor Bus Company to confirm the routing of route no. 296D and examine the routing of route no. 296A to run via Tiu Keng Leng and provide more en route stops

(The motion was revised as "Request the Kowloon Motor Bus Company to confirm the routing of route no. 296D and examine the routing of route no. 296A to run via Tiu Keng Leng and provide more en route stops with the provision of additional bus resources")

(SKDC(TTC) Paper No. 5/17)

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

41. Mr LAI Ka-long, Senior Manager (Planning and Development) of KMB, responded that KMB kept an open mind for the routes to ply via Tiu Keng Leng or Tseung Kwan O South, and would proactively explore the feasibility of such proposals with TD.

42. Mr CHU Cheuk-king of TD responded that Tiu Keng Leng, Tseung Kwan O South and

Popcorn Mall were already served by MTR. MTR was the most convenient transport option for passengers travelling from Tiu Keng Leng to Kwun Tong, Hung Hom and Tsim Sha Tsui, and many residents chose to take MTR. Route no. 796S had seen a significant drop in patronage upon the commissioning of railway, indicating that many residents travelled to Kwun Tong by MTR. Residents in Tiu Keng Leng could take bus route nos. 796X and 796P to travel to Tsim Sha Tsui. TD would closely monitor the patronage of route no. 796P and had planned to strengthen its services. To avoid vicious competition arising from heavily overlapped services, TD did not support the proposal for route nos. 296D and 296A to run via Tiu Keng Leng for the time being. Route no. 796X was arranged to ply via Sheung Tak as the area was far away from MTR stations. TD therefore would arrange certain bus routes to serve that area. TD had been monitoring passenger demands and would timely adjust bus frequencies. However, the department could not confirm whether bus frequencies would be increased for the time being.

43. Members' views were as follows:

- It was unfair that a number of bus routes plied via other areas of Tseung Kwan O but only a few routes plied via Tiu Keng Leng. Therefore, Members suggested extending route nos. 296D and 296A to Tiu Keng Leng and providing one or two additional bus stops accordingly. However, the extension should not cover other areas in Tseung Kwan O South or affect existing users. Another Member was instead worried that the patronage of route nos. 796X and 796P would be affected if route no. 296D plied via Tiu Keng Leng.
- The extension of the route should not affect residents in Sheung Tak Estate and nearby areas. Not all of the passengers of route no. 296A were heading to Kwun Tong; some of them took the route to interchange to other transport services.
- The drop in patronage of route nos. 692 or 796X was due to the close proximity of its bus stops to MTR stations. Yet, a Member believed that the nature of bus stops was different from that of MTR stations and therefore should not focus on the distance between them.
- As the routings and fares of various bus routes were different, there would not be any vicious competition. As such, Members supported the motion.
- Residents living far away from MTR stations would take route no. 296A to travel to Kwun Tong. Therefore, it was suggested that the service frequency of the route be increased during peak hours, or a special trip running from Tseung Kwan O or Tiu Keng Leng Public Transport Interchange be provided.
- Members suggested resuming bus services between the vicinity of Tseung Kwan O Station and Kwun Tong.
- Despite the expected increase in population along Tseung Kwan O Station and Tseung Kwan O South, bus resources were far from enough and the MTR line had almost reached its full capacity. Therefore, TD should rationalise bus routes including route no. 796S. Buses of route no. 796X or 796P were fully loaded by the time they arrived at the bus stop of Tseung Kwan O Station. It was also difficult for residents in Tiu Keng Leng to board buses of route no. 796X. Therefore, Members suggested taking the bus routes during morning peak hours along with representatives of TD and the bus company. Members also suggested increasing the frequency of route nos. 296D or 296A and the proposal could be implemented during peak hours first.
- It was suggested that additional resources should be allocated for operating special morning trips of route no. 296D departing from Tiu Keng Leng.
- Members worried that service frequency of route nos. 296A and 296D would be reduced if the routes plied via Tiu Keng Leng. Therefore, it was suggested that the bus company and TD should allocate additional resources for operating the two routes to compensate the increase in journey time. Otherwise, Members would vote against the motion.

- Instead of extending bus routes with existing resources, deploying additional bus resources for the routes to run via Tiu Keng Leng and south of Tong Ming Street was a win-win approach to enhance patronage and increase bus frequencies thereafter. Therefore, it was suggested that the condition of “deploying additional bus resources” be included to the original motion.

44. Mr CHU Cheuk-king of TD responded that TD had to consider passenger demand and whether it would overlap or match with nearby public transport services when deciding on the strengthening of bus services. Tseung Kwan O was served by various transport services including MTR services. Therefore, the strengthening of bus services could not be confirmed. Residents of Tiu Keng Leng could take route nos. 796X and 796P as well as MTR to travel to Kowloon. TD also planned to strengthen service of route no. 796P. The Bus Route Planning Programme for the coming year also included an improvement proposal for route no. 796P. TD would closely monitor the situation and strengthen services where necessary.

45. A Member objected to the motion as TD could not promise to increase bus frequency.

46. A Member moved an amended motion, the wording of which was: “Request the Kowloon Motor Bus Company to confirm the routing of route no. 296D and examine the routing of route no. 296A to run via Tiu Keng Leng and provide more en route stops with the provision of additional bus resources”. The amended motion was seconded by Members.

47. The Chairman invited Members to vote on the amended motion. The voting result was as follows: 15 votes for the amended motion, 0 votes against it and five abstentions.

48. The Chairman declared that the amended motion moved by Mr LUK Ping-choi and seconded by Mr CHUNG Kam-lun and Mr TSE Ching-fung was carried.

49. A Member explained that he abstained from voting because he did not support the proposal for route no. 296A to run via Tiu Keng Leng. TD also declared that no additional bus resources would be deployed.

(Another Member walked out in protest against the Chairman’s decision to stop him from further explaining his abstention vote.)

(8) 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 35 to 37 of the minutes of last meeting)

50. Members’ views were as follows:

- As shown in the proposals set out in the Bus Route Planning Programme for the coming year, the “N” routes would stop service after 1:08 a.m. Members did not consider the routes as overnight routes and thus suggested that the item be retained.
- If TD or the bus companies were going to introduce or extend overnight services to LOHAS Park, the service hours should not overlap with that of MTR.

51. Ms Penny CHUNG of Citybus/NWFB pointed out that the relevant proposal had been included in the Bus Route Planning Programme 2017-18. Members were welcome to express views on the proposal at the next meeting.

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

(9) 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 (Paragraphs 39 to 44 and 66 of the minutes of last meeting)

53. 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.

**Urge to enhance cross-boundary coach services in LOHAS Park, Tsui Lam and Tseung Kwan O
(SKDC(TTC) Paper No. 6/17)**

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

55. Mr CHU Cheuk-king of TD responded that coach operators would decide from the perspective of business and market positioning and submit application to TD on routings and pick-up/drop-off points within the territory of Hong Kong. When handling the application, TD would consider factors such as the degree of convenience to passengers, auxiliary facilities, road safety and traffic condition. TD would convey Members' views to the coach operators for setting up cross-boundary coach stops in the district. Cross-boundary coach services had been introduced in LOHAS Park by TD since 2016 and the department would closely monitor the demand of cross-boundary coach passengers.

56. Members' views were as follows:

- There was not enough promotion after an additional stop of the cross-boundary coach was provided and the bus stop sign was also unclear. Besides, the bus stop sign at the public transport interchange outside Exit A of LOHAS Park Station had been damaged. Therefore, Members requested TD to urge the operators to follow up the issues and submit patronage figures of cross-boundary coaches.
- Members suggested providing cross-boundary franchised bus services, such as setting up 24-hour bus routes traveling to Huanggang Control Point or providing franchised bus services at San Tin Public Transport Interchange.

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

- TD would expeditiously follow up with the operator on the operation of the cross-boundary coach stop at LOHAS Park. The department also planned to request the operator to enhance services if there was an increase in patronage.
- TD would request the operator to submit patronage figures and would report to TTC once the data was available.
- Franchised bus routes for the relevant control points would only provide services to the nearest towns for the convenience of passengers. However, TD would liaise with the existing cross-boundary coach operators to meet the passenger demand. TD would consider Members' views and convey the views to the operators.
- Even with the provision of franchised bus services to and from the cross-boundary shuttle bus stops in Sai Tin, passengers would still need to interchange to cross-boundary shuttle buses

to cross the border via Lok Ma Chau Control Point. Passengers would most likely opt for railway services as such bus services was not very appealing.

58. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up on Members' views. With Members' consent, the Chairman declared that item 9 would be deleted.

(10) 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 47 to 49 of the minutes of last meeting)

59. A Member pointed out that the existing waiting environment of the bus stop was not satisfactory and therefore requested TD and the bus company to pay attention to the issue and conduct trial tests.

60. Mr CHU Cheuk-king of TD responded that TD would follow up with the bus company after the meeting.

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

(11) Request the Kowloon Motor Bus Company to use double-decker bus to run route no. 95M during the evening rush hours (Paragraphs 53 to 56 of the minutes of last meeting)

62. Members' views were as follows:

- After the arrangement was made that some trips of route no. 95M were operated with single-decker buses, passengers had to stand throughout the journey even if they got on the buses at the first few bus stops. Therefore, Members suggested that all trips of the route should be operated with double-decker buses.
- Members suggested extending route no. 95M to enhance patronage as well as rationalising bus routes serving Sai Kung as soon as possible.

63. Mr Douglas MAK, Assistant Manager (Traffic Operations) of KMB responded that some trips of route no. 95M were operated with single-decker buses instead of double-decker buses as proposed in the previous Bus Route Planning Programme. KMB had already replaced some single-decker buses with double-decker ones to operate the route during peak hours. It was inefficient for all bus trips to be run with double-decker buses during peak hours.

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

(12) Request to increase the service frequency of airport bus route no. A29P to 30 minutes per departure (Paragraphs 57 to 61 of the minutes of last meeting)

65. A Member suggested retaining the item as no improvement measure for route no. A29P was proposed in the Bus Route Planning Programme for the coming year. At present, the route operated at hourly intervals, leading to relatively low patronage. As such, the bus service should be improved. The bus company should also study if the service of the route could complement

with that of route no. E22A.

66. Ms Penny CHUNG of Citybus/NWFB responded that the highest occupancy rate of route no. A29P was about 60% recently, which was below the level calling for frequency increase. However, Citybus/NWFB noted Members' views and would continue to closely monitor the patronage of the route to make adjustments where necessary.

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

**(13) Request to delay the last departure of bus route no. A29
(Paragraphs 67 to 71 of the minutes of last meeting)**

68. Members' views were as follows:

- It was hoped that Citybus would follow up the issue of long departure interval between route nos. A29 and NA29.
- The last departure times of route nos. E22A and A29 to the airport and Tseung Kwan O were too early. Therefore, Members suggested operating additional bus trips during the departure interval between route no. E22A and N29.

69. Ms Penny CHUNG of Citybus/NWFB said the occupancy rate of the last departure of route no. A29 was about 40% recently. Citybus/NWFB would continue to look into the feasibility of enhancing the bus services between Tseung Kwan O and the airport. Citybus/NWFB noted the views on the long interval between the last departure of route no. E22A and the first departure of route no. N29 as well as between the last departure of route no. A29 and the first departure of route no. NA29.

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

Provision of a bus stop along Ngan O Road for Routes Nos. 798 and 798B

71. Ms Penny CHUNG of Citybus/NWFB said an additional bus stop would be provided along Ngan O Road for route nos. 798 and 798B travelling to Tiu Keng Leng Station/LOHAS Park with effect from their first departures on 23 January 2017.

(B) The 9 Motions presented by Members (Bus)

- (1) Urge the New World First Bus Services Limited to improve its mobile application by incorporating the function of providing real-time bus arrival information to facilitate passengers, and suggest to use the bus routes running in Tseung Kwan O for trial implementation first
(SKDC(TTC) Paper Nos. 4/17 and 56/17)**
- (2) Request the Kowloon Motor Bus Company to confirm the routing of route no. 296D and examine the routing of route no. 296A to run via Tiu Keng Leng and provide more en route stops
(SKDC(TTC) Paper No. 5/17)**
- (3) Urge to enhance cross-boundary coach services in LOHAS Park, Tsui Lam and Tseung Kwan O
(SKDC(TTC) Paper No. 6/17)**

72. The Chairman said motions 1 to 3 had been carried and discussed with other issues earlier.

**(4) Request the Citybus Limited to advance the late-night service time of airport bus route no. N29
(SKDC(TTC) Paper Nos. 7/17 and 57/17)**

73. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Messrs LUK Ping-choi and Raymond HO.

74. Members noted the written reply from Citybus.

75. A Member opined that the fare of route no. N29 was quite high and thus had reservations about the motion. The Member suggested that the last departure of route no. A29 be scheduled later.

76. 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.

(Note: Please also refer to paragraph 255.)

**(5) Request to increase the service frequency of route no. 792M during morning peak hours to address the needs of students and office workers
(SKDC(TTC) Paper Nos. 8/17 and 58/17)**

77. The Chairman said the motion was moved by the Vice Chairman and seconded by Messrs Philip LI, Jonathan CHAN, WAN Kai-ming, LING Man-hoi, HIEW Moo-siew and YAU Yuk-lun.

78. Members noted the written reply from NWFB.

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

**(6) Request the Transport Department to examine the provision of bus services between Tseung Kwan O and Tai Kok Tsui
(SKDC(TTC) Paper Nos. 9/17 and 59/17)**

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

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

82. Mr CHU Cheuk-king of TD responded that MTR was the fastest way to travel between Tseung Kwan O and Tai Kok Tsui. It was difficult for TD to introduce point-to-point services for every district. However, TD would continue to monitor the demand for bus services connecting Tseung Kwan O and Tai Kok Tsui and consider strengthening the existing services in collaboration with the bus companies.

83. 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) Request to provide bus services between Tseung Kwan O and Tuen Mun (SKDC(TTC) Paper Nos. 10/17 and 59/17)

84. The Chairman said the motion was moved by Mr Jonathan CHAN and seconded by the Vice Chairman, Messrs Philip LI, WAN Kai-ming, LING Man-hoi, HIEW Moo-siew and YAU Yuk-lun.

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

86. Mr CHU Cheuk-king of TD said it was difficult for TD to provide point-to-point services for every district. The captioned proposal involved a long-haul route which was not operationally efficient. Interchange concessions had been introduced for route nos. 290 and 290A to interchange with a number of bus routes to Tuen Mun. However, TD would closely monitor the demand and review with the bus companies to see it was necessary to strengthen bus services.

87. Members' views were as follows:

- Members supported the motion and proposed introducing bus services between Tseung Kwan O and Yuen Long and the Shenzhen Bay Port. As the route would travel via Tuen Mun, the bus company could also introduce section fares.
- As the public might interchange to cross-boundary coaches at the technology park in Tuen Mun Industrial Area, it was hoped that the proposal would be implemented.

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

(8) Request the bus company to provide fare concessions to students (SKDC(TTC) Paper Nos. 11/17, 54/17 and 60/17)

89. The Chairman said the motion was moved by Mr WAN Kai-ming and seconded by the Vice Chairman, Messrs Jonathan CHAN, Philip LI, LING Man-hoi, HIEW Moo-siew and YAU Yuk-lun.

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

91. Mr CHU Cheuk-king of TD responded that the Government had long encouraged franchised bus companies, if operationally viable, to offer more fare concessions. The bus companies had already offered various concessions to passengers. Yet, TD would convey Members' views to the bus companies.

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

(9) Request the Kowloon Motor Bus Company to amend the terms on the same day return discounts to enable more passengers to enjoy the concession (SKDC(TTC) Paper Nos. 12/17 and 54/17)

93. 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.

94. Members noted the written reply from KMB.

95. Mr CHU Cheuk-king of TD responded that TD had long encouraged franchised bus companies, if operationally viable, to offer concessions to passengers. TD would convey Members' views to the bus companies.

96. A Member hoped that concessions would continue to be offered and suggested that KMB extend the concession scheme or loosen the eligibility requirements for enjoying fare concessions.

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

V. 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 6th meeting of the Traffic and Transport Committee in 2016 (Paragraph 72 of the minutes of last meeting) (SKDC(TTC) Paper No. 13/17)

98. Members noted the paper.

(2) Request to increase the service frequency of green minibus route nos. 112M / 112S and to improve the routing (Paragraphs 73 to 76 of the minutes of last meeting)

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

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

(1) Request to step up the cleaning and sanitation work in the compartment of minibuses (SKDC(TTC) Paper No. 14/17)

100. The Chairman said the motion was moved by Mr Philip LI and seconded by the Vice Chairman, Messrs Jonathan CHAN, WAN Kai-ming, LING Man-hoi, HIEW Moo-siew and YAU Yuk-lun.

101. Mr CHU Cheuk-king of TD responded that TD had long been closely monitoring the hygiene condition inside minibus compartments. Minibus owners and operators had the responsibility to keep passenger compartments clean. Relevant requirements had been stipulated in the passenger service licences. TD would regularly renew the passenger service licences for franchised minibus operators. When renewing the licences, TD would conduct mid-term review with the operators, including an assessment on the hygiene condition of minibus compartments. Members were welcome to inform TD of their views on the hygiene condition of compartments and vehicles of specific routes. TD would then follow up with the operators as soon as possible.

102. A Member suggested TD request the operators to hire contractors to clean and sanitise minibus compartments regularly upon the issue of passenger service licences.

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

VI. Items related to taxi service

(A) Matters arising

(1) Progress on the follow up of taxi services by the Transport Department in response to the 6th meeting of the Traffic and Transport Committee in 2016 (SKDC(TTC) Paper No. 15/17)

104. Members noted the paper.

(2) Taxis wait for passengers at the restricted zone of Mau Yip Road (Paragraphs 84 to 87 of the minutes of last meeting)

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

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

(1) Request the Police to step up prosecution against taxis illegally parked along the pavement at public transport interchanges in Tseung Kwan O and Tiu Keng Leng (SKDC(TTC) Paper Nos. 16/17 and 47/17)

106. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Messrs LUK Ping-choi and Raymond HO.

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

108. Members' views were as follows:

- Many taxis were seen parked overnight at the taxi stand at Tsui Lam. As such, Members asked whether the taxi stand at Tsui Lam Bus Terminus was under the purview of TD and whether TD could request the Police to conduct enforcement action, as well as whether taxis could be parked overnight at the taxi stands set up by TD.
- Taxis were seen parked overnight on the pavements of public transport interchanges (PTIs), including Tseung Kwan O PTI. There were also taxis parked overnight at the taxi stands of Tseung Kwan O PTI and Tong Ming Court. As such, Members hoped that the Police would step up law enforcement. Another Member opined that prosecution alone could not solve the problem. The problem of illegal parking of taxis was due to inadequate parking spaces in the district.
- Private vehicles were found parked on the lawn beside a traffic light at the intersection of Po Hong Road and Po Lam Road North. Members pointed out that the area concerned should be a government road and asked if the Police could take prosecution action there.
- Members enquired whether TD had set aside places for shift change of taxi drivers or taking rest and requested TD to look into the matter.
- Members enquired whether it was stipulated in the law that drivers of each of a certain number of taxis at a taxi stand were required to sit in their vehicles.

109. Mr CHU Chi-wai, OC District Traffic Team (Tseung Kwan O) of HKPF, responded as follows:

- It was stipulated in the law that drivers of each of the first two taxis at a taxi stand were required to sit in their vehicles. Drivers of taxis waiting in the line thereafter could leave their vehicles. If vehicles were found to have parked in a way that would cause obstruction, the Police could institute a prosecution by way of summons.
- If vehicles were found to have parked on a pavement or in a way that would cause serious obstruction to other people, the Police could institute a prosecution by way of summons. As for illegal parking on lawns, the Police had to check with the Lands Department (LandsD) on land ownership before making a response from the perspective of law enforcement.
- The Police had to conduct site inspection around Tsui Lam Estate before making a response from the perspective of law enforcement.

110. Mr CHU Cheuk-king of TD pointed out that taxi drivers had to comply with the law and follow traffic signs. TD had already designated restricted zones at the PTIs of Tseung Kwan O and Tiu Keng Leng respectively. The department would stay in close touch with the Police and take enforcement actions or measures subject to the relevant land ownership and traffic signs. TD had no restriction on where taxi drivers could change shifts, but drivers should not violate the traffic regulations when parking their vehicles.

111. There being no amendment or objection from Members, the Vice Chairman declared that the motion was carried and requested HKPF and TD to follow up Members' views. Relevant Members were also invited to contact the Police.

VII. Items related to MTR service

(A) Matters arising

112. 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 6th meeting of the Traffic and Transport Committee in 2016 (Paragraph 89 of the minutes of last meeting) (SKDC(TTC) Paper No. 17/17)**

113. Members noted the paper.

- (2) Request the MTR Corporation to provide clearer directions to the awaiting passengers at the platform of North Point Station (Paragraphs 91 to 93 of the minutes of last meeting)**

114. Members suggested providing additional instruction signs at the platform of North Point Station and installing a display screen near the end of the platform.

115. Ms Rysta SO, Assistant Public Relations Manager – External Affairs of MTRCL, responded that MTRCL notified passengers of train information via various channels. The existing measures were enough to let passengers to get hold of the relevant information. Yet, MTRCL noted Members' views and would put it on record and observe the queuing situation at North Point

Station in the morning.

116. A Member suggested installing self-service kiosks at MTR stations so as to free up space for improving station facilities.

117. The Chairman pointed out that the instruction signs at North Point Station had been improved. However, he had reservations about installing a display screen as it would obstruct passengers' sight. With Members' consent, the Chairman declared that the above item would be deleted.

(3) Request to provide wide gates or smart-ticket gates (in blue) at the LOHAS Park Station (Paragraphs 94 to 98 of the minutes of last meeting)

118. A Member pointed out that blue gates had been installed at the station and suggested installing additional wide gates as well. Prior to the implementation of the aforesaid proposal, MTRCL should arrange staff to be on hand near the wide gates to advise passengers that the gates were for access by the needy.

119. Ms Rysta SO of MTRCL responded that a wide gate had been provided at LOHAS Park Station. MTRCL would deploy staff to be on hand nearby to help passengers cross the gates as appropriate. Members' views would be conveyed to the station's staff to study if there was any room for improvement.

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

(4) Request to expeditiously construct the North Hong Kong Island Line (Paragraphs 99 to 103 of the minutes of last meeting) (SKDC(TTC) Paper No. 18/17)

121. Members noted the written reply from HyD.

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

(5) 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 (Paragraphs 104 to 108 of the minutes of last meeting)

123. A Member suggested writing to the Planning Department (PlanD) or the Development Bureau (DEVB) to request for the implementation of the proposal.

124. The Chairman declared that the above item would be retained and letters would be sent to the Transport and Housing Bureau (THB), DEVB and PlanD.

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

(1) Request to improve the facilities at Exit C of LOHAS Park MTR Station by providing an escalator and train frequency display boards to facilitate residents of LOHAS Park and the Beaumont and continue to follow up on the discharge of hot air (SKDC(TTC) Paper Nos. 19/17 and 55/17)

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

126. Members noted the written reply from MTRCL.

127. Members was disappointed by MTRCL's reply and asked for the reason why display boards could not be installed there. The issue of the discharge of hot air had been improved. Yet, the location where hot air was discharged was close to the entrance of Hemera. Members thus requested MTRCL to continue to closely monitor the situation and study improvement measures.

128. Ms Rysta SO of MTRCL responded that escalators were provided near Exit C of LOHAS Park Station with staircases and lifts nearby. It was believed that the existing facilities could cope with the needs of passengers. However, MTRCL would continue to monitor the situation. When deciding the installation of additional facilities at a station, MTRCL in fact had to consider a number of factors. Yet, MTRCL noted Members' views which would be conveyed to the station's staff for consideration.

129. 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) Suggest to provide a cover for the escalator near Kai King Road and a lift at Po Lam MTR Station
(SKDC(TTC) Paper Nos. 20/17 and 55/17)**

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

131. Members noted the written reply from MTRCL.

132. Mr CHU Cheuk-king of TD said the area was under the purview of the management office of the shopping mall at a nearby housing estate. TD would follow up with the relevant parties on Members' views as soon as possible.

133. Ms Rysta SO of MTRCL said Exit C of Po Lam Station was located at the street level by which passengers could access the station. There were also ramps and lifts to facilitate passengers to go to the upper floor of the station and the nearby shopping mall. MTRCL had provided relevant services with the existing facilities. There was no plan to install a lift at the location for the time being.

134. Members pointed out that the captioned escalator would be closed on rainy days and the days after. However, unsatisfactory notification measures and enclosure facilities had caused inconvenience. Such responsibility should not be passed on to landlords. Besides, residents found it difficult to go to the MTR station via the shopping mall in the early morning or at night. Therefore, MTRCL was requested to install additional lifts or ramps near King Ming Court and King Lam Estate. Members opined that MTRCL should also improve and provide more ancillary facilities inside the station.

135. Ms Rysta SO of MTRCL said the company would look into Members' views.

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

motion was carried and requested the Management Office of Metro City Plaza, MTRCL and TD to follow up Members' views.

(3) Suggest to provide an MTR station at Hong King area on the East Kowloon Line to facilitate residents of Tsui Lam Estate, Hong Sing Garden and King Ming Court (SKDC(TTC) Paper Nos. 21/17, 52/17 and 55/17)

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

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

139. Mr CHU Cheuk-king of TD said the department would deliberate with HyD and the relevant stakeholders on issues such as the planning, operation, construction and commissioning of the rail line during planning and implementation of the project.

140. A Member enquired about the progress of the study on the extension of the East Kowloon Line and suggested writing to THB requesting the provision of "Hong King" Station.

141. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested HyD, MTRCL and TD to follow up Members' views. TTC would also send a letter to THB.

VIII. Items related to other public transport services

(A) Matters arising

(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 (Paragraphs 110 to 114 of the minutes of last meeting) (SKDC(TTC) Paper No. 22/17)

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

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

(B) The 5 Motions presented by Members (other public transport services)

(1) Strongly request the Transport Department to promptly provide a minibus / bus route running to and from Tseung Kwan O Hospital and United Christian Hospital (SKDC(TTC) Paper Nos. 23/17 and 59/17)

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

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

146. Mr CHU Cheuk-king of TD responded that passengers could take route no. 98A or 296M

and interchange to route no. 95M to travel to and from Tseung Kwan O Hospital and United Christian Hospital. Passengers taking route no. 296M and interchange to route no. 95M could also enjoy an interchange concession. However, TD would closely monitor the service level of the routes and would request the bus company to strengthen the existing service where necessary. TD would consider providing public transport services between Tseung Kwan O and United Christian Hospital and would pay close attention to the demand for such services.

147. A Member pointed out that it was inconvenient to interchange to other bus routes and therefore proposed rationalising the local bus routes and conducting extensive consultation accordingly.

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

149. As the second and third motions were related, there being no objection from Members, the Chairman declared that the issues would be discussed together.

- (2) Concern about the traffic problems of the Hong Kong Global Geopark of China and request to combat taxis operating illegally
(SKDC(TTC) Paper Nos. 24/17 and 53/17)**
- (3) Urge the Police to strengthen its manpower to combat overcharging vigorously
(SKDC(TTC) Paper Nos. 25/17, 49/17 and 53/17)**

150. The Chairman said the second motion was moved by Mr Philip LI and seconded by the Vice Chairman, Messrs Jonathan CHAN, WAN Kai-ming, LING Man-hoi, HIEW Moo-siew and YAU Yuk-lun. The third motion was moved by Ms Christine FONG and seconded by Messrs CHAN Kai-wai and CHEUNG Mei-hung.

151. Members noted the written reply from HKPF concerning the second motion and the written replies from the Environmental Protection Department (EPD) and HKPF concerning the third motion.

152. Mr CHU Cheuk-king of TD responded that the department would stay in close touch with the Police and take relevant enforcement measures where necessary to combat overcharge of taxi fare at the East Dam of the High Island Reservoir. TD had also raised the issues at the latest meeting with the taxi trade representatives, hoping that the relevant taxi associations and trade representatives would call on its members and industry operators to abide by the law.

153. There being no amendment or objection from Members, the Chairman declared that the two motions were carried. Regarding the second motion, he requested HKPF and TD to follow up Members' views. Regarding the third motion, he requested HKPF, EPD and TD to follow up Members' views.

- (4) Improve the traffic to and from Pak Shing Kok to facilitate commuters travelling to and from the Fire and Ambulance Services Academy
(SKDC(TTC) Paper No. 26/17)**

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

155. Mr CHU Cheuk-king of TD responded that passengers could take the special trips of route no. 298E travelling to and from the Fire and Ambulance Services Academy. TD had coordinated with the academy on its operation hours. It was believed that the arrangement could generally meet the demand of the students. TD would also keep in touch with the departments in charge of the development project of Pak Shing Kok and discuss with the bus companies to consider strengthening services when the development commenced construction.

156. 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 to increase transport resources and supporting facilities and make long-term planning and proposals in light of the large number of visitors/staff brought by the resident intake of numerous new housing estates in Tseung Kwan O South and the relocation of the Immigration Tower to Area 67 (SKDC(TTC) Paper No. 27/17)

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

158. Mr CHU Cheuk-king of TD pointed out that the proposed government building in Area 67 would be located diagonally opposite to Tseung Kwan O Station. Members of the public could take MTR, buses or minibuses to travel to the building. A number of proposals had been raised in the Bus Route Planning Programmes in recent years to strengthen services in Areas 65 and 66. TD would closely monitor the demand and would study with public transport operators the ways to improve the existing services or introducing new services in the long run. TD would also consider introducing additional GMB routes running between Area 65/66 and the nearby MTR stations. Should there be any further plans, TD would timely consult SKDC and the local community.

159. Members' views were as follows:

- Members suggested carrying out a study on the different means of transportation to the building in a timely manner and proposed that MTRCL improve the facilities of Tseung Kwan O Station before the commissioning of the building.
- Members hoped that TD would timely inform TTC the transportation arrangements after the intake of the residential developments in Tseung Kwan O South. Members believed that it was not efficient to just divert the existing bus routes to ply via the area.

160. Mr CHU Cheuk-king of TD responded that people traveling to the government building in Area 67 would be in opposite direction of residents of Tseung Kwan O traveling to work in urban districts. The existing transport services were sufficient to cope with demand. Yet, TD would collaborate with the public transport operators to monitor the demand. Minibuses were a more suitable transport option to take residents to the nearby MTR stations or PTIs. TD noted Members' views and would closely monitor the demand for the relevant services and the progress of the residential projects. SKDC would be timely consulted in this regard.

161. Members' views were as follows:

- Members suggested informing the Immigration Department to make space for building a footbridge connecting the civic centre in Area 67.

- Tiu Keng Leng Station and Tseung Kwan O Station both lacked a covered access connecting the building. Members thus requested TD to consider arrangements to facilitate pedestrian flow.
- Both passengers entering or exiting the gate had to pass through the station concourse. With the completion of the building, vehicles of more routes would make a stop at the Tiu Keng Leng PTI. Members worried that pedestrian flow would be increased and thus suggested conducting a study on the directions of pedestrian flow and gate-passing arrangements at an earlier time before the completion of the building, and taking diversion measures.

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

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

(The meeting resumed at 2:20 p.m.)

IX. Items related to road works/facilities

(A) Matters arising

- (1) Transport Department's Report on the Follow up of the Traffic Works/Facilities in Sai Kung and Tseung Kwan O
(Paragraph 115 of the minutes of last meeting)
(SKDC(TTC) Paper No. 28/17)**

164. Members noted the paper.

- (2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O)
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
(Paragraphs 116, 207 to 230 of the minutes of last meeting)
(SKDC(TTC) Paper No. 29/17)**

165. Members noted the paper.

166. Members' views were as follows:

- Members requested TD to study the planting of two trees at the site with the original two trees removed and considered planting smaller tree species.
- Members enquired about the progress and completion date of the construction works at the Pak Kong Road Bus Stop.

167. Ms Nana SHIU, Engineer/Pedestrian Improvements of TD, reported that the department was conducting local consultation in writing through the Sai Kung District Office (SKDO) on the extension of the Fu Ning Garden Bus Stop on Po Ning Road by 25 metres. The two eucalypts at the planter there were removed on 8 August 2016 to make way for the construction works as originally intended. However, Members decided at the last meeting that the bus stop should be extended by 25 metres. Three trees planted at the location (including the one removed on 8

August 2016) would be affected by the extension of the bus stop by such distance. As the department had received in situ compensatory planting proposals (i.e. at the area near the aforesaid bus stop) submitted by SKDC and members of the public, the three trees were to be planted at the planters across the bus stop outside Tak Yue House of Hau Tak Estate and Yu Cheong House of Yu Ming Court. Another tree would be planted at the site where the other tree was removed on 8 August 2016. Regarding Members' proposal of planting two trees at the site where a tree was removed, TD would look into the proposal and report on the issue at the next meeting.

168. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD, responded that regarding the construction works at the Pak Kong Road Bus Stop, there were underground facilities at the site and HyD had coordinated with the relevant companies and had submitted an application to LandsD. HyD would commence the works upon approval by LandsD.

169. Members' views were as follows:

- Members requested the government departments to carefully consider the compensatory planting arrangement and provide relevant information. Members agreed to the planting of trees at locations such as the area outside Tak Yue House. Yet, Members opined that trees should also be planted outside Fu Ning Garden.
- Members requested TD to monitor the usage of the bus stop after completion of the works. The department should also look into the arrangement of more bus routes to make a stop there if possible. If there was any sign of overloaded capacity, TD should submit a report on the operation of the bus stop a few months later.
- The proposed completion date of project no. NE/15/2685 was January 2017 and that of project nos. NE/15/2677, NE/15/2820 and NE/15/2882 was February 2017. However, as these projects were still at the planning stage, Members enquired about the exact date of the commencement of construction.
- Members opined that the progress of the bus stop extension works at Ho Chung was slow.
- Members enquired about the reason why tree removal was needed for the road sign works near Chun Yat Street on Wan Po Road. Members also asked if those trees could be planted elsewhere and enquired about the tree species.

170. Ms Nana SHIU of TD responded that TD would coordinate with HyD as soon as possible on the compensatory planting arrangements for the extension of the Fu Ning Garden Bus Stop on Po Ning Road and would give a reply as soon as possible on whether the proposal was feasible.

171. Mr NG Kin-fung of HyD said he would give a reply on the works progress as earlier enquired by Members and on the issue of the road sign works at Chun Yat Street after the meeting.

172. The Chairman requested the departments to submit a reply within a week.

**(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 117 to 120 of the minutes of last meeting)**

173. Members' views were as follows:

- Members suggested that two-way traffic should be resumed at the road section between the entrance of O Tau Village and the entrance of Ma Yau Tong Village as soon as possible. If

the aforesaid proposal could be implemented, it was not necessary to construct a roundabout.

- Members opined that two-way traffic could be resumed if improvement works could be carried out at the road bend there. However, the road markings needed to be improved and more traffic signs should be displayed there. Therefore, Members supported the aforesaid proposal and agreed that TTC should conduct a site inspection.

174. Mr WOO Kwong-ming, Engineer/Special Duties 1 of TD, said the department would arrange for a site inspection with the Member of the respective constituency and timely follow up the matter.

175. The Chairman declared that the above item would be retained and asked TD to follow up the matter. TTC would also arrange a site inspection.

(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 121 to 122 of the minutes of last meeting)

176. Ms Nana SHIU of TD reported that regarding the widening works of Ying Yip Road northbound (the section between Chap Fuk Road and Po Ning Road), the department had received the result of the public consultation conducted by SKDO and was now consolidating public views. However, the department would not rule out amending the proposal if necessary.

177. Members' views were as follows:

- Members supported the proposal of widening Ying Yip Road. However, some residents worried that moving the pedestrian crossing to the north by 60 metres would affect vehicles entering and exiting Fu Ning Garden. Therefore, it was suggested that TD should consult the public on the traffic arrangement and erect large display boards in the areas where residents would be affected.
- Another Member opined that the proposal should be approved as it could probably improve vehicular flow, although moving the pedestrian crossing to the north by 60 metres might cause inconvenience to pedestrians. The department should also follow up the arrangement for the nearby trees affected by the proposal.
- As TD said the proposal might be adjusted, Members enquired about the details of the adjustment.

178. Ms Nana SHIU of TD responded as follows:

- TD had responded to the views raised by the public. No further views had been received so far. Therefore, the plan attached in the consultation document and the plan submitted at the last meeting would not be adjusted. Most of the views queried why the pedestrian crossing was located at the road section with two vehicular lanes. As replied by TD, the design of the existing two-lane roundabout and the one-lane design of the Ying Yip Road northbound might lead to traffic jam at the roundabout of Ying Yip Road, Po Ning Road, Sheung Ning Road when traffic was heavy. The proposal of moving the pedestrian crossing to the north by 60 metres aimed at easing the traffic congestion at the roundabout. Pedestrians were only required to cross the northbound lane and southbound lane to enhance road-crossing safety.

As for the road bend leading to Chap Fuk Road, there would be enhancement in its design with only little changes to the existing traffic arrangements.

- A total of 15 trees (13 Taiwan Acacias and 2 *Leucaena leucocephala*) on a slope would be affected. HyD had conducted detailed assessment on the trees located on the construction site in accordance with the technical circulars of DEVB. The condition of the trees were all rated as poor to medium. After taking into account the assessment and the relevant guidelines, those 15 trees were not recommended for transplanting. HyD would remove those trees and plant another 15 trees in the district. The application for tree removal and compensatory planting had been approved by the relevant departments.

179. Members' views were as follows:

- Members asked whether the refuge island to be provided would be marked with double white lines or a centre reservation would be built there.
- No Member objected to the removal of the 15 trees as those trees were not good-quality tree species and the removal would not pose much impact to the environment. Members supported planting tree species of good-quality elsewhere.
- Members suggested that the trees be transplanted at Wan Po Road.
- Members requested TD to liaise with HyD on the feasibility of transplanting the 13 Acacia trees on flatland.

180. Ms Nana SHIU of TD responded that the area would be marked with double white lines as there was limited space. Since the survival rate of the 15 trees following transplanting was low, HyD also recommended removing them in accordance with the technical circulars of DEVB.

181. The Chairman said that the proposal should be implemented as soon as possible if there was no major amendment or objection. The Chairman requested TD to collaborate with HyD to carry out a study on the tree species. He declared that the above item would be retained and asked TD to follow up this matter.

- (5) Request to provide additional carparks and parking spaces for various types of vehicles (including those for disabled persons) in Sai Kung district
Request the Government to construct additional public carparks in Tseung Kwan O to meet the demand for parking spaces for different types of vehicles
(Paragraphs 123 to 132 and 153 of the minutes of last meeting)**

182. A Member said there was inadequate car parks and parking spaces in the district. Therefore, the department should look into the proposal of building additional underground car parks or multi-storey car parks.

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

- (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
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
(Paragraphs 133 to 138 and 153 of the minutes of last meeting)**

184. Members' views were as follows:

- Given the severe traffic congestion at Clear Water Bay Road and New Clear Water Bay Road as well as the rapid development in the nearby area, Members requested for prompt construction of flyovers, subways and an MTR station at the Hong Kong University of Science and Technology.
- The traffic on Clear Water Bay Road and Hiram's Highway was heavy during peak hours. Therefore, widening works should be carried out on the highway and a flyover should be built as soon as possible. Minibuses picking up and dropping off passengers along the roadside had aggravated the traffic congestion there.
- Members suggested continuing to explore the feasibility of building the Clear Water Bay Road – Tseung Kwan O Pak Shing Kok Link and look into the construction of a link road to connect Area 137 of Tseung Kwan O. As such, Members suggested writing to PlanD, the Town Planning Board, DEVB and THB.
- As for the matters concerning Ying Yip Road, additional subways and flyovers should be built in the long run.

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

- Relevant departments were conducting feasibility studies on the housing developments in Tseung Kwan O, and the development projects might affect the traffic on the local link roads, including the section of Clear Water Bay Road at Tai Po Tsai. TD would comment on the traffic assessment of the project and hoped to develop a traffic improvement proposal to tie in with the future development of the district.
- The department noted the proposal of constructing a link road to connect Clear Water Bay Road and Area 137. Timely response would be made where necessary.
- As for the suggestion of constructing a flyover at Hiram's Highway, TD had to consider the pedestrian flow to properly allocate resources. Yet, TD noted Members' views and would make timely response where necessary.

186. The Chairman said TTC would write to PlanD, DEVB and THB. He also declared that the above item would be retained.

(7) Enquire about the works progress regarding the provision of a footpath between the existing footbridge of Hong Sing Garden and To Lok Road footpath (Paragraphs 139 to 141 of the minutes of last meeting)

187. Mr NG Kin-fung of HyD said the temporary traffic arrangement had been approved by the relevant departments. HyD was handling the preliminary work and hoped to commence the works in the first quarter of 2017 (after the Lunar New Year).

188. Members asked whether the works would commence in February and requested HyD to provide the works plans and design details.

189. Mr NG Kin-fung of HyD responded that the works were expected to commence in February and the plans would be provided later.

190. The Chairman declared that the above item would be retained until the completion of the works.

191. As items (8) and (9) were related, there being no objection from Members, the Chairman declared that the issues would be discussed together.

- (8) 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**
- (9) 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) (Paragraphs 144 to 146, 154 to 157 of the minutes of last meeting) (SKDC(TTC) Paper No. 30/17)**

192. Members noted the written reply from TD.

193. Members' views were as follows:

- The Commissioner for Transport mentioned earlier that the top ten works in the programme were progressing well. The works of the escalator link system between Hong Sing Garden and Po Hong Road was in the 14th place. Therefore, it was hoped that the works would be carried out promptly with the works schedule provided.
- Members asked whether the hillside escalator proposals on the list were all feasible. It was also suggested that the proposal of constructing a link system connecting Tsui Lam Estate and King Ming Court with Po Lam area should be studied and an MTR station should be built in the uphill area.

194. Mr WOO Kwong-ming of TD said the department would request HyD to provide details on the progress of the top 12 works on the list. HyD reviewed its human resources and conducted preliminary technical feasibility assessments for the 11th and 12th proposals. In the short run, TD would conduct a site inspection in February together with the Member of the respective constituency, and would carry out a study on strengthening bus and minibus services. In the medium run, TD would liaise with the Works Section of SKDO to explore the feasibility of constructing a hiking trail.

(Post-meeting note of TD: The Government currently allocated resources to promptly implement the hillside escalator proposals with higher ranking on the list that had yet commence construction. After all the works progressed smoothly, TD would follow up the remaining proposals ranked lower on the list, including the proposal of the escalator link system between Hong Sing Garden and Po Hong Road which was no. 14 on the list.)

195. Members' views were as follows:

- Constructing a hiking trail could not bring convenience to the elderly or people with impaired mobility. Therefore, the proposal should be considered carefully.
- Feasibility studies should be conducted for all the works on the list.
- TD should conduct site visits for its medium-term plan. The proposal of constructing a hiking trail was shelved due to high cost. Members hoped that TD would reconsider the proposal and carry out a study on the provision of a pedestrian crossing at the junction of Po Hong Road.
- Members welcomed the commencement of the works for constructing To Lok Road Hiking

Trail in February 2017. However, it was hoped that the proposal to construct the escalator link system between Hong Sing Garden and Po Hong Road would be implemented as soon as possible.

196. Mr WOO Kwong-ming of TD said the works for the provision of a hiking trail was previously shelved due to cost overrun. TD would ask the Works Section of SKDO whether they could revisit the proposal and see if the hiking trail could be shortened.

197. The Chairman said TTC would learn more about the issue from TD or the District Facilities Management Committee. He also declared that the above two items would be retained.

**(10) Request the Government to review and enhance the New Parking Meter System Trial Scheme
(Paragraphs 158 to 160 of the minutes of last meeting)**

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

**(11) 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
(Paragraphs 161 to 165 of the minutes of last meeting)**

199. Mr CHU Chi-wai of HKPF said there were four traffic accidents causing minor injuries and two traffic accidents causing no injury at Po Shun Road during the period between November and December 2016. Preliminary investigation showed that the aforesaid six traffic accidents had nothing to do with road design.

200. A Member suggested TD review the locations of traffic signs in the district. Besides, street racers were often seen on the road sections from Tseung Kwan O Industrial Estate heading to Tseung Kwan O and Hang Hau, generating huge noise at night. Therefore, it was suggested that the Police set up road barriers on their gathering areas, as well as along Wan Po Road and outside Beverly Garden (Tong Chun Street or Tong Tak Street) to stop and detain the vehicles.

201. With Members' consent, the Chairman declared that the above item would be deleted and asked HKPF to note Members' views.

**(12) 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
(Paragraphs 166 to 170 of the minutes of last meeting)**

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

**(13) 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
(Paragraphs 171 to 174 of the minutes of last meeting)**

203. A Member hoped that the Working Group on Tseung Kwan O – Lam Tin Tunnel, the Cross Bay Link, New Government Buildings would continue to follow up the captioned issue.

204. With Members' consent, the Chairman declared that the item would be referred to the aforesaid working group to follow up.

**(14) The monitoring on road repairs for Wan Po Road
(Paragraphs 175 to 179 of the minutes of last meeting)**

205. A Member pointed out that the downhill section of Wan Po Road was covered with low-noise materials which could be easily damaged. As such, Members asked whether it could be replaced with other materials and hoped that HyD would give a reply within a week.

206. Mr NG Kin-fung of HyD said he would convey Members' views to the officers of the Development Office and give a prompt reply afterwards.

207. The Chairman requested HyD to give a reply within a week and declared that the above item would be deleted after receiving the reply.

(Post-meeting note: HyD's written reply had been sent to Members by email on 25 January.)

**(15) The development of the residential project at Shek Kok Road
(Paragraphs 180 to 184 of the minutes of last meeting)
(SKDC(TTC) Paper No. 31/17)**

208. Members noted the written reply from LandsD.

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 to promptly construct two footbridges in the south and north across
Wan Po Road in order to meet the demands of residents of LOHAS Park and
the Beaumont
(SKDC(TTC) Paper Nos. 32/17, 50/17 and 51/17)**

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

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

212. Members' views were as follows:

- Members were disappointed that residents of the Beaumont and those living along Shek Kok Road had to solely rely on a subway to access the MTR station. It was hoped that either the Southern or Northern Bridge would be constructed as soon as possible, connecting Shek Kok Road and the Beaumont with the MTR Station. As such, Members suggested writing to DEVB, THB and PlanD to enquire about the implementation schedule of the Southern and Northern Bridges.
- If the facilities were to be constructed by the developer, Members opined that the management and maintenance cost of the facilities should not be borne by individual property owners and the developer must bear such cost. Another Member opined that the developer should set aside fund to build the footbridges and should not pass the responsibility to the Government.
- LandsD had already replied that the developer would be responsible for the maintenance and

management of the Southern Bridge, and had requested that the related cost should not be borne by individual property owners.

- Members worried that the developer would shrug off such responsibilities when all flat were sold and an owners' corporation was formed. Therefore, the relevant request should be stipulated on the land lease. As such, Members suggested writing to LandsD to seek relevant information and clarification on the second request, hoping that LandsD would make it clear that "according to the proposed conditions for land exchange concerning 1-3 Shek Kok Road, the maintenance and management responsibilities of the Southern Bridge would be borne by the developer" to prevent the developer from passing such responsibilities on to individual property owners after an owners' corporation was formed.
- Members suggested having low-rise developments such as multi-purpose indoor sports centre on the government sites along Shek Kok Road to align with the footbridge to be built connecting the LOHAS Park Station.

213. Ms Nana SHIU of TD responded that LandsD had made it clear that the Southern Bridge would not be managed by TD while the maintenance of the Northern Bridge was subject to the planning intention. TD would provide comments on the footbridge design and connection arrangement from the perspective of traffic engineering.

214. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested CEDD, PlanD, LandsD, MTRCL and TD to follow up Members' views. TTC would write to LandsD seeking clarification on the request of the management and maintenance cost of the public footbridges not to be borne by individual property owners. TTC would also write to PlanD, CEDD, THB and DEVB in regard to the Northern Bridge project. Furthermore, there being no objection from Members, the Chairman declared that item (15) would be deleted.

(C) The 6 Motions presented by Members(Traffic Works/Facilities)

(1) Request to promptly construct two footbridges in the south and north across Wan Po Road in order to meet the demands of residents of LOHAS Park and the Beaumont (SKDC(TTC) Paper Nos. 32/17, 50/17 and 51/17)

215. The Chairman said the first motion had been carried and discussed with other issues earlier.

(2) Request to fill the gap at the central divider of Tong Tak Street near Park Central to prevent accidents (SKDC(TTC) Paper Nos. 33/17 and 61/17)

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

217. Members noted the written reply from CEDD.

218. A Member opined that the proposal could not cope with the pedestrian demand and thus suggested providing a pedestrian crossing.

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

**(3) Request the Civil Engineering and Development Department to increase the height of the glass on both sides of the footbridge connecting the Grandiose with Bauhinia Garden
(SKDC(TTC) Paper Nos. 34/17 and 48/17)**

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

221. Members noted the written reply from CEDD.

222. Members were disappointed by CEDD's claim that implementing the proposal would make cleaning and maintenance difficult. The height of the glass along the escalator was low with no planter placed there. Therefore, the footbridge's design should be improved promptly by, for example, increasing the height of the glass and placing taller planters on the two sides to provide more protection from rain and prevent accidents.

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

**(4) Request the government department to promptly enhance Fei Ngo Shan Road including the construction of a footpath to separate vehicles and pedestrians and beautify the road
(SKDC(TTC) Paper No. 35/17)**

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

225. Members' views were as follows:

- The road sections near Fei Ngo Shan was narrow with many twists and turns. There was no measure in place for segregation of vehicles and pedestrians. Some road sections were even parked with many vehicles. Therefore, Members urged TD to explore improvement measures for such road sections, especially those of two-lane two-way traffic. Lay-bys were also suggested to be set up there. The department should also promptly improve the section of Clear Water Bay Road and resolve the problem of disconnected pavements.
- Members requested TD to handle the overgrown weeds along Clear Water Bay Road and prune the overgrown tree branches regularly.
- As a number of road signs were erected at the middle of the pavement along Clear Water Bay Road, Members suggested relocating the road signs or adopting the L-shaped footing design.
- Residents found it difficult to cross the roads outside Pak Shek Wo San Tsuen or Pak Shek Wo Tsuen. Improvement was thus suggested to be made in this regard.

226. Ms Rica LAW of TD responded as follows:

- Fei Ngo Shan Road was constructed along the mountain. Owing to environmental constraints, some sections of the pavement were disconnected. TD noted Members' views and would conduct a site visit and inspect the road sections of two-lane two-way traffic to see if the relevant proposals were feasible. TD would also check the road signs along the road. Besides, TD had referred the issue to the relevant departments to follow up the road beautification proposal.

- TD would refer the issue of overgrown branches along Fei Ngo Shan Road to the repair and maintenance unit to follow up. TD would also explore the feasibility of setting up lay-bys along Fei Ngo Shan Road.
- As for the views that some road signs were erected at the middle of the pavement along Clear Water Bay Road, sign poles must be set in concrete footings which might need to be located away from underground facilities. Yet, TD would review the locations of road signs or sign poles and see if improvement could be made if necessary.

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

**(5) Improve the design and safety measures for Sai Sha Road to safeguard residents and road users in Sai Kung
(SKDC(TTC) Paper No. 36/17)**

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

229. Members' views were as follows:

- As no progress had been made on the widening works at Sai Sha Road, Members supported the motion.
- Members requested TD to provide details and the plans of the road sections to be managed by the developer and the Government respectively. It was also suggested that the issue should be referred to THB for discussion. The road sections in Sai Kung should be widened promptly as many of them were of one-lane two-way traffic with inadequate lay-bys.
- As water drains were found sunken along the road section from Yung Shue O and Sai Keng to Ma Kwu Lam Village, Members suggested TD carry out improvement works accordingly.
- As there were overgrown trees and weeds at the road bend of Shui Long Wo, Members requested HyD to carry out improvement works accordingly.

230. Ms Rica LAW of TD responded as follows:

- As there was spare carrying capacity at Sai Sha Road, there was inadequate justification to support widening of the road section.
- TD had been monitoring the traffic condition of Sai Sha Road and would carry out improvement works where necessary.
- As for the road section in Tai Po, TD had provided pedestrian crossings at the section between Nga Yiu Tau Tsuen and Nai Chung Barbecue Site of Sai Sha Road. Traffic signs to alert drivers to, for example, slow down had been erected there. TD also planned to install a traffic light at the pedestrian crossing near the bus stop at Sai Keng Village and was now doing preparatory work for its installation. TD was also discussing with other departments to improve the traffic arrangements at Tseng Tau Village, including the provision of additional pedestrian crossing facilities, traffic signs and markings, etc. TD would regularly report to the Tai Po District Council on the progress of the related works. As for the proposal of widening the section between Nai Chung and Tai Tung of Sai Sha Road, information from the Tai Po District Office showed that if the development project at Shap Sz Heung was implemented, the developer was required to widen that road section of Sai Sha Road under the land exchange conditions.
- As for the sections in Sai Kung, there were lay-bys and traffic signs along the road in Wong

Chuk Wan and O Tau reminding drivers to slow down. There were also appropriate pedestrian crossing facilities at the roundabout at Mak Pin. TD would continue to monitor the traffic condition of Sai Sha Road and explore improvement measures where necessary.

- TD had to check with the relevant parties to see if the plan of the road section to be managed by the developer could be obtained.

231. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD and HyD to follow up Members' views. TD was also requested to provide the plan of the improvement works at Sai Sha Road if possible.

(6) Request to enhance the Hiram's Highway Improvement Works and provide a noise barrier at Marina Cove section D (SKDC(TTC) Paper No. 37/17)

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

233. A Member suggested that the Hiram's Highway Improvement Works should include the provision of a 10-metre noise barrier at Marina Cove section D and enquired for the reasons why the proposal could not be implemented.

234. Mr TSE Leung-yau of HyD responded that the noise barrier provided under Phase I of the Hiram's Highway Improvement Works was designed in accordance with the relevant planning standards, taking into account the overall environment and traffic flow in future. The department had conducted a study and found that the current proposal could provide sufficient protection to residents along the road. Therefore, it was not necessary to extend the noise barrier. The department would regularly conduct environmental monitoring and hygiene inspection during construction, so that appropriate environmental initiatives could be taken accordingly. He hoped that Members would understand and support the works. TD noted Members' views and would convey the views to the principal officers of the Works Office.

235. Members' views were as follows:

- As the area was infested with mosquitoes and insects and was dusty during construction, Members requested strengthening environmental and hygiene measures.
- Construction was underway near Ho Chung Bus Stop, but the situation at the Kowloon bound bus stop near the rear part of the footbridge was chaotic. Therefore, Members would conduct a site inspection there along with TD.

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

X. Others

(A) Matters arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 6th meeting of the Traffic and Transport Committee in 2016 (Paragraphs 185 of the minutes of last meeting) (SKDC(TTC) Paper No. 38/17)**

237. 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 recorders at the appropriate locations of Wan Po Road and conduct joint operations to combat speeding and overloading
(Paragraphs 186 to 189 of the minutes of last meeting)
(SKDC(TTC) Paper No. 39/17)

238. Members noted the written reply from HKPF.

239. A Member suggested TD install more speed enforcement cameras as well as red-light cameras and requested the Police to step up prosecution on heavy vehicle drivers using mobile phones while driving.

240. Mr CHU Chi-wai of HKPF said the Police noted Members' views and would remind Kowloon East Traffic Headquarters and patrol officers in Tseung Kwan O to pay attention to such situation.

241. A Member requested the Police to step up prosecution on the irregularities of dump trucks. After relaxation of the speed limit imposed on the section of Wan Po Road near Oscar by the Sea from 50 km/h to 70 km/h, accidents happened frequently. Therefore the Member had reservations about the relaxation of speed limit and request TD and the Police to follow up the matter.

242. The Chairman pointed out that TD had already reviewed the cause of each accident. Yet, he declared that the above item would be retained one more time.

XI. Progress Report of Major Works of the Sai Kung District Council
(Paragraphs 190 to 194 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 40/17, 41/17 and 42/17)

243. Members noted the above paper and the written replies from CEDD and HyD.

244. A Member hoped that relevant government departments or the contractor of the works project no. 158TB would keep in close touch with local stakeholders or DC Members during construction, so that they could be informed of the works progress.

245. Mr NG Kin-fung of HyD said the department would convey Members' views to the officers of its Works Section.

XII. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 195 to 201 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 43/17 and 44/17)

246. Members noted the paper and the written reply from HKPF.

247. Members' views were as follows:

- The closure of all local bicycle parking spaces by TD earlier had caused inconvenience. Therefore, it was suggested that temporary bicycle parking spaces be provided when taking such action, or the local bicycle parking spaces should either be closed by turns or be closed on holidays only.
- Members suggested erecting a pillar and putting up a larger banner specifying "No obstruction" along the road section from Residence Oasis (near exit A of Hang Hau Station) to the bus stop of route no. 109M.

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

- The working group had taken four clearance actions between November and December 2016, covering 32 locations at different streets and bicycle parking areas with 161 illegally parked bicycles removed. The working group had scheduled clearance actions to take place in Sai Kung on 20 January, as well as in Tiu Keng Leng and Sheung Tak on 26 January respectively.
- If the working group took clearance action in different areas by turns, the relevant bicycle parking areas would have to be temporarily closed as requested by TD. SKDO would consider Members' views, but closing Sai Kung's bicycle parking areas by turns might result in scattered clearance actions.

249. Ms Nana SHIU of TD responded as follows:

- Closure of all bicycle parking areas in Sai Kung should be related to the bicycle clearance action. The parked bicycles could only be removed after a notice was posted for over 24 hours. However, TD noted Members' views and would explore better arrangements.
- A traffic sign specifying "illegally parked bicycles would be removed" had been set up at the exit of Hang Hau PTI near Ming Shing Street. TD would keep on record the proposal of hanging big banners to prevent illegal parking of bicycles, and consider the proposal when reviewing the promotional initiatives in future. TD would also keep monitoring the situation of bicycles chained to the railings of PTIs.

250. A Member opined that TD should immediately take improvement measures rather than keeping the proposal on record.

251. The Chairman asked SKDO to continue to follow up this matter.

XIII. Statistics on cycling accidents

**(Paragraphs 202 to 206 of the minutes of last meeting)
(SKDC(TTC) Paper No. 45/17)**

252. Members noted the paper.

XIV. Any Other Business

- (1) **Maintenance and repairs for private streets and roads
(Paragraph 232 of the minutes of last meeting)
(SKDC(TTC) Paper No. 46/17)**

253. Members noted the written reply from LandsD.

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

255. A Member clarified that he supported the motion "Request the Citybus Limited to advance the late-night service time of airport bus route no. N29" as set out in Paper No. 7/17 because the fare of route no. N29 was relatively low.

(Note: Please also refer to paragraphs 73 to 76.)

XV. Date of Next Meeting

256. The 2nd meeting of 2017 would be held at 9:30 a.m. on 23 March 2017 (Thursday).

XVI. End of Meeting

257. The meeting was adjourned at 4:47 p.m.

Traffic & Transport Committee
Sai Kung District Council
February 2017