

(Confirmed minutes)
(Translation)

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

Date: 20 July 2017 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

Present

<u>Present</u>	<u>From</u>	<u>To</u>
Mr LAU Wai-cheung, Peter, MH (Chairman)	9:30 a.m.	5:55 p.m.
Mr CHONG Yuen-tung (Vice Chairman)	9:30 a.m.	5:55 p.m.
Mr AU Ning-fat, Alfred, MH	9:30 a.m.	5:55 p.m.
Mr CHAN Kai-wai	9:30 a.m.	5:55 p.m.
Mr CHAN Pok-chi, Jonathan	9:30 a.m.	5:55 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	5:55 p.m.
Mr CHEUNG Mei-hung	9:30 a.m.	5:32 p.m.
Mr CHUNG Kam-lun	9:30 a.m.	12:24 p.m.
Mr FAN Kwok-wai, Gary	9:30 a.m.	4:30 p.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	5:22 p.m.
Mr HIEW Moo-siew	9:30 a.m.	5:55 p.m.
Mr HO Man-kit, Raymond	11:15 a.m.	5:55 p.m.
Mr KAN Siu-kei	9:30 a.m.	5:55 p.m.
Mr LAI Ming-chak	9:30 a.m.	5:55 p.m.
Mr LAM Siu-chung, Frankie	9:30 a.m.	5:55 p.m.
Mr LEUNG Li	9:30 a.m.	4:30 p.m.
Mr LI Ka-leung, Philip	9:30 a.m.	5:55 p.m.
Mr LING Man-hoi, BBS, MH	9:30 a.m.	5:55 p.m.
Mr LUI Man-kwong	9:30 a.m.	5:55 p.m.
Mr LUK Ping-choi	9:42 a.m.	5:55 p.m.
Mr TAM Lanny, Stanley, MH	9:30 a.m.	5:55 p.m.
Mr TSE Ching-fung	9:42 a.m.	3:38 p.m.
Mr WAN Kai-ming	9:30 a.m.	5:55 p.m.
Mr WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	5:55 p.m.
Miss TANG Carmen (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
Mr HU Yue-ming, Alan	Engineer/Pedestrian Improvements, Transport Department
Ms LAW Wai-ka, Rica	Engineer/Sai Kung, 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 (Tseung Kwan O), Hong Kong Police Force
Mr SHEK Chi-man	Sub-unit Commander (Operations Support) (Sai Kung Division), Hong Kong Police Force

Representatives of Other Government Departments and Organisations

Mr CHAN Lun-ming	Senior Engineer 6/ (East), Civil Engineering and Development Department	} For agenda item (II)
Mr LU Hua, Henry	Project Coordinator 2/ (East), Civil Engineering and Development Department	
Mr WONG Yin-chiu, Alex	Technical Director, Transportation, AECOM Asia Company Limited	
Mr LEE Hau-pan, Wilson	Director, ADO Limited	} For agenda item (III)
Ms O Fong-wa, Julie	Senior Engineer 1/Universal Accessibility, Highways Department	
Mr YEUNG Ka-chun, Henry	Project Coordinator 4/Universal Accessibility, Highways Department	
Mr CHEUNG Kin-keung, Martin	Deputy Managing Director, Mannings (Asia) Consultants Limited	} For agenda item (IV)
Ms NG Kam-han	Senior Transport Officer/Bus (Lantau and New Territories East), Transport Department	
Mr SIN Chi-yin, Mistral	Manager (Planning), Citybus Limited/ New World First Bus Services Limited	} For agenda items (IV), (V) and (VII)
Ms CHUNG Pui-yi, Penny	Senior Public Affairs Officer, Citybus Limited/ New World First Bus Services Limited	
Mr MAK Shing-pong, Douglas	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited	
Mr LAI Ka-long, Luka	Senior Officer (Planning and Development), Kowloon Motor Bus Company (1933) Limited	} For agenda item (X)
Ms SO Yuk-yin, Rysta	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited	

Absent

Mr YAU Yuk-lun

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the 4th meeting of the Traffic and Transport Committee (TTC) in 2017.

2. The Chairman said Mr YAU Yuk-lun was unable to attend the meeting as he was out of town, and had given 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 (the Standing Orders). In addition, a total of 12 motions and 5 questions had been received for discussion at the meeting.

I. Confirmation of Minutes of the Third Meeting of TTC in 2017

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

II. Development of Anderson Road Quarry Site – Proposed Tseung Kwan O Tunnel Toll Plaza Bus-Bus Interchange Public Toilet (SKDC(TTC) Paper No. 186/17)

4. The Chairman welcomed the representatives of the Civil Engineering and Development Department (CEDD) and the representatives of the consultant firm to the Sai Kung District Council (SKDC), including:

- Mr CHAN Lun-ming, Senior Engineer 6/ (East), CEDD
- Mr Henry LU, Project Coordinator 2/ (East), CEDD
- Mr Alex WONG, Technical Director, Transportation, AECOM Asia Company Limited
- Mr Wilson LEE, Director, ADO Limited

5. Mr CHAN Lun-ming, Senior Engineer 6/ (East) of CEDD introduced the proposal based on the presentation slides.

6. Members' views were as follows:

- Members supported the captioned proposal but requested the provision of a public toilet at the Bus-Bus Interchange (Kowloon-bound).
- The proposed public toilet was located near the Bus-Bus Interchange (Tseung Kwan O-bound). Members enquired whether facilities would be provided to facilitate people with disabilities to travel between the Bus-Bus Interchanges of both directions.
- Members suggested providing a temporary toilet at the Bus-Bus Interchange (Kowloon-bound) for use by the public and people with disabilities.
- Members enquired whether there was a covered walkway for users to walk to the public toilet from the Bus-Bus Interchange (Kowloon-bound).
- Members requested the provision of a cover at the footbridge connecting Bus-Bus Interchanges of the 2 directions.
- Members requested the provision of more male and female toilet cubicles and suggested expanding the size of the public toilet, relocating the baby changing counter or converting the lavatory basin for shared use by all toilet users of both genders to vacate space for increasing the number of toilet cubicles. In addition, Members requested increasing the male-to-female toilet compartment ratio from 1:1 to 1:1.5.
- Members queried the reasons for providing 2 duty rooms and suggested making use of the space to provide more toilet cubicles.
- Trees were planted between the public toilet and the Bus-Bus Interchange as screens, but Members were worried that the public might weave through the trees and enquired about the length of the tree line and whether railings would be provided.
- Members suggested the department clearly indicate the location of the public toilet.
- Members requested installing an automatic door or electric door at the accessible toilet.
- Members suggested providing taps in each toilet compartment to facilitate washing.
- Members suggested providing both pedestal and squatting type of water closets to cater for different public needs.

- Members suggested providing air-conditioners at the public toilet.
- Members suggested installing auto sensor type flushing cisterns.
- Members requested installing facilities of better quality to avoid frequent repair in future.
- Members enquired which department was responsible for the management of the public toilet in future.
- Members enquired whether closed circuit televisions would be installed or security staff would be stationed to protect the safety of overnight bus passengers.
- Members requested arranging minibus routes to pick up and drop off passengers at the interchange.

7. Mr CHAN Lun-ming of CEDD responded as follows:

- The works contract mentioned in the introduction carries a contract period of 3 years and included the construction of the Bus-Bus Interchange and the pedestrian facilities to be provided in Kwun Tong. The department required the contractor to complete the works for the Bus-Bus Interchange within 2 years. The works commenced in March 2017 and were expected to be completed in 2019. The department hoped to complete the Bus-Bus Interchange promptly to bring convenience to the public.
- The rear part of the Bus-Bus Interchange (Kowloon-bound) was the former Ma Yau Tong Landfill which was under restoration. As the space was narrow, the department had to carry out slope cutting works for the construction of relevant pedestrian link facilities. The department therefore had no plan to construct a public toilet there. The department noted the views of Members and would explore the feasibility of the proposal.
- The layout and the number of toilet cubicles were drawn up with reference to the Tuen Mun Road Bus-Bus Interchange Public Toilet. As there would be fewer bus stops at the Bus-Bus Interchange at Tseung Kwan O Tunnel, its utilisation rate was expected to be lower in comparison to the Tuen Mun Road BBI. It was therefore believed that the layout of the proposed public toilet was suitable. Nonetheless, the department would study whether there was room for improvement. With reference to the views of the Food and Environmental Hygiene Department (FEHD), Tuen Mun Road Bus-Bus Interchange Public Toilet could largely cope with demand.
- The public could use the proposed pedestrian link facilities and the walkway of the existing footbridge to travel between the Bus-Bus Interchange of the 2 directions. The proposed pedestrian link facilities near the Bus-Bus Interchange of the 2 directions were covered, but no cover would be provided for the walkway of the existing footbridge due to insufficient space.
- The trees planted between the public toilet and the Bus-Bus Interchange were to maintain a better appearance and for greening.
- The department would reflect Members' views on the management of the public toilet to FEHD which would be responsible management department.
- The department would not consider the provision of a temporary toilet for the time being but would review the situation under special circumstances.
- The department would study the suggestion of providing squatting type water closets.
- The arrangement of public transport at the Interchange would be studied and followed up by the Transport Department (TD).

8. Mr Wilson LEE, Director of ADO Limited responded as follows:

- Under the proposed structure, the baby care room inside the female toilet could be relocated to spare space for providing an additional toilet cubicle. However, if more than one

additional toilet cubicle were to be provided , the depth of the building had to be increased which would require a detailed study on whether there was sufficient space for the adjustment.

- If the lavatory basin was provided outside the male and female toilets for shared use, it might not be covered by the covered walkway outside the public toilet. It was also possible that the whole building might have to be moved backwards to vacate space for users to wash hands, which would also obstruct people with disabilities to use the accessible toilet. Therefore, it would be more suitable to provide the lavatory basin inside the toilet.

9. Mr Alex WONG, Technical Director, Transportation of AECOM Asia Company Limited responded as follows:

- A gap of around 5 metres between the public toilet and the trees would be reserved for use as an access for repair works. Facilities such as underground sewers, water pipes and electricity wires for connecting to the meter room of the public toilet would be provided there.
- The distance between the public toilet and the Bus-Bus Interchange would be shortened as far as possible in considering the design of layout so as to allow the public to travel along the covered walkway under all weather conditions.
- The company would consider enacting fences between the public toilet and the Bus-Bus Interchange as the public was not encouraged to weave through the trees to go to and from the public toilet.
- According to the stipulation of FEHD, there must be a duty room of an area of 3 square metres in each toilet for storage purpose.
- The ceiling height of the public toilet was around 5 metres and a natural ventilation design was adopted. The provision of air-conditioners was not included in the current proposal.
- According to the relevant design standards, the flushing system, water taps and soap dispensers inside the public toilet were all equipped with automatic sensors.

10. Mr CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD responded that as in the past, the department would make planning and arrangement for public transport in order to enhance the existing public transport network and cope with new passenger demand, taking account of the progress and the commissioning dates of new developments or infrastructure projects in a timely manner. The department would consider the proposals raised by public transport operators (including bus and minibus operators) and review their operation condition, the traffic of the roads nearby and the views of local personalities. As there was still time before the commissioning of the interchange, the department would discuss with public transport operators the ways to enhance their network and facilitate members of the public in different districts to travel to their destinations smoothly through the provision of interchanges in due course. The department would follow the existing mechanism and consult Members in a timely manner. For the proposal of providing a temporary toilet, the department had to carefully consider various factors, including whether there was sufficient space or it would constitute an obstruction, as well as the odour issue. The department would also make reference to the utilisation rate of the public toilet after completion for further study.

11. In view of the department's response that no cover could be provided due to insufficient space of the footbridge, a Member suggested the department simplify the cover design and study the loading of the footbridge.

12. Mr CHAN Lun-ming of CEDD responded as follows:

- The factor of wind resistance must be considered for the design of the cover. As the walkway was located at the edge of the existing footbridge, the proposal might not be structurally feasible. In addition, the walkway on the footbridge was not wide and the provision of any facilities would take up space. The department did not consider the situation desirable.

13. The Chairman concluded that TTC supported the captioned project and asked CEDD and the consultants to study Members' proposals of providing more toilet cubicles and a cover for the footbridge.

**III. Next Phase of the “Universal Accessibility” Programme
(Paragraphs 4, 5 and 108 to 112 of the minutes of last meeting)
(SKDC(TTC) Paper No. 187/17)**

14. The Chairman welcomed the representatives of HyD and the consultant to SKDC, including:

- Ms Julie O, Senior Engineer, Major Works Project Management Office, Highways Department (HyD)
- Mr Henry YEUNG, Project Coordinator, Major Works Project Management Office, HyD
- Mr Martin CHEUNG, Deputy Managing Director, Mannings (Asia) Consultants Limited

15. Ms Julie O, Senior Engineer 1/Universal Accessibility, Major Works Project Management Office of HyD introduced the latest progress of the programme based on the presentation slides.

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

**Request for including the works on installing a lift for the footbridge at Tsui Lam Estate in the “Universal Accessibility” Programme
(SKDC(TTC) Paper No. 216/17)**

17. The Chairman said the motion was moved by Mr Stanley TAM and seconded by Messrs WAN Yuet-cheung and Alfred AU.

18. Ms Julie O of HyD responded that a proposal for retrofitting lifts at walkways which were not maintained by HyD could fall within the ambit of the “Universal Accessibility” Programme and could be included in the next phase of the programme provided that 4 criteria were met (criteria (a) to (d) mentioned in page 4 of the presentation slides) and no land resumption would be involved. The captioned footbridge was not maintained by HyD. After examination, the department believed that the first 3 criteria (criteria (a) to (c)) were met, therefore the department had included the lift retrofitting proposal in the list of 6 proposals for consideration by TTC (No. SK01). If the proposal was selected by TTC for the next phase of the programme, the department would contact the relevant organisation to confirm whether the project met the remaining criterion (d) before a technical feasibility study could commence.

19. Members' views were as follows:

Footbridge across Tsui Lam Road near Tsui Lam Community Hall (SK01)

- Members suggested constructing a lift tower at the public footpath under the purview of HyD which connected the above footbridge to avoid the issue of land resumption. Members also suggested removing the flower bed near the lift tower for constructing a new walkway for public access. A Member had a preliminary consultation with the owners' corporation of Tsui Lam Estate on the above proposal and the owners' corporation agreed to the proposal. Many residents would use the footbridge to go to the facilities for people with disabilities and the elderly nearby and looked forward to the prompt implementation of the captioned proposal.

Footbridge across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court (SK02)

- Members suggested vacating part of the road section to construct the lift connecting the above footbridge. With the ageing population in King Ming Court, Members suggested studying the 3 public proposals first including the above project. If there were technical issues with the proposals, the remaining projects could be implemented instead.

Footbridge across King Ling Road near the Hong Kong Design Institute (SK03)

- Many residents used the above footbridge to travel between housing estates such as Metro Town, Kin Ming Estate, Choi Ming Court, Ocean Shores and Le Point. According to statistics, the pedestrian flow at the above footbridge was 541 persons. As projects in the vicinity would soon be completed, including the elevated walkway connecting Tiu Keng Leng Public Library and Park Central, the elevated walkway connecting Sheung Tak and Tseung Kwan O MTR Station as well as Tseung Kwan O Government Complex, it was believed that pedestrian flow would continue to increase. In the interests of cost effectiveness and considering the time required to construct a lift, Members requested the department to give priority consideration to the above project.
- The head office of Direction Association for the Handicapped was located near Hong Kong Design Institute, but the lift of the institute would suspend operation on rainy days and after school hours, and thus wheelchair users could not use the lift to access the above footbridge. As the intent of the programme was to assist the needy to arrive at different places, Members considered that the above project was worth consideration.

Subway across Po Ning Road near Tseung Kwan O Hospital (NS149)

- The above subway was close to facilities including a bus terminus, Tseung Kwan O Hospital Ambulatory Care Block, elderly and disability facilities such as Heep Hong Society, Haven of Hope Woo Ping Care and Attention Home as well as Day care Centre and Hostel. Its maximum pedestrian flow reached 871 persons. In addition, the design of the staircases of the subway made it more difficult for elderly persons to use, and many of them fell down there under heavy rain. Members thus hoped that TTC could support the above project.

Footbridge connecting Po Lam MTR Station and Metro City Plaza

- A Member pointed out that HyD misunderstood the proposal which involved the construction of a lift to connect the covered walkway at Kai King Road rather than the above footbridge, and the location of the proposed lift was within the MTR station rather than Metro City Plaza. MTR also agreed that the matter could be discussed at the meeting of TTC.

20. Ms Julie O of HyD responded that if the lift retrofitting proposal involved the walkway which was not maintained by HyD, that walkway could be included in the next phase of the programme provided that the above 4 criteria should be met. In other words, the department would consider whether the location of the walkway had met the 4 criteria rather than the proposed location of the lift. As the walkway connecting Po Lam MTR Station and Metro City Plaza was located at private land, even if the lift was not constructed on private land, the walkway did not meet the relevant criterion.

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

22. Regarding the projects for the next phase of the programme, the Chairman suggested HyD should deal with the 3 public proposals (i.e. walkway nos. NF310, SK01 and SK02) raised earlier. If, after study by the consultant, the 3 items were confirmed to be technically infeasible, Members could discuss, vote on the remaining proposals as substituted items, and decide on its priority at the meeting. The Chairman asked HyD and the consultant to investigate the technical feasibility studies of those 3 projects and report the results to TTC.

23. A Member strongly requested that consideration should be given to walkway no. SK03 on priority and indicated that an abstention vote would be cast.

24. Ms Julie O of HyD supplemented that regarding the 3 walkways selected by TTC (Nos. NF310, SK01 and SK02) for the next phase of the programme, the department would promptly engage a consultant to commence the technical feasibility studies and the relevant design work. If the technical feasibility studies confirmed that any of the 3 projects was technically infeasible, the department would report to TTC and the Members could select the substituted items from the list of remaining lift retrofitting proposals in the district.

IV. Bus Route Planning Programme 2017-2018 of Sai Kung District

Request for provision of additional resources to open route no. 296P; object to redeploying the bus resources of route no. 296C, and request the route no. 296C to maintain service at 15-minute intervals during rush hours, and to extend the afternoon rush hours to 8:00 p.m.

Request the Transport Department to cancel the trial period of the modified routing of route no. 692P, and step up the publicity

Extend the routing of route no. 692P to Hang Hau to increase patronage, request that the original frequency and arrival time of route no. 692P be maintained for Tseung Kwan O South, and to conduct a review on and make improvement to the routing after the 3-month trial run

Suggest that the routing of route no. 95M be extended to the bus terminus at Enterprise Square in Kowloon Bay, and extensive local consultation be conducted to improve the routing

Strongly request the New World First Bus Services Limited to revise the proposal for extending the routing of certain departures of route no. N796 to Wan Po Road, and request for extending the overnight service to Oscar by the Sea, LOHAS Park and the Beaumont

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 18 of the minutes of last meeting)
(SKDC(TTC) Paper No. 188/17)**

25. The Chairman welcomed Ms NG Kam-han, Senior Transport Officer/Bus (Lantau and New Territories East) of TD.

26. Members' views were as follows:

93K/95M

- Members objected to diverting route no. 93K to ply via Kowloon Bay Business Area (KBBA) because residents in the uphill area would be unable to take this route at Ngau Tau Kok and Amoy Gardens and the route would be too long after rerouting. As the patronage of route no. 95M was relatively low, Members suggested diverting the route to operate via KBBA to revitalise the route.

290

- Members requested implementing the proposal of splitting route no. 290 into northbound and southbound routes.

290X

- Members were pleased to know that the proposal of providing 4 additional departures in the morning and afternoon respectively was implemented.

296C/296P

- Members objected to deploying the resources of bus route no. 296C to operate special departures of route no. 296P in the morning and evening peak hours as its service quality in peak hours would be affected seriously. Members suggested deploying additional resources to operate route no. 296P.
- Currently route no. 296C operated at a headway of 15 minutes in afternoon rush hour, but the peak period service was only maintained for an hour and the route operated at a headway of 20 minutes afterwards. Members suggested extending the afternoon peak period service to divert passengers.

296D

- Members suggested extending route no. 296D to Tiu Keng Leng.

692P

- Members welcomed the extension of the trial period of route no. 692P by TD and hoped that the department or the bus company could step up promotion and reduce lost trips to maintain the attractiveness of the route.

796C/N796

- Members enquired whether a stop for route no. 796C could be provided in East Kowloon area. If not, Members suggested diverting route no. 296P to travel via Oscar by the Sea, or resuming the operation of route no. 796S via Oscar by the Sea.
- Members queried how TD managed to draw the conclusion that SKDC supported the service adjustment proposal of route no. N796.
- Members requested enhancing route no. N796 to provide overnight service and extending the route to Wan Po Road so that residents in need could travel to and from Mong Kok and Tsim Sha Tsui in the early hours. It was still acceptable if the bus frequency was low.

798

- Members were pleased to know new buses were arranged to enhance the service of route no. 798, and enquired whether the proposal would be implemented with effect from 24 July 2017.
- As many passengers would take the above route in Sha Tin during afternoon peak hours, Members suggested increasing the frequency to alleviate crowdedness.

Others/Consolidated

- As there was a keen demand for the service of minibus route no. 17M, Members suggested introducing a franchised bus route to provide the service instead.
- Tseung Kwan O and Tiu Keng Leng were mainly served by NWFB routes with very few KMB routes. Members requested TD to solve the issue of inter-company bus-bus interchange before the completion of Tseung Kwan O Tunnel Bus-Bus Interchange to avoid a waste of resources.
- Currently there was no bus route running between Wan Po area and other areas such as Kwun Tong, Kowloon Bay and Tsuen Wan. Members thus suggested introducing measures for residents in Wan Po area to interchange to the relevant routes at Tong Chun Street and Tong Yin Street and providing interchange concessions.
- Members criticised TD for ignoring the views of Members and the public and only considered the interests of bus companies. They therefore strongly objected to Bus Route Planning Programme 2017-2018 of Sai Kung District.
- Members requested providing real-time bus arrival information display panels at the stops for route no. 92 promptly.

(Note: Please also refer to paragraphs 30 to 34)

27. Ms NG Kam-han, Senior Transport Officer/Bus (Lantau and New Territories East) of TD responded as follows:

- As in the past, the department would consult District Councils on the Bus Route Planning Programme at the beginning of each year. If the routes involved more than one district, the department would consult the relevant District Councils and consolidate the views collected before submitting a report in late May to mid-June that gave an overview of the items to be implemented in the coming year. Items to be implemented this year and in the coming year were consolidated in SKDC(TTC) Paper No. 188/17 after consulting SKDC and other District Councils between March and May this year. The last column in the paper was the conclusion drawn by the department after consolidating the views of all District Councils, including whether the items would be implemented or revised. The meaning of “support” in the paper was that the department supported the bus companies to implement the relevant proposals.
- Considering that the highest patronage of route no. N796 was observed from about midnight to 1:00 a.m., the department suggested extending its first 4 departures to LOHAS Park. The department hoped that TTC could first agree that the proposal could be implemented and review whether there was a need to increase the frequency of the departures being extended to LOHAS Park subject to patronage. If the proposal was rejected and the implementation of the proposal was suspended, passengers could not be benefited.
- Currently the occupancy rate of route no. 296C was about 80%. As there was development potential in Kowloon Bay, the bus company suggested deploying the resources for the route to operate route no. 296P via KBBA to attract new passengers, and the arrangement also applied to route no. 93K. As TTC had reservations about the above proposal, the department would further explore with KMB whether revision could be made to meet the expectations of Members.
- The department and the bus company had extended route no. 692P to Hang Hau in light of the views of TTC and the trial run was extended from 3 months to 6 months. The department would decide whether to cancel the route subject to the patronage during trial run.

- As route no. 95M was not one of the routes considered in the Bus Route Planning Programme for the current year, the department could include the route in the Bus Route Planning Programme for the coming year and carry out studies on the proposals raised by Members.
- To implement the proposal raised in the Bus Route Planning Programme for the previous year, the frequency of route no. 798 would be increased from 24 July 2017 and the increase in frequency proposed in the Bus Route Planning Programme for the current year would be implemented in 2018.

28. Members' views were as follows:

- In the Bus Route Planning Programme for the current year, a number of proposals would be implemented in the third quarter of 2017. If Members did not vote on the proposals, the implementation of the proposals might be postponed to 2018. As the department would submit the Bus Route Planning Programme for the coming year soon, Members suggested voting on the proposals first for TD and the bus companies to promptly implement the proposals.
- Members did not agree to the final proposals of the Bus Route Planning Programme for the current year. However, Members had no choice but to accept the implementation of the proposals by TD. Nevertheless, the department was requested to commit to following up the views of Members in the following year and improve the relevant routes.

29. The Chairman concluded that regarding Bus Route Planning Programme 2017-2018 of Sai Kung District, Members had expressed their views on route nos. 93K, 296C, N796, 796C, etc. As some bus route proposals in the programme for the current year were not accepted by Members, it was hoped that TD could make improvement in the light of Members' views and continue to follow up and review the proposals in the Bus Route Planning Programme for the coming year. Furthermore, regarding the 3 items concerning route nos. 692/692P, TD had revised the proposals in the light of the views of Members and extended the trial run to 6 months before further review thereafter. Therefore, he suggested retaining those 3 items as well as the item "Strongly request the New World First Bus Services Limited to revise the proposal for extending the routing of certain departures of route no. N796 to Wan Po Road, and request for extending the overnight service to Oscar by the Sea, LOHAS Park and the Beaumont" while deleting the remaining 3 items.

V. **Subsidising the Installation of Seats and Real-time Bus Arrival Information Display Panels at Covered Bus Stops by Franchised Bus Companies**
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
Enquire about the arrangement and works progress of the Kowloon Motor Bus Company's proposal to install display panel that shows the estimated arrival times of buses at the Hong Sing Garden station (towards Kowloon) on Po Lam Road North (Paragraphs 19 to 28 of the minutes of last meeting)
(SKDC(TTC) Paper No. 189/17)

30. Members noted the paper.

31. Mr CHU Cheuk-king of TD reported that the department had carried out technical consultation on the provision of shelter at the bus stop of Leung Kit Wah Primary School and

would henceforth commence district consultation. The department had long been planning to install seats and real-time bus arrival information display panels at the bus stops in the 18 districts in response to the captioned subsidy scheme. However, in view of the extensive coverage of Sai Kung District and the large number of bus stops, the department would install the facilities at various bus stops in phases from 2017 to 2019. He would ask the relevant Members about the locations of bus stops of their concern and report the anticipated completion dates of the facilities for reference.

32. Members' views were as follows:

- Traffic congestion was serious near Marina Cove during morning peak hours, and the traffic near Lung Cheung Road and Diamond Hill MTR Station was affected sometimes which resulted in unstable bus frequency. Accordingly, residents in various districts hoped that real-time bus arrival information display panels could be provided promptly. Even if there was a delay in bus service due to traffic congestion, passengers could still estimate the time of arrival of buses.
- Route no. 92 had served Sai Kung and Tseung Kwan O area for years. The route not only provided convenience to residents to go to work or school, members of the public also took the route to the area during holidays. Although covers were provided at most of the Kowloon bound bus stops, Members still hoped that covers could be provided at other stops promptly.
- Members enquired whether the cover for the stops at Leung Kit Wah Primary School was jointly constructed by the 2 bus companies and hoped that the locations would be coordinated promptly to commence the works.
- Members suggested TD and the bus company to consider providing section fares for route nos. 91 and 92 at Pik Uk and Tseng Lan Shue for the Kowloon bound stops.

33. Mr CHU Cheuk-king of TD responded that KMB and NWFB had separately applied for constructing a cover at the stop of Leung Kit Wah Primary School. The locations could largely be coordinated and the department was carrying out technical consultation and would commence the works promptly.

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

(Note: Please also refer to paragraph 26)

VI. Major changes in public transportation services launched in Sai Kung district from 1 May 2017 to 30 June 2017
(Paragraph 30 of the minutes of last meeting)
(SKDC(TTC) Paper No. 190/17)

35. Members noted the paper.

36. A Member was pleased that route nos. 290B and 290X commenced service and it was observed at the stop at Le Prestige that the patronage of route no. 290B was about 60% at around 6:00 p.m. The Member hoped that the bus company and TD could actively consider increasing the service frequency of the above route.

37. Mr Luka LAI, Senior Officer (Planning and Development) of KMB responded that the bus company had first provided 2 additional departures of route no. 290X according to the Bus

Route Planning Programme for the current year and would further increase its frequency in the latter half of 2017. In addition, the company observed that the patronage of route no. 290B was about 60% to 70% and the service could cope with passenger demand for the time being. The company would consider increasing the service frequency of route no. 290B when a significant growth in passenger demand was observed.

VII. Items related to bus service

(A) Discussion and Matters Arising

(1) Progress on the follow up of bus services by the Transport Department in response to the 3rd meeting of the Traffic and Transport Committee in 2017 (Paragraph 31 of the minutes of last meeting) (SKDC(TTC) Paper No. 189/17)

38. Members noted the paper.

(2) 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 34 to 36 of the minutes of last meeting)

39. A Member said the Chairman and some Members had conducted a site visit at the location earlier and noted that the water works at Po Hong Road had been completed. The Member therefore hoped that TD could promptly study the provision of a bus stop there to respond to the requests of residents of the captioned housing estates and Tseung Kwan O Village. In addition, there was no need to provide a bus bay at the bus stop near Finery Park so as to avoid affecting the trees nearby.

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

(3) Request the Government to promptly relocate the bus stop of route no. E22A at the Hong Kong Design Institute to the Tiu Keng Leng Public Transport Interchange (Paragraphs 37 to 46 of the minutes of last meeting)

41. The Chairman said the results of the test run earlier showed that the journey time would only be increased by about 2 minutes. On the whole, TTC supported implementing the captioned proposal.

42. Mr CHU Cheuk-king of TD said he understood Members' concern. While the captioned proposal could reduce the walking distance of some passengers and minimise the impact of adverse weather, the department was worried that the increase in journey time and distance would affect the operation of the bus company without expanding service coverage. Therefore, the department and the bus company had reservations about the proposal. In fact, the department received various views on the routing of route no. E22A from residents from time to time, including diverting the route to run via more locations and housing estates as well as providing additional stops. As route no. E22A was a long-haul route, the department had to carefully plan for its routing and strike a balance between providing convenience to passengers in boarding and alighting and the overall journey time. The department hoped that the bus route could serve the highest number of passengers at the shortest distance and journey time to

achieve operational efficiency.

43. Members' views were as follows:

- Members considered that the captioned proposal would not affect the operation of the whole route; rather, the proposal could not only meet the practical need of passengers but also optimise the use of the existing public transport interchange, which was also the request of many residents and elderly persons.
- Members were dissatisfied that TD only considered the proposal from the commercial perspective and refused to implement the proposal. It was considered that the proposal could help enhance bus service and attract new passengers.
- In the past, TD had adjusted the routing of route no. E22A to Tseung Kwan O North and adjusted the frequency from 20 minutes to 30 minutes. However, the department refused to implement the proposal currently for the reason that the journey time would increase by 2 minutes. Members criticised the department for its unfair practice and requested adjusting the frequency to 20 minutes.
- The test run showed that the journey time would increase by only 2 to 4 minutes rather than 10 minutes as indicated in the written reply from the bus company. Members considered that the relevant parties should continue to discuss and consider implementing the proposal.

44. Mr CHU Cheuk-king of TD responded that the department noted the views of Members but emphasised that route no. E22A was a long-haul route and currently served the residents from most areas in Tseung Kwan O district, including the uphill area, Po Lam, Hang Hau, Sheung Tak, Popcorn and Tiu Keng Leng. He opined that passengers would understand the balance between convenience in boarding and alighting and journey time. Currently, the alighting stop of route no. E22A at Hong Kong Design Institute could provide convenience to passengers to go to different areas.

45. Members' views were as follows:

- Members were dissatisfied that TD could not cater for the needs of residents in Tseung Kwan O South.
- The captioned proposal could cater for the needs of residents of Kin Ming Estate, Metro Town, Shin Ming Estate and Ocean Shores, in particular in rainy season as it would provide convenience to passengers with luggage to alight at the public transport interchange. The results of the test run showed that the journey time only increased by a few minutes. Members considered the proposal feasible and urged TD and the bus company to consider its implementation proactively. Furthermore, Members supported the proposal of providing an alternative stop outside Choi Ming Shopping Centre to serve more residents.

46. The Chairman suggested TD and the bus company carry out a trial run of the proposal for 6 months and collect passengers' views for review and declared that the above item would be retained.

**(4) Request for increasing the special departures from LOHAS Park of route no. 98D
(Paragraphs 49 to 51 of the minutes of last meeting)**

47. A Member said the special departure of route no. 98D from LOHAS Park had operated for about 2 years. During the period, with the intake of residents at a number of housing estates such as Hemera and the Beaumont II, residential units had increased by several thousands.

Yet, there was only 1 special departure which failed to cope with demand, so Members requested increasing the frequency.

48. Mr Douglas MAK, Assistant Manager (Operations) of KMB responded that the company noted the views of Members and would actively study with TD about providing more special trips of route no. 98D departing from LOHAS Park in phases.

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

**(5) Suggest extending the operating hours at night time of the cross-boundary coaches from Shenzhen Bay Port to Tiu Keng Leng
(Paragraphs 54 to 56 of the minutes of last meeting)**

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

**Request the cross-boundary coaches to and from Tseung Kwan O and Shenzhen Bay Port to set up pick-up/set-down points at Hong Sing Garden, King Ming Court and Tsui Lam Estate
(SKDC(TTC) Paper No. 191/17)**

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

52. Mr CHU Cheuk-king of TD responded that the department would convey Members' views to the operator and closely monitor passenger demand for the service and make improvement in due course.

53. Members' views were as follows:

- In the morning non-peak hours at weekends, some cross-boundary coaches from Shenzhen Bay Port heading to Tiu Keng Leng via King Lam would travel via the uphill area rather than Tseung Kwan O Tunnel. Members moved the motion to request TD and the operator to study the provision of boarding/alighting stops in the vicinity.
- Members enquired whether the routing of cross-boundary coaches was fixed.
- Members requested extending the service hours of cross-boundary coaches operating between Shenzhen Bay Port and Tiu Keng Leng.
- After the routing of cross-boundary coaches between Shenzhen Bay Port and Tiu Keng Leng was extended to the Domain in Yau Tong, the operator had deployed most coach resources to the Yau Tong extension which resulted in a decrease in the number of coaches travelling to and from Tiu Keng Leng and an increase in waiting time of passengers. Members asked TD whether any restriction was set in this aspect and requested the operator to provide the ratio of coaches for operating services to and from Yau Tong and Tseung Kwan O respectively for reference. In addition, if passengers had a keen demand for cross-boundary coach services to and from Yau Tong, the operator should consider deploying additional resources to operate Yau Tong route separately.

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

- Currently most cross-boundary coaches would travel via Tseung Kwan O Tunnel. The

proposal to operate via the uphill area would not only benefit the residents there but also alleviate traffic congestion in Tseung Kwan O district. He would discuss and study the proposal with the relevant Members after the meeting.

- The stops of cross-boundary coaches were proposed by the operator and approved by TD. As the operator had market acumen, they would know the locations where most passengers would use the service and which are convenient for passengers to interchange. Due to the restrictive nature of cross-boundary coaches, it was difficult for the operators to provide point-to-point service, and the department also encouraged them to identify the locations which are convenient for passengers to interchange as far as possible. Taking the Domain in Yau Tong as an example, it was not only a large shopping mall but also close to MTR station, which provided convenience to passengers for interchanging and shopping. It was believed that the operator ran a route to and from the location having regard to the potential patronage and adjusted coach resources for travelling to and from Tseung Kwan O.
- The department noted the views of Members and would study with the operator whether adjustment could be made subject to patronage to strike a balance between the services in Yau Tong and Tseung Kwan O.

55. Members' views were as follows:

- Currently the service hours for the return trips of cross-boundary coaches would last until 9:30 p.m. only. Members thus requested TD and the operator to study the extension of service hours as well as to provide the statistics and information concerned at the next meeting and requested retaining the above item one more time.
- Members requested TD to look into and follow up the issue of unapproved stops and the situation of switching coaches.

56. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up the views of Members and that item 5 would be retained one more time.

(6) Request the Government to operate a bus route to and from Tseung Kwan O and the bus-bus Interchange on Tuen Mun Road, and provide interchange concessions (Paragraphs 57 to 61 of the minutes of last meeting)

57. A Member said the captioned proposal was not only the request of residents in Sai Kung District but also residents of Tuen Mun district and hoped that TD could promptly rationalise bus routes in Sai Kung District and introduce a bus route travelling between Tseung Kwan O and Tuen Mun Road Bus-Bus Interchange.

58. Mr CHU Cheuk-king of TD responded that the department noted the views of Members but had to make careful consideration as the route was long.

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

(7) Request for increasing the frequencies of airport bus routes (e.g. A29), and extending the services to LOHAS Park, the Beaumont and Oscar by the Sea (Paragraphs 62 to 68 of the minutes of last meeting)

60. A Member said following the intake of Beaumont II and Hemera, residents in the area

had a significantly increased demand for airport routes and overnight bus routes. It was hoped that TD and the bus companies could actively consider providing an airport bus route serving LOHAS Park in the Bus Route Planning Programme for the coming year.

61. Mr Mistral SIN, Manager (Planning), Citybus Limited/New World First Bus Services Limited responded that from the recent statistics, the highest occupancy rate of route nos. A29 and A29P were about 70% and the services could largely meet the demand of passengers. The company would study the introduction of an airport bus route serving LOHAS Park area and would regularly review airport bus services in the whole Tseung Kwan O district.

62. The Chairman said there was a considerable population in LOHAS Park area and enquired whether a timetable could be provided.

63. Mr Mistral SIN of Citybus/NWFB responded that the company was still studying the proposal and unable to provide a timeline for the time being.

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

**(8) Suggest route no. 93K to run via Tai Kok Tsui, and conducting extensive local consultation to improve the routing
(Paragraphs 69 to 75 of the minutes of last meeting)**

65. Members' views were as follows:

- The proposal to divert route no. 93K to run via Kowloon Bay suggested by the bus company earlier would also increase journey time, Members suggested deploying the relevant resources to run via Tai Kok Tsui to provide convenience to residents in Tseung Kwan O for work and school.
- Only a small number of bus routes served uphill residents at this stage. It was also uncertain whether Hong King MTR Station would be completed within 2 years. Members suggested implementing the captioned proposal to improve bus routes in Tseung Kwan O on the whole.

66. Mr Douglas MAK of KMB responded that the company noted the views of Members but extending the routing would increase journey time and the bus company had to evaluate the impact of the proposal on the stability of the route. Route no. 93K had served Tseung Kwan O area for years; with railway network development, there was a reduction in the number of passengers taking the route. As a new MTR line might be available 2 years later, the company welcomed Members' views on whether the long-haul route no. 93K should maintain the existing routing or whether existing resources could be redeployed.

67. Mr CHU Cheuk-king of TD responded that there was huge development potential in Kowloon Bay. In the Bus Route Planning Programme for the current year, the department and the bus companies had put forward a number of improvement plans for bus routes serving the district, including route no. 93K, 296C and 796C series. The department learnt that many industrial areas of Kowloon Bay were converted into prime business areas, and some facilities including a children's hospital were under construction in the district. On the contrary, there was no large-scale development in Tai Kok Tsui for the time being, while network coverage was available. The department noted the views of Members and would make reference during route review in future.

68. The Chairman suggested TD and the bus company to actively consider diverting route no. 93K to ply via Tai Kok Tsui rather than KBBA and declared that the above item would be retained.

**(9) Request for improving the airport bus services in Tseung Kwan O South
(Paragraphs 76 to 80 of the minutes of last meeting)**

69. Members' views were as follows:

- Members were dissatisfied with the proposals on airport bus services in Tseung Kwan O South in the Bus Route Planning Programme for the current year. Currently residents in Tseung Kwan O South would mainly take route no. E22A to travel to and from the airport, but it still operated at 30-minute interval. In addition, there was only 1 departure of route no. A29P per hour and the service hours of route no. N29 was not advanced; there was also no airport bus service in LOHAS Park. In the Programme, there was only a proposal of operating an additional departure of route no. E22C in the morning and afternoon respectively on weekdays. While the housing estates in Tseung Kwan O South were ready for population intake, the frequency of airport bus routes running via the area was low, which would not be able to cope with the significant increase in the demand for airport bus service arising from population growth. Members hoped that TD could review the demand for airport bus service in Tseung Kwan O South.
- With the completion of a number of private housing estates such as the Wings III, it was expected that the proportion of residents going from Tseung Kwan O South to the airport for work or travel would increase accordingly. During the morning peak period, buses of route no. E22A were fully occupied at Tiu Keng Leng at all times. In addition, it was learnt that some airport outsourced service contractors had cancelled staff feeder bus service, so that employees had to take airport bus routes on their own, which further aggravated the crowdedness of airport buses. Accordingly, Members suggested operating a separate route to serve Tseung Kwan O South promptly, or rationalising all airport bus routes to cater for the needs of residents in the new development areas of Tseung Kwan O South.
- As route no. E22A plied via the whole Tseung Kwan O area and could not balance the needs of residents in various areas, Members suggested that TD study the feasibility of splitting the route into northbound and southbound routes to respond to the requests of residents in different areas.
- Members requested increasing the frequency of existing airport bus routes.
- As the utilisation rates of Tseung Kwan O Sports Ground, Hong Kong Velodrome, hotels and other facilities were high, Members urged TD to consider the proposal to cater for the needs of tourists and aviation practitioners.

70. Mr CHU Cheuk-king of TD responded that the department understood Members' concerns. As there were various areas in Tseung Kwan O and its population was growing, the department understood that separate bus routes travelling to the airport, the airport backup area and Tung Chung were expected in all districts. Taking route no. E22A as an example, the route currently served passengers from most areas in Tseung Kwan O, and the department must carefully consider the proposal of splitting the route into northbound and southbound routes, including how to allocate resources and whether the adjustment would reduce service frequency, as well as the request of passengers on waiting time. Route nos. A29 and A29P which operated in recent years could address the demand of some passengers. Regarding Tseung Kwan O South

including new housing estates in the new development areas at Chi Shin Street, LOHAS Park and Wan Po Road, the department would continue to closely monitor the patronage and would actively consider how to enhance airport bus service with the bus company when necessary.

71. Mr Mistral SIN of Citybus/NWFB responded that route no. E22A was the first bus route connecting the Airport in Tseung Kwan O; the company subsequently deployed additional resources to operate airport bus route nos. A29 and A29P to serve Tseung Kwan O. The company would regularly monitor the occupancy of each airport bus route. For example, the highest occupancy rate of the day of route nos. A29, A29P and E22A was about 70%, which could largely meet passenger demand. For route no. E22A, the bus company had recently deployed buses of a length of 12.8 metres to replace those of a length of 12 metres, and the number of seats were also increased accordingly. The highest occupancy rate of the departure at 5:20 a.m. was about 80%. The bus company had to consider carefully from the operational perspective regarding the proposal to split route no. E22A as its service level might be further reduced to 40 minutes. The bus company had no plan to implement pursue proposal at this stage and would regularly review the airport bus service in Tseung Kwan O.

72. Members' views were as follows:

- Members were dissatisfied with the statement of the bus company's representative that splitting up route no. E22A would result in an adjustment of the frequency to 40 minutes. Members opined that the journey time should be reduced after the route was shortened and the frequency should remain unchanged or there was even room for frequency improvement. Furthermore, the reduction in journey distance and time could increase the attractiveness of the route and patronage.
- The increase in population in Tseung Kwan O and LOHAS Park could largely be anticipated. Members enquired TD whether the department planned to take any corresponding measures when population reached a certain level and asked the department to provide the relevant timetable.
- Members enquired the actual number of increase in seats on 12.8-metre buses compared with 12-metre buses.
- Members found the explanation of the bus company's refusal of splitting the route into northbound and southbound routes unacceptable and requested the bus company to study the feasibility in detail and consolidate the relevant information for reference and follow-up discussion by TTC.
- Members queried whether a number of stops in East Kowloon for airport bus routes serving Tseung Kwan O (such as route no. E22A) were required and requested TD to submit statistics of the number of stops in East Kowloon and the occupancy rates at various stops at the next meeting.

73. Mr CHU Cheuk-king of TD responded that the department noted the views of Members and there was difficulty in splitting bus routes. Based on the experience in other districts, although it was theoretically effective to split the route, the department had to carefully consider how to implement the proposal. The department also had reservations about the notion that the use of resources could be reduced through route splitting. Due to geographical factor, the relevant route had to run via various locations in Tseung Kwan O and travel a long way on its journey to the airport, including Route 3, North Lantau Expressway and Lung Cheung Road. Even though the current route ran via various stops in East Kowloon, the routing actually involved the major trunk roads which made it the shortest, most direct and the fastest. The proposals raised by Members were all feasible, but it would take time to carefully study the

implementation time. The department would promptly consider the proposals raised by Members.

74. The Chairman said priority consideration should be given to residents of Tseung Kwan O for airport bus routes serving Tseung Kwan O, and requested TD to submit the statistics of the number of stops in East Kowloon as well as the occupancy rates at various stops at the next meeting for TTC for better understanding of the situation. He declared that the above item would be retained.

**(10) Request for exploring the possibility of launching two-way section fare for the bus routes in the District
(Paragraphs 81 to 85 of the minutes of last meeting)**

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

**(11) Request the bus companies to launch monthly ticket concession scheme for buses promptly to benefit more passengers
(Paragraphs 86 to 89 of the minutes of last meeting)**

76. Mr CHU Cheuk-king of TD said the department was exploring the feasibility of implementing a monthly ticket scheme with KMB. When the application from KMB was received, the department would process the application according to the existing procedures.

77. A Member suggested including provisions requesting bus companies to provide monthly schemes in the franchise conditions when a renewal application was made.

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

(B) The 7 Motions presented by Members (Bus)

**(1) Request the cross-boundary coaches to and from Tseung Kwan O and Shenzhen Bay Port to set up pick-up/set-down points at Hong Sing Garden, King Ming Court and Tsui Lam Estate
(SKDC(TTC) Paper No. 191/17)**

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

**(2) Suggest extending the routing of route no. 93A to Kai Tak Cruise Terminal, and conducting extensive local consultation to improve the routing
(SKDC(TTC) Paper Nos. 192/17 and 227/17)**

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

81. Members noted the written reply from KMB.

82. Members' views were as follows:

- Members learnt that a children's hospital near Kowloon Bay would be completed about 2

years later and therefore moved the captioned motion. It was also hoped that the patronage of the captioned route would be increased through route revitalisation.

- The captioned proposal could provide convenience to residents for travelling to and from tourism facilities such as the Cruise Terminal, which could also promote economic development. In addition, Members suggested that the route should run via Hoi Bun Road and Wai Yip Street to provide convenience to residents working in the vicinity and alleviate the crowdedness of MTR.
- The bus route in the captioned proposal would run via Wai Yip Street on its journey to Kwun Tong Ferry Pier. On the other hand, in the motion moved earlier for extending route no. 95M to KBBA, it was proposed that the route would run via Amoy Gardens and the 2 routes would not overlap.
- MTR interchange concession was currently not provided for route no. 5R operating from Ngau Tau Kok Station to the Cruise Terminal. Members opined that the route was lack of attractiveness.

83. Mr CHU Cheuk-king of TD supplemented that route no. 5R as mentioned by Members departed from Ngau Tau Kok Station to provide feeder service for passengers travelling from different districts to the Cruise Terminal. According to the information provided by KMB, the route's patronage was average and there was considerable room for carrying more passengers. The department noted that there were new developments in the whole Kai Tak Development Area and there would be potential increase in patronage. The department would closely monitor the patronage and review whether it was necessary to strengthen services between the Cruise Terminal and other districts in a timely manner.

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

(3) Request the KMB to provide interchange concession for passengers changing to bus route no. 296C at the Kwun Tong town centre station, so as to alleviate the crowdedness of the passengers queuing up for buses there (SKDC(TTC) Paper Nos. 193/17 and 228/17)

85. The Chairman said the motion was moved by Mr KAN Siu-kei and seconded by the Vice Chairman.

86. Members noted the written reply from KMB.

87. Mr CHU Cheuk-king of TD supplemented that the department noted the views of Members and had all along encouraged the bus company to offer different concessions in particular interchange concessions, which not only provided convenience to passengers but also made effective use of bus resources. The department would carefully consider the proposal with the bus company.

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

(4) Request the NWFB to provide a bus stop at Ngan O Road for bus route no. 694 (SKDC(TTC) Paper Nos. 194/17 and 229/17)

89. The Chairman said the motion was moved by Mr WAN Yuet-cheung and seconded by Mr

KAN Siu-kei.

90. Members noted the written reply from NWFB.

91. Mr CHU Cheuk-king of TD responded that the department noted the views of Members and would study the proposal with NWFB.

92. A Member said a number of residents requested the provision of a boarding/alighting stop of route no. 694 while running via Yuk Ming Court at Ngan O Road. Currently the route plied via the stop at Bauhinia Garden after the stop at Hau Tak Market, which was very far away for passengers travelling to Yuk Ming Court, so Members hoped that TD and the bus company could consider the captioned proposal to provide convenience to residents for boarding and alighting. Other than route no. 694, a Member also hoped that a stop of minibus routes (such as route no. 113) could be provided there to divert passengers from the stops nearby.

93. Ms Penny CHUNG, Senior Public Affairs Officer, Citybus/NWFB responded that the company noted the views of Members as well as the aspiration of residents on the captioned proposal and would actively consider the proposal and report the progress at the next meeting.

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

(5) Request bus route no. 796S of the NWFB to depart from LOHAS Park and run via Chi Shin Street, and provide whole-day service (SKDC(TTC) Paper Nos. 195/17 and 230/17)

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

96. Members noted the written reply from NWFB.

97. Mr CHU Cheuk-king of TD supplemented that currently there were 4 departures of route no. 796S to provide circular service between Tseung Kwan O Public Transport Interchange and Ngau Tau Kok Station. The main service areas included Tiu Keng Leng, Tong Ming Court, Sheung Tak Estate, Tseung Kwan O Station and Kwun Tong. Passengers at the above locations and LOHAS Park could take MTR to Kwun Tong and Ngau Tau Kok. If the route was extended to LOHAS Park and Chi Shin Street according to the proposal, the time for travelling between LOHAS Park and Ngau Tau Kok would be increased and caused inconvenience to passengers. As public transport services were currently available for travelling to and from LOHAS Park, Tseung Kwan O South and Kwun Tong, the department had reservations about the proposal.

98. Members' views were as follows:

- In 2014, when TD proposed to cancel the stop of route no. 796S at Oscar by the Sea, more than a thousand members of the public signed a petition to request retaining the stop and extending the route to LOHAS Park but in vain. Members thus asked NWFB about the feasibility of implementing the captioned proposal.
- Taking route no. 296A which operated between Sheung Tak and Ngau Tau Kok as an example, many passengers (including residents of the Wings and the Parkside) would take

bus to destinations in East Kowloon such as Millennium City and the industrial area between Kwun Tong and Ngau Tau Kok MTR Station even though MTR service could cover the districts served by the captioned route. Buses could provide point-to-point services which brought convenience to boarding/alighting passengers and made it a competition advantage for buses over MTR. In view of population growth in Tseung Kwan O South, Oscar by the Sea and LOHAS Park, as well as the growing demand of passengers for bus routes to and from East Kowloon, Members hoped that the captioned proposal would be implemented.

- Members considered that the reason for the frequency reduction of route no. 796S due to insufficient patronage was that the service hours were in early morning only.
- Members supported implementing the captioned proposal and concurrently suggested providing section fares for route nos. 796S and 796P to provide convenience to residents to travel to and from Tseung Kwan O South and LOHAS Park or interchange to other means of transport.
- The frequency of the departures from LOHAS Park MTR Station was low, which was running at 7-minute and 12-minute intervals respectively during peak and non-peak hours. If bus service could be enhanced, residents would be pleased to use the service.
- In view of district development and to attract more passengers, Members suggested that the route run via Chi Shin Street rather than Po Yap Road on its journey to East Kowloon via Tiu Keng Leng and hoped that TD and the bus company could consider deploying additional resources to implement the captioned proposal.
- Members asked TD to note that some passengers taking minibus route no. 113 from Oscar by the Sea to the Beaumont preferred boarding the bus at the opposite direction of the stop at Creative Secondary School because the hygiene conditions inside the nearby subway were poor with falling soil and passengers were not willing to walk past.

99. Mr Mistral SIN of Citybus/NWFB responded that in the early stage route no. 796S provided whole-day service for residents of Tseung Kwan O South and Oscar by the Sea to travel to and from Kwun Tong and Ngau Tau Kok, but the route overlapped with MTR so that its occupancy rate was about 20% only during peak hours. Hence, the route was proposed to be rationalised and its resources redeployed to operate route no. 796P. The company considered this overlapping bus route with MTR was not competitive and most passengers would prefer taking MTR. Even though this route was extended to LOHAS Park, it was believed that similar situation would occur. In this regard, to optimise the use of resources, the bus company had no plan to pursue the proposal at this stage.

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

**(6) Request for resuming the service of the bus route no. 796, which should depart from LOHAS Park and run via Chi Shin Street, Tiu Keng Leng, Sheung Tak, Hang Hau and Po Lam
(SKDC(TTC) Paper Nos. 196/17 and 231/17)**

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

102. Members noted the written reply from NWFB.

103. Mr CHU Cheuk-king of TD supplemented that in reviewing the proposal of introducing a

new bus route, the department would consider the availability of public transport services, the demand of passengers and other relevant factors. In fact, the road and transport resources in Hong Kong were limited. The department had all along encouraged the public to use existing public transport services as far as possible to increase service efficiency. Taking route no. 796 as an example, the route ran via Choi Ming Court in Tseung Kwan O, Bauhinia Garden and Hang Hau back then, but the route largely coincided with MTR route so minibuses route no. 108A was introduced to replace the bus route. Minibus route no. 108A ran via some locations with a longer walking distance from MTR stations, including Sheung Tak, Hang Hau North (near Tseung Kwan O Hospital) to cater for the needs of passengers. As MTR and minibus bus route no. 108A could provide the relevant service, the department had no plan to resume the service of route no. 796.

104. Members' views were as follows:

- Members agreed that the captioned proposal could improve the bus routes serving Wan Po area, Tseung Kwan O South and Tiu Keng Leng.
- With the significant population increase in Tseung Kwan O, the demand for route no. 108A was increased accordingly. As the frequency of route no. 108A had become low recently, minibuses were often full loaded and passengers could not get on board at the en route stops. Members considered that route no. 796 could certainly compete with route no. 108A.

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

**(7) Request for providing shuttle bus service between the Wan Po area and the shopping mall/market of Metro City
(SKDC(TTC) Paper No. 197/17)**

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

107. Mr CHU Cheuk-king of TD responded that the proposed shuttle bus service fell under Contract Hire Service of Non-franchised Bus Services (A08). An application would be made by a non-franchised bus operator for approval by the department. The department had not received any application for shuttle bus service between LOHAS Park and the shopping mall/market of Metro City so far. Generally speaking, the department would consider the following general principles in processing this type of application:

- (a) the service should be to the nearby residential developments or major public transport interchanges;
- (b) the proposed service should not cause traffic congestion; and
- (c) the proposed route would not adversely affect regular public transport services in the same areas.

108. Members' views were as follows:

- The captioned proposal was the request of residents in Wan Po area over the years, but LOHAS Park mall would only be completed 3 years later, and Hau Tak Market would undergo full renovation in October 2017. The proposal could provide convenience to

residents to shop at the market and divert residents who usually shopped at Hau Tak Market to other markets.

- A Member said the views of the owners' committee of the relevant housing estate were consulted on the captioned motion on a preliminary basis. Although the owners' committee agreed to provide shuttle bus service between Metro City mall/market, the shuttle bus service was not paid by users, and the housing estate had to use management fees to pay the operating costs. The owners' committee was worried that the shuttle bus service would be abused and had reservations about the proposal. Therefore, an amended motion was moved and seconded as follows: "Request for providing franchised bus service between the Wan Po area and the shopping mall/market of Metro City".
- Under the existing mechanism, TTC could not request the department to introduce shuttle bus service but could request the department to introduce franchised bus service. For operating shuttle bus service, the operator that was interested should be invited to submit an application to the department. In this connection, it was necessary to amend the wording of the motion.
- The captioned shuttle bus service belonged to contract hire service which was one of the non-franchised bus services without en route stops. Its operation model would be different from bus or GMB service.
- A Member said he had discussed the proposal with the owners' committee, resident representatives and TD for many years. After negotiation, Metro City mall also agreed to operate the service free of charge and the costs would not be borne by the housing estate.
- Members opined that the amended motion was completely different from the original motion and it was not quite feasible to operate a franchised bus route. As the negotiation between Members and Metro City mall was close to completion, Members suggested that the original motion be carried and asked the relevant Member to move a new motion for the amendments.
- A Member said the amended motion was moved on the grounds that TD had not received the application for shuttle bus service so far. As other Members pointed out that a preliminary consensus on shuttle bus service with Metro City mall had been reached, the Member agreed to withdraw the amended motion.

109. With the unanimous agreement of the Members present, the Chairman declared that the amended motion was withdrawn according to Order 22 of the Standing Orders. There being no amendment or objection from Members, the Chairman declared that the original motion was carried and requested TD to follow up the views of Members.

VIII. Items related to minibus service

(A) The 1 Motion presented by Members (Minibus)

(1) Request for operating a green minibus route to and from Le Prestige of LOHAS Park and Hang Hau (SKDC(TTC) Paper No. 198/17)

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

111. Mr CHU Cheuk-king of TD responded that currently passengers would choose to take MTR, GMB route no. 113 and KMB route no. 298E to travel between LOHAS Park and Hang Hau. The existing public transport services could cope with passenger demand and the

department had no plan to introduce a new route operating between Le Prestige and Hang Hau for the time being. It was worth mentioning that the department had received the proposal from the operator of minibus route no. 113 that more vehicles would be deployed to provide service, and the operator was active in increasing the frequency to meet the needs of residents. The department understood that Members requested the department to attach importance to the requests for public transport services between LOHAS Park and Hang Hau and would closely monitor the patronage of various routes and public transport services for carrying out review and improvement in a timely manner.

112. Members' views were as follows:

- It was suggested in the captioned motion that a minibus stop be provided within the area of Le Prestige. Currently the frequency of minibus route no. 113 was high, if the proposal was implemented, many minibuses would access the private area of LOHAS Park every day and the repair and maintenance as well as insurance costs would be borne by the owners of LOHAS Park. Members hoped to know the views of the owners' committee.
- Members asked the mover of the motion to clarify whether it was the residents of Le Prestige, Le Prime or La Splendeur who had to walk 10 minutes to take minibus route no. 113 as stated in the motion paper.
- In addition to the Le Prestige stop, there was a stop of minibus route no. 113 at the junction of Shek Kok Road near Le Prestige, the residents of Le Prestige could board and alight the minibus at that stop.
- The routing of the proposed route would coincide with the routing of minibus route no. 113 and Members queried its operational capabilities.
- Members suggested the mover to withdraw the motion.
- As a Chinese medicine hospital would be constructed in Pak Shing Kok, if resources were available, Members suggested splitting up minibus route no. 113 to serve the passengers in the district.
- Members asked TD to provide more information on the proposal of the operator of minibus route no. 113 on deploying more vehicles to run the route.
- Many residents of LOHAS Park would take minibus route no. 113 for shopping at Hau Tak Market. Members urged for painting lines on the ground at the stop for queue-up purpose.

113. The mover said based on the report of TD, the service of minibus route no. 113 would be enhanced. He hoped that TD could provide more information for further study of the proposal and withdrew the motion.

114. With the unanimous agreement of the Members present, the Chairman declared that the motion was withdrawn according to Order 22 of the Standing Orders.

(B) The 2 Questions presented by Members (Minibus)

**(1) The work of the Transport Department to match with the revision of the maximum seating capacity of public light buses
(SKDC(TTC) Paper No. 199/17)**

115. The Chairman said the question was raised by Mr CHUNG Kam-lun.

116. As the Member who raised the above question was not present at the meeting, the Chairman declared that the question would not be handled.

(Note: Please also refer to paragraphs 117 to 121)

(2) Enquire whether the Transport Department would consider setting a trial period for the green minibus routes proposed to be operated in Tseung Kwan O South (SKDC(TTC) Paper No. 200/17)

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

118. Mr CHU Cheuk-king of TD responded that the GMB routes proposed to be introduced in Tseung Kwan O South were about to accept applications from interested operators. The department did not have the practice of setting a trial period for the GMB proposed to be introduced, but the department noted the concern of Members and the public as well as their views on the vehicle types, operating hours and fares which would be reflected to the new operator. Some views would become one of the assessment criteria for selection of operators. In other words, if an operator could provide better operating conditions, it would have a greater chance to be selected, and the mechanism served to encourage operators to provide better services to meet passenger demand. The department had considered a series of factors in designing the routes, including future district development, population growth, the coordination and competition of other public transport services; reference had also been made to the operation models and experience of other similar routes in Hong Kong. In any case, after the commissioning of the new routes, the department would closely monitor the operation of the routes and passenger demand and conduct review where necessary.

119. Members' views were as follows:

- TD neglected the views of Members and local personalities on the captioned routes (such as extending the route to Sheung Tak Estate and LOHAS Park) and insisted maintaining the original routings over which Members expressed disappointment.
- The captioned routes were short-haul routes but fares were high, and the waiting time for the routes was sufficient for passengers to walk to MTR Station. Members questioned the attractiveness and operational capabilities of the original routes and considered that there should be a trial period for the routes. Members also suggested reducing the fares, increasing frequency and extending the routing to attract passengers.
- Members requested TD to consolidate the views collected from local personalities, Members and other stakeholders and report to TTC.
- The Legislative Council had passed the legislation of increasing passenger seating capacity of minibuses to 19 seats. Members enquired whether operators were required to operate with 19-seat minibuses.
- Passengers had a keen demand for minibus route no. 17M. Members asked TD to consider requesting the operator to increase the number of seats of minibuses to 19 seats and provide the number of minibuses for the route that could be converted from 16 seats to 19 seats.

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

- The department had considered different factors in the planning of routes, including the coordination of other public transport services and population growth. The department also made reference to the operational models and experience of other similar routes in

Hong Kong, and had come up with the routings for travelling to the nearest MTR Station at the shortest time and distance. The longest walking distance from some housing estates in the district to MTR Station was about 700 metres, and it was expected that some residents would prefer taking transportation while some would prefer walking. Accordingly, to maintain the attractiveness of services, the route must be fast with high frequency and the shortest journey time. The department was worried that when the routes were extended to other areas, its circulation and attractiveness would be affected. Thus, the department suggested maintaining the original routings.

- The department had consolidated the views of various parties on the captioned routes as follows: route extension, use of environmentally-friendly vehicles, operating hours in line with other public transport services, lower fares or provision of interchange concession. The department would reflect some of the views to the new operator while some others views would be incorporated in the assessment criteria for selection of operators.
- According to the amendments to the relevant ordinance passed by the Legislative Council, the statutory ceiling for passenger seating capacity would be raised to 19 seats. Minibus operators were not bound to replace all minibuses and could consider replacing minibuses with more seats subject to passenger demand, financial conditions, the age of minibuses, etc. Minibus operators could consider increasing the number of seats on long wheelbase minibuses directly under their management. The department would reflect the views to the operator, particularly those of busy routes.
- It was learnt that some operators had commenced preparatory work, including the purchase of new 19-seat minibuses to replace older minibuses or increasing the number of seats on long wheelbase minibuses under their management for service commencement, but the operators must submit an application for “Vehicle Type Approval” to the department and submit technical documents and reports to prove that vehicle load, seats and safety belts provided had met the relevant legislative requirements after an increase in seats. The department would process the application according to the established procedure. Members’ views on expanding carrying capacity of the vehicle fleet would also be reflected to the operators.
- In fact, the department had monitored the situation all along and had reviewed routes with a pressing need for the deployment of 19-seat minibuses. Route no. 17M was under consideration. The department noted the concerns of Members and would promptly follow up with the operators.

121. The Chairman said the Secretariat had earlier sent the views of Members and stakeholders consolidated by TD through email for Members’ reference. He also asked TD to follow up the views of Members.

(Note: Please also refer to paragraphs 115 to 116)

IX. Items related to taxi service

(A) Discussion and Matters Arising

- (1) Request the Transport Department to designate a boarding and alighting position for wheelchair users at the Tsui Lam Estate taxi stand, so as to provide convenience to wheelchair-bounded persons
(Paragraphs 94 to 104 of the minutes of last meeting)
(SKDC(TTC) Paper No. 201/17)**

122. Members noted the written reply from Synergis Management Services Limited.

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

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

(The meeting resumed at 2:50 p.m.)

X. Items related to MTR service

(A) Discussion and Matters Arising

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

**(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 3rd meeting of the Traffic and Transport Committee in 2017
(Paragraph 106 of the minutes of last meeting)
(SKDC(TTC) Paper No. 202/17)**

126. Members noted the paper.

**(2) Suggest to provide a cover for the escalator near Kai King Road and a lift at Po Lam MTR Station
(Paragraphs 4, 5 and 108 to 112 of the minutes of last meeting)
(SKDC(TTC) Paper No. 203/17)**

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

128. A Member said TTC had discussed the item for a long time and requested MTR to provide a lift promptly in order to bring convenience to residents of Po Lam Estate, Yan Ming Court, Ying Ming Court and King Lam Estate for travelling to and from Po Lam Station in a shorter distance.

129. Ms Rysta SO, Assistant Public Relations Manager of MTR responded that an escalator was available at Po Lam Station connecting the road and the footbridge to provide convenience to residents of the nearby housing estates to travel to and from Po Lam Station. Therefore, MTR had no plan to provide a lift at this stage but noted the views of Members.

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

**(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
(Paragraphs 113 to 114 of the minutes of last meeting)**

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

(4) Object to the fare increase by Mass Transit Railway, and request for providing more fare concessions

**(Paragraphs 115 to 117 of the minutes of last meeting)
(SKDC(TTC) Paper No. 204/17)**

132. Members noted the written reply from MTR.

133. A Member said the motion of providing a fare saver at the Beaumont II had been carried repeatedly by TTC. The Member did not agree that the criteria for providing a fare saver could not be met for the reason that the walking distance between the Beaumont II and LOHAS Park Station was too far. It was hoped that MTR could implement the proposal.

134. Ms Rysta SO of MTR noted the views of Members.

135. The Chairman said as the housing estates in the vicinity of LOHAS Park were ready for intake successively, the number of residents would be increased significantly. He asked MTR to consider the proposal of providing a fare saver and declared that the above item would be retained one more time.

**(5) Request for completely covering the open road section between the LOHAS Park Station and the Pak Shing Kok Tunnels so as to reduce noise nuisance
(Paragraphs 118 to 123 of the minutes of last meeting)**

136. Members' views were as follows:

- Members were negotiating with MTR and discussing the arrangement of a site visit and hoped that the works could be commenced.
- Members requested MTR to provide noise measurement statistics.

137. Ms Rysta SO of MTR responded that MTR had all long monitored the operation of trains on Tseung Kwan O Line, and there were also established procedures for repair and inspection of trains and tracks to ensure that trains were maintained in good condition which would reduce noise during operation. MTR would conduct a site visit with the relevant Members and look into the situation. Moreover, the measurement statistics of MTR would only serve the purpose of internal reference and the measurement was made with reference to the standard provided by the Environmental Protection Department (EPD).

138. The Chairman asked whether the standard of EPD was set at a ceiling of 70 decibels.

139. Ms Rysta SO of MTR responded that MTR would refer to the night time noise standard of EPD at 55 decibels (A).

140. A Member requested MTR to provide more detailed information at the next meeting and queried why MTR said the noise level had complied with the standard, but the statistics could not be released. Secondly, noise emitted in different time periods would have varying degrees of impact and noise generated after 10:00 p.m. was more disturbing.

141. The Chairman declared that the above item would be retained one more time and asked MTR to follow up the views of Members.

(6) Urge the Mass Transit Railway to review the contingency plans for the Tseung Kwan O Line signaling equipment fault, and to upgrade the LOHAS Park Station so that its

**station services need not be handled by the Tseung Kwan O Station
(Paragraph 124 of the minutes of last meeting)**

142. A Member said there was a system failure of Tseung Kwan O Line on 19 July 2017 and urged MTR to strengthen the monitoring of its signalling systems. In addition, as the population in LOHAS Park was growing, the Member urged MTR to upgrade LOHAS Park Station and requested retaining the above item until MTR gave a response.

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

**(7) Request the MTR to provide seats on the platforms of the LOHAS Park Station to bring convenience to awaiting passengers
(Paragraphs 125 to 127 of the minutes of last meeting)**

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

**(8) Request for renovating the covered walkway between Tong Chun Street and the MTR Station
(Paragraphs 128 to 135 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 205/17 to 208/17)**

145. Members noted the written replies from LandsD, TD, HyD and MTR.

146. Mr Marco CHU, Assistant District Officer (Sai Kung)² of the Sai Kung District Office (SKDO) reported that according to the records of SKDC, to tie in with the commissioning of MTR Tseung Kwan O Line, MTR suggested constructing the captioned covered walkway in 2002 and was responsible for repair of the walkway. The matter had been discussed at TTC meetings and the relevant departments did not raise any objection at the meetings. In July 2017, SKDO had coordinated a joint site visit with MTR along with the relevant departments, namely LandsD, TD and HyD. The above departments had no special comment on the existing conditions of the walkway.

147. Members' views were as follows:

- The cover of the walkway was an I-beam structure and water seepage had caused rusting on the structure. Members were worried that under adverse weather conditions, the I-beams might not be able to support the cover and the structure would collapse. Therefore, Members requested MTR to carry out repair promptly to protect the safety of pedestrians (in particular students of the nearby schools).
- Some fluorescent lamps installed at the cover had become loose. Members suggested MTR pay more attention and deal with the matter properly.
- At the time of improving the existing structure of the walkway and dealing with the ageing issue, Members suggested MTR introduce environmental measures, such as collecting and storing solar energy on the cover to provide electricity to the fluorescent lamps and fans inside the walkway and hoped that the costs could be borne by MTR.
- It was learnt that after the completion of the elevated walkway connecting Tseung Kwan O MTR Station and Sheung Tak, MTR would demolish the captioned walkway. However, in view of the high pedestrian flow at present, Members believed that many members of the public would still use the walkway and requested retaining the walkway and carrying out renovation promptly.

- It was not desirable for MTR to carry out repair works in a piecemeal manner upon the receipt of complaints.
- Members suggested MTR introduce commercial elements to the walkway such as displaying outdoor advertising to improve the overall appearance and bring in revenue for repair and maintenance of the walkway.

148. Ms Rysta SO of MTR said MTR had all along communicated with the stakeholders of the captioned walkway including relevant government departments, District Council Members, schools and local personalities. The walkway was in good condition and MTR would carry out various repair works subject to conditions. Although the walkway was temporary in nature, MTR would continue to monitor community development and take follow-up action subject to circumstances. MTR noted the views of Members and was pleased to have a site visit with Members.

149. The Chairman said most members of the community had requested retaining the captioned walkway. He requested MTR to arrange a site visit with Members and declared that the above item would be retained.

**(9) Request the Government to use the dividends it received from the MTR Corporation Limited to set up a fare stabilisation fund
(Paragraphs 136 to 138 of the minutes of last meeting)**

150. A Member said residents along Tseung Kwan O Line might not benefit from MTR City Saver and suggested MTR make reference to the practice of East Rail Line and consider providing monthly concessions for other MTR lines.

151. Ms Rysta SO of MTR responded that it would be more appropriate for shareholders to decide on how to use the dividends from MTR.

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

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

**(1) Request the MTR to increase the frequency of service of the Tseung Kwan O Line, advance the first train towards Po Lam/LOHAS Park Station, and provide toilets for passengers inside the paid areas
(SKDC(TTC) Paper Nos. 209/17 and 234/17)**

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

154. Members noted the written reply from MTR.

155. Mr CHU Cheuk-king of TD supplemented that the department was aware that the patronage of some MTR lines during peak hours was considerably high and understood that the carrying capacity could only be fully increased through upgrading signalling systems. It was learnt that MTR had commenced the signalling systems upgrading works of Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line successively. The works for Tseung Kwan O Line were expected to be completed in 2021. The department hoped that after the completion of the works, the overall carrying capacity of the railway line could be enhanced by

about 10%. Furthermore, MTR had to carry out a series of repair and maintenance after the last train of the day and before the first train of the next day. The shortening of the time for night repair works would affect the repair of the railway line and daily operation. The department and MTR would continue to monitor the changes in passenger demand of Tseung Kwan O Line and explore the feasibility of service improvement in due course.

156. Ms Rysta SO of MTR supplemented that patronage of public transport services such as MTR was high during peak hours, but the overall operation of MTR was smooth and passenger demand could be met. MTR would continue to monitor the operation of Tseung Kwan O line and carry out review from time to time. For the proposal of providing toilets, among the works for the existing 10 interchange stations, the works for 3 of them were completed. For the works at the other 7 interchange stations such as North Point Station, Yau Tong Station and Tiu Keng Leng Station, the works were expected to be completed within 2020.

157. Members' views were as follows:

- Members considered that the signalling systems upgrading works of Tseung Kwan O Line took too much time. As the housing estates in Tseung Kwan O South were ready for intake successively, the current signalling systems were unable to cope with the passenger demand.
- Apart from providing seats at LOHAS Park Station, Members suggested providing seats at the platform near the front part of the train at Tiu Keng Leng station towards Po Lam/LOHAS Park for use by passengers waiting to interchange.
- Currently, the first trains from Tiu Keng Leng to North Point and Po Lam departed at 6:06 a.m. and 6:16 a.m. respectively. Based on the observation of Members, from around 5:00 a.m. every day, MTR would deploy 2 to 3 non-passenger trains from Tiu Keng Leng to Po Lam. Members queried the reasons that MTR could not use these trains to carry passengers to Po Lam and TD has the responsibility to monitor its operation. The same situation applied to LOHAS Park Station and Members requested advancing the time of the first train.

158. Mr CHU Cheuk-king of TD responded that the department noted the views of Members and would follow up the situation with the Railway Branch of the department.

159. Ms Rysta SO of MTR responded that the company noted the views of Members and welcomed Members to provide relevant information for reference.

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

(C) The 1 Question presented by Members (MTR)

(1) Request the MTR to consider adding Exit C to the Tiu Keng Leng Station (SKDC(TTC) Paper Nos. 210/17 and 234/17)

161. The Chairman said the question was raised by Mr Raymond HO.

162. Members noted the written reply from MTR.

163. As the Member who raised the above question was not present at the meeting, the

Chairman declared that the question would not be handled.

XI. Items related to other public transport services

(A) Discussion and Matters Arising

- (1) Request the Government to encourage public transport service operators to open up the real-time bus arrival information
(Paragraphs 139 to 143 of the minutes of last meeting)**

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

- (2) Request the Government to improve the transport ancillary facilities between Hang Hau and Haven of Hope Hospital
(Paragraphs 144 to 148 of the minutes of last meeting)**

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

- (3) Request for enhancing the feeder transportation service between Sai Kung and the University Station
(Paragraphs 149 to 154 of the minutes of last meeting)**

166. Mr CHU Cheuk-king of TD said according to the recent patronage figures, the bus service could cope with passenger demand so far. The department would continue to closely monitor passenger demand and would improve the service when necessary.

167. Members' views were as follows:

- In the morning and evening peak hours as well as holidays, passengers (in particular residents along Sai Sha Road) had a keen demand for bus service between Sai Kung and University Station as well as Ma On Shan. Members requested TD to consider enhancing bus frequency during the above periods.
- Subject to the progress, Members might request the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to provide feeder bus service and therefore suggested retaining the above item one more time.

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

XII. Items related to road works / facilities

(A) Discussion and Matters Arising

- (1) Transport Department's Report on the Follow up of the Traffic Works/ Facilities in Sai Kung and Tseung Kwan O
(Paragraph 156 of the minutes of last meeting)
(SKDC(TTC) Paper No. 211/17)**

169. 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 157 to 159 of the minutes of last meeting)
(SKDC(TTC) Paper No. 212/17)

170. Members noted the paper.

171. Mr Alan HU, Engineer/Pedestrian Improvements of TD reported that regarding the extension works for the bus stop at Fu Ning Garden, the department and HyD were actively studying the details for the commencement of the works.

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

- (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 160 to 161 of the minutes of last meeting)

173. Mr WOO Kwong-ming, Engineer/Special Duties 1 of TD said the department and HyD had conducted a site visit on 25 May 2017 for the preliminary technical study on the extension of the junction between Po Lam Road and Tsui Lam Road so that vehicles not exceeding 9 metres in length could turn left to Tsui Lam Road from Po Lam Road. The department considered that the extension project was feasible, but it would require study as to confirm whether underground facilities would be affected. The department also had a preliminary investigation of the road extension at the junction between Tsui Lam Road and O Tau Village for vehicles to make U-turns, but the extension project would involve the slopes, land, trees and brine pump room nearby which would take longer time for study. The department was studying 3 different proposals, including allowing vehicles to make U-turns at other locations of Tsui Lam Road. The department also hoped to come up with a solution soon and would report the latest progress at the next meeting.

174. Members' views were as follows:

- If vehicles not exceeding 9 metres in length could turn left to Tsui Lam Road from Po Lam Road, it might require a new carriageway at Tsui Lam Road, otherwise vehicles leaving from Tsui Lam Road would be affected. Members requested TD to consider this matter together when studying the feasibility of the extension project.
- Members agreed that the captioned proposal could provide convenience to residents of O Tau Village. As the brine pump room was located near Tsui Lam Estate, it would not have a great impact on the road extension works at the junction between Tsui Lam Road and O Tau Village. For the issue of the slopes involved, it was believed that slope flattening at the road junction of O Tau Village would help improve the situation.

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

(4) Request to provide pedestrian crossing facility at Ying Yip Road for the safety of pedestrians

**Request the Transport Department to attach importance to the call for the prompt widening of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) and installation of traffic lights there
(Paragraphs 162 to 165 of the minutes of last meeting)**

176. The Chairman said he learnt that the Planning Department planned to carry out development at Shaw House, and Mount Pavilla was available for sale. However, the works at Clear Water Bay Road near the roundabout at Silverstrand, Ying Yip Road and Hang Hau Road had not commenced. He was worried that traffic congestion there would become more serious and enquired about the works schedule.

177. Mr Alan HU of TD reported on the works at the northbound lane of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) that the department had given comments on the temporary traffic arrangements proposed by the contractor and requested the contractor to give their responses as soon as possible in order to minimise the impact of the works and that of the temporary traffic arrangements on road users. If the revised temporary traffic arrangements from the contractor met the requirements of the department and the Hong Kong Police Force (HKPF), the works could commence accordingly.

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

(5) 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 166, 167, 208, 267 and 268 of the minutes of last meeting)**

179. Members' views were as follows:

- Although the new housing development areas at Clear Water Bay Road and New Clear Water Bay Road were not ready for intake, there was already frequent traffic congestion at the location.
- A Member had suggested extending the road junction outside Shaw House and installing a pedestrian pushbutton so that traffic lights would only turn red when pedestrians pushed the button, but the proposal had not been implemented. In addition, the situation was also similar for the traffic lights at New Clear Water Bay Road near the junction of On Sau Road, and traffic queue waiting for entering On Sau Road always extended to Tseng Lan Shue. As there were few pedestrians at the locations on weekdays, to alleviate the situation, Members requested TD to study short-term measures such as installing a pedestrian pushbutton and conducting a study on the construction of flyovers and link roads so that when the Cross Bay Link was completed, the public could use a faster route to go to and from Oscar by the Sea.
- Buses departing from Ngan Ying Road (Kowloon bound) stop had to cut lane to enter Ngan Ying Road for heading to the Hong Kong University of Science and Technology stop which

affected traffic flow. Members thus suggested TD change the location of the bus stop. In addition, the traffic queue waiting for making a right turn to Ngan Ying Road frequently extended to Clear Water Bay Road near the roundabout at Silverstrand during morning peak hours for school.

180. Ms Rica LAW, Engineer/Sai Kung of TD responded that the department noted and would study the proposal of improving the traffic lights near Shaw House. Furthermore, the proposal of improving the traffic lights at the junction of On Sau Road had been referred to the relevant officers for follow up.

181. The Chairman said the captioned issue had been discussed at the joint meeting of SKDC and the Legislative Council on 7 July 2017. He asked TD to continue to follow up the matter and declared that the above item would be retained.

(Note: Please also refer to paragraphs 253 to 254)

**(6) 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 168 to 170 of the minutes of last meeting)**

182. Mr NG Kin-fung, District Engineer/Tseung Kwan O of HyD reported that phase 3 of the works was underway and the works were carried out more smoothly than expected. If the weather conditions were good, it was expected that the works would be completed in mid-August 2017.

183. Members were pleased to know that HyD provided a footpath for use by residents of Hong Sing Garden and enquired how long it would take after completion for opening to public use, and whether the lift retrofitting works conducted by CEDD would affect the opening date of the footpath.

184. Mr NG Kin-fung of HyD responded that generally speaking, the footpath would be open to the public after works completion. It was learnt that CEDD had made temporary traffic arrangements for its works, and the department would inform CEDD after the works completion for its review on whether adjustment was needed as appropriate.

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

**(7) Request the Government to construct pedestrian links (including footbridges, covered walkways, elevators and escalators) to connect Hong Sing Garden, King Ming Court and Tsui Lam Estate with Po Lam area
Request the Government to increase resources for the 18 districts to expedite 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 171 to 175 of the minutes of last meeting)**

186. Members' views were as follows:

- The proposal of connecting Hong Sing Garden with Po Hong Road was raised in 2010 to push forward hillside works. There was a distance of about 600 metres from Hong Sing Garden to King Ming Court and Tsui Lam Estate. After project completion, resources

might be sought to connect King Ming Court and Tsui Lam Estate subject to the circumstances.

- As Hong Sing Garden and Tsui Lam Estate were of similar distance from the escalator link system, Members opined that the Government should consider the whole uphill area including Tsui Lam Estate in its study. Currently the Government commenced studies according to project priority. Members suggested the Government revise the project title as it was not desirable to include Hong Sing Garden only.
- As there was some distance between King Ming Court and Po Hong Road, a Member considered that the escalator link system between King Ming Court and To Lok Road should be considered, and had written to the Development Bureau to express the concern. Furthermore, currently passengers had to spend considerable time for waiting for minibuses travelling between Po Lam and uphill area. It was therefore suggested that the Government should promptly implement the proposal.

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

(8) 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 (Paragraphs 176 to 181 of the minutes of last meeting)

188. Members' views were as follows:

- Members enquired about the works schedule for constructing the footbridges.
- Residents of the Beaumont could only walk across Wan Po Road or use the subway at Shek Kok Road to go to MTR Station. The problems of vehicle speeding and overloading at Wan Po Road and the issue of dropping of construction waste from dump trucks were serious. The subway at Shek Kok Road was dim which caused a threat to the safety of users. As the housing estate at No. 1 to 3 Shek Kok Road was ready for intake, whereas new development projects such as the New Broadcasting House of Radio Television Hong Kong and an international school (anticipated completion in July 2018) would also be completed successively, it was expected that there would be significant population increase along Wan Po Road. As it would take a few years to construct a footbridge, even though the pedestrian flow might not meet the requirement at this stage, TD should promptly implement the captioned proposal.
- As a short-term measure, Members requested HyD to improve lighting of the subway and renovate the staircases and suggested retaining the above item one more time for follow up.

189. Mr Alan HU of TD responded that the construction of the southbound footbridge was to tie in with the private development, while the northbound footbridge was to tie in with the planning and development along Shek Kok Road. There was currently a subway at the proposed location of the northbound footbridge. The department had a site visit there and recorded that the pedestrian flow at the subway was 455 persons per hour which was at a low level. Pedestrians could walk freely inside the subway without giving way to one another. Therefore, the department considered that it was not necessary to construct the northbound footbridge at the same location for the time being. Despite this, the department would continue to monitor and reflect and follow up the matters with relevant departments in a timely manner.

190. Mr NG Kin-fung of HyD reported that the lighting improvement works for the subway were expected to be completed in March 2018.

191. The Vice Chairman requested HyD to continue to follow up the lighting and staircase improvement works for the subway and declared that the above item would be retained one more time.

**(9) Request to fill the gap at the central divider of Tong Tak Street near Park Central to prevent accidents
(Paragraphs 182 to 185 of the minutes of last meeting)**

192. Mr WOO Kwong-ming of TD said he learnt that the relevant department had given comments to CEDD about the design plan and believed that CEDD would commence the project promptly.

193. Members' views were as follows:

- The motion was moved for half a year already without any progress. Members thus hoped that the captioned proposal could be implemented promptly.
- Members requested the relevant department to provide the design plan.

194. Mr WOO Kwong-ming of TD responded that the department would follow up the works progress with CEDD after the meeting.

195. The Chairman declared that the above item would be retained and requested TD to provide the relevant design plan and the works schedule.

**(10) 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
(Paragraphs 188 to 192 of the minutes of last meeting)**

196. Ms Rica LAW of TD reported that the department planned to provide traffic signs and road markings there to remind drivers to pay attention to pedestrians. The department had completed local consultation and was preparing the Works Request Form.

197. The Chairman enquired when the works would commence.

198. Ms Rica LAW of TD responded that the department had to discuss the works' commencement date with HyD.

199. A Member requested TD to provide the design plan.

200. The Chairman declared that the above item would be retained one more time and requested TD to provide the relevant plan.

**(11) Request for improving the traffic aids in Tseung Kwan O
Urge to improve the traffic signs at Wan Po Road so as to clearly indicate the direction towards the LOHAS Park Station
(Paragraphs 193 to 200 of the minutes of last meeting)**

201. As a motion was related to the above item, there being no objection from Members, the

Chairman declared that the items would be discussed together.

**Request for reviewing and improving the directional signs in the Wan Po area, and installing railings on the area that separates the road in the middle along Wan Po Road (opposite Le Prestige)
(SKDC(TTC) Paper No. 217/17)**

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

203. Mr Alan HU of TD responded that the department had reviewed the directional signs at Wan Po Road all along and was reviewing the directional signs at the direction of LOHAS Park. The department would submit a proposal later for guiding drivers clearly towards LOHAS Park Station. As flower beds and railings were provided at the captioned location, it was learnt that CEDD would remove the railings and provide additional flower beds there for carrying out greening works. Regarding whether railings could be provided above the flower beds after works completion to prevent pedestrians from jaywalking effectively, the department had to carry out feasibility study with other relevant departments. The department noted the views of Members and would continue to follow up the matter.

204. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up the views of Members. He also declared that item 11 would be deleted.

**(12) Request for constructing a footbridge over the road section between the Pak Shek Wo Tsuen and the Pak Shek Wo San Tsuen in Tseng Lan Shue near Clear Water Bay Road that conforms to the principles of the “Universal Accessibility” Programme, and installing a lift for the footbridge which can also be used to provide barrier-free access to facilitate the residents to cross the road safely and to improve their living environment
(Paragraphs 206, 207 and 209 to 212 of the minutes of last meeting)**

205. Ms Rica LAW of TD reported that in respect of the proposal of constructing a footbridge, the department had to consider pedestrian flow so as to allocate resources properly. The department had carried out a pedestrian flow survey in May 2017 and found that pedestrian flow was low there with 22 persons per hour. According to past experience, a footbridge for crossing a single road might not always be preferable to an at-grade crossing. Therefore, the department had no plan to construct a footbridge for the time being. Regarding the proposal of changing the lines between carriageways into double white lines, the department would submit a proposal later for local consultation. The department would continue to monitor the traffic conditions at Clear Water Bay Road and set proper traffic signs giving warning as needed and review the speed limit at Clear Water Bay Road in a timely manner.

206. Members' views were as follows:

- The speed limit of the captioned road section was 70 km/h currently; pedestrians (in particular elderly persons) might not be able to react in time to the approaching vehicles which would increase the danger of road crossing. Members criticised the department for considering solely the factor of pedestrian flow in assessing the need for constructing the footbridge.

- Currently the speed limit of the section of Clear Water Bay Road from Pik Uk towards Sai Kung was 50 km/h. Members suggested extending the section with the speed limit to the captioned road section which could protect the safety of pedestrians when crossing the road while preventing vehicles from adjusting speed frequently.
- If the proposal of constructing a footbridge or subway was not feasible, Members suggested the department consider other road improvement measures such as providing traffic islands and changing lines to double white lines to prohibit careless lane changing of vehicles.
- The problem of speeding was serious at both bounds of Clear Water Bay Road near Pak Shek Wo San Tsuen. Members requested the Police to step up enforcement action and requested TD to reduce the speed limit.

207. Ms Rica LAW of TD responded that as the variation of gradient of the captioned road section were large, the department would maintain the same speed limit at the same road section as far as possible, but would review the speed limit at Clear Water Bay Road when appropriate.

208. The Chairman suggested TD consider providing safety facilities such as warning signs and adjusting the speed limit from 70 km/h to 50 km/h. He declared that the above item would be retained one more time.

**(13) Request the Transport Department to pave a footpath on the slope next to the Tsui Lam Estate near Po Lam Road North
(Paragraphs 213 to 216 of the minutes of last meeting)**

209. Members' views were as follows:

- Members requested the department to actively consider the captioned proposal as well as the ways to prevent jaywalking.
- After the removal of the left-turn signal light at Tsui Lam Road, some motorists did not get used to the change and made a left turn directly from Tsui Lam Road to Po Lam Road North. Also, as the stops of minibus route nos. 105 and 12M were provided at Po Lam Road North, passengers often jaywalked after alighting which would give rise to accidents easily. Members queried that TD did not carry out any district consultation or carry out any promotion or provide instruction signs. Members also asked the department whether a site visit was conducted after the change. Although the captioned proposal could provide convenience to residents, if the above problem could not be solved, Members would have reservations about the proposal. On the other hand, a Member said a left-turn signal light would help divert traffic flow and reduce congestion during peak hours but pedestrians would have to wait for an excessively long time for the change of traffic lights at the crossing, which led to the situation that most pedestrians did not follow traffic lights to cross the road. Members requested TD to keep the left-turn signal light as well as formulate measures such as providing railings to ensure pedestrian safety.

210. Mr WOO Kwong-ming of TD responded that the Traffic Control Division of the department was responsible for coordinating the modifications of traffic lights, and the major objective of which was to reduce the time required for pedestrians to cross the road so that they could cross the road at one time without waiting at traffic islands. In addition, the removal of the left-turn signal light could enhance road safety and avoid causing confusion to drivers. If drivers followed traffic lights, traffic accidents could be avoided. The staff of the Traffic Control Division would conduct site visits during peak hours to study how to alleviate traffic congestion. The department would continue to follow up the views of Members.

211. A Member queried why the traffic islands at Tsui Lam Road were still retained if the department hoped that pedestrians were not required to wait at traffic islands for crossing the road.

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

**(14) Request for provision of metered parking space in the open space next to the Wing Lai Road roundabout in Tseung Kwan O village to solve the problem of insufficient parking space in the village
(Paragraphs 217 to 219 of the minutes of last meeting)
(SKDC(TTC) Paper No. 213/17)**

213. Members noted the written reply from LandsD.

214. Mr WOO Kwong-ming of TD supplemented that according to the department's records, there were 2 roadside carparks at Wing Lai Road in Tseung Kwan O village, which provided a total of 97 parking spaces for private cars and 20 parking spaces for goods vehicles. The utilisation rates of the above parking spaces were not high. Therefore, the department had no plan to increase the number of roadside parking spaces at Wing Lai Road for the time being.

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

**(15) Request for providing "fish-eye mirrors" near the exits of subways to avoid accidents
(Paragraphs 220 to 226 of the minutes of last meeting)
(SKDC(TTC) Paper No. 214/17)**

216. Members noted the written reply from TD.

217. A Member pointed out that the proposal had been referred to HKPF and HyD for consideration as stated in the written reply from TD and enquired about the response from the above departments.

218. Mr WOO Kwong-ming of TD responded that HKPF suggested providing "fish-eye mirrors" at the relevant subway for maintaining public order. The department had conveyed its views as well as the views of HKPF to HyD for consideration.

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

**(16) Express concern over the unevenness of slabs on footpaths, request for improvement to the design and enhancement of supervision
(Paragraphs 227 to 231 of the minutes of last meeting)
(SKDC(TTC) Paper No. 215/17)**

220. Members noted the written reply from HyD.

221. A Member requested HyD to provide the legend for introducing the geogrid.

222. Mr TSE Leung-yau, District Engineer/Sai Kung of HyD responded that the department could provide a written reply after the meeting.

223. With Members' consent, the Chairman declared that the above item would be deleted and requested HyD to provide the legend for introducing the geogrid.

(Post-meeting note: The Secretariat had uploaded the legend for geogrid to the website of SKDC on 24 August 2017 for reference by the public and Members, and had informed Members by email on the same day.)

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

(1) Request for including the works on installing a lift for the footbridge at Tsui Lam Estate in the "Universal Accessibility" Programme

(SKDC(TTC) Paper No. 216/17)

(2) Request for reviewing and improving the directional signs in the Wan Po area, and installing railings on the area that separates the road in the middle along Wan Po Road (opposite Le Prestige)

(SKDC(TTC) Paper No. 217/17)

224. The Chairman said motions 1 and 2 had been carried and discussed with other issues earlier.

(3) Request for providing motorcycle parking spaces in the vicinity of Kwong Ming Court and Sheung Tak Estate

(SKDC(TTC) Paper No. 218/17)

225. The Chairman said the motion was moved by the Vice Chairman and seconded by Messrs KAN Siu-kei, Jonathan CHAN, Philip LI and WAN Kai-ming.

226. Mr WOO Kwong-ming of TD responded that the department had all along paid attention to the public request of providing motorcycle parking spaces. In addition to requesting the provision of indoors motorcycle parking spaces in new property developments for use by residents and visitors, the department also suggested the relevant departments allowing car parks on short-term tenancy to provide motorcycle parking spaces. The Government would also provide on-street parking spaces at appropriate locations as needed. Regarding the provision of on-street parking spaces, the major consideration of the department was that the provision should have no impact on road traffic conditions, traffic flow and road safety. Currently there were motorcycle parking spaces in the vicinity of Kwong Ming Court. Tong Ming Court also provided parking spaces for residents. It was learnt that some parking spaces were still available. In addition, parking spaces were available at Park Central and the Grandiose. If there was a shortage of motorcycle parking spaces in Tseung Kwan O and Tiu Keng Leng, the department would then consider providing on-street parking spaces at the 3 locations proposed by Members.

227. Members' views were as follows:

- Some motorcycle parking spaces in the car parks under the Link were converted into parking spaces for exclusive use by shop tenants. The number of motorcycle parking spaces in Kwong Ming Court and Sheung Tak Estate car parks were therefore reduced, with 4 hourly parking spaces only.
- Members considered that motorcycle parking spaces should be close to residences and were dissatisfied that TD assessed the adequacy of motorcycle parking spaces along Kwong

Ming Court and Sheung Tak Estate based on the number of motorcycle parking spaces in Tseung Kwan O and even Tiu Keng Leng.

- The bicycle parking spaces at Tong Ming Street Park were far away from the entrances of the park and the primary schools nearby and were idle for a long time; miscellaneous articles were also placed there. Members suggested providing motorcycle parking spaces there or converting bicycle parking spaces into motorcycle parking spaces with reference to the approach adopted to handle the situation at King Yin Lane.
- As a university dormitory was located at Tong Yin Lane, it might not be suitable to provide motorcycle parking spaces there.
- Members suggested converting some flower beds along the roads near Tseung Kwan O Sports Ground and Hong Kong Velodrome into motorcycle parking spaces.
- Members requested TD to consult the nearby housing estates on the noise issue in studying the provision of motorcycle parking spaces at different locations.
- Members suggested the department and Members of the respective constituency conduct a site visit to study whether there were suitable locations near Kwong Ming Court and Sheung Tak Estate to provide motorcycle parking spaces.

228. Mr WOO Kwong-ming of TD responded that a site visit with the relevant Members would be carried out for further study.

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

XIII. Others

(A) Discussion and Matters Arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 3rd meeting of the Traffic and Transport Committee in 2017
(Paragraph 233 of the minutes of last meeting)
(SKDC(TTC) Paper No. 219/17)**

230. Members noted the paper.

231. As items (2), (3) and (4) under matters arising were related to an item referred by the full council meeting of SKDC, there being no objection from Members, the Chairman declared that the items would be discussed together.

- (2) Request the Government to strengthen the regulation of late-night motor vehicle noise, and combat illegal motor racing or converted vehicles
(Paragraphs 235 to 237 of the minutes of last meeting)
(SKDC(TTC) Paper No. 220/17)**
- (3) Request the Government to face up to and solve the problems caused by “street racing gangs” in Tseung Kwan O, and step-up patrolling
(Paragraphs 239 to 242 of the minutes of last meeting)
(SKDC(TTC) Paper No. 220/17)**
- (4) Request for installing a video camera at the crossroad between Wan Po Road and Shek Kok Road, so as to combat speeding and amber light jumping
(Paragraphs 243 to 250 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 220/17 and 221/17)**

**Request to tackle the illegal parking problem and the nuisance caused by the sounding of horns at the roundabout of Tong Tak Street off Beverly Garden
(Please refer to papers of the full council meeting of SKDC on 4 July 2017 - SKDC(M) Paper Nos. 198/17, 236/17 and 237/17)
(SKDC(TTC) Paper No. 220/17)**

232. Members noted the papers and the written reply from TD.

233. Members' views were as follows:

- Some residents reflected that “street racing gangs” frequently drove along Wan Po Road to Tseung Kwan O Industrial Estate at night time. Therefore, Members requested the Police to step up patrolling to solve the noise and safety issues arising from illegal street racing.
- Members requested installing a speed enforcement camera at the crossroads of Wan Po Road and Shek Kok Road to combat speeding, amber light jumping and illegal street racing altogether.
- The noise problem of modified vehicles was serious. Members requested the relevant department to step up enforcement. In addition, Members enquired whether the Police would stop suspected vehicles to inspect whether the vehicles were modified.
- Tseung Kwan O Police District was upgraded to an independent Police District. Members thus enquired whether the Police would deploy more resources to combat illegal motor racing and the issue of modified vehicles.
- A Member said a site visit with the relevant departments was arranged and suggested retaining the item “Request to tackle the illegal parking problem and the nuisance caused by the sounding of horns at the roundabout of Tong Tak Street off Beverly Garden”.

234. Mr CHU Chi-wai, OC District Traffic Team (Tseung Kwan O) of HKPF responded that the Police noted the concerns of Members and had been following up the above issue all along. Enforcement actions would be formulated and the existing situation would be reflected to Traffic Kowloon East Region. According to the Road Traffic Ordinance, if a police officer found that a vehicle was suspected of modification or unfit for driving on the road, he could immediately request or refer the vehicle to undergo vehicle examination.

235. Mr Alan HU of TD responded that under general circumstances, the installation of speed enforcement cameras must meet 6 criteria. The department had checked the recent records of traffic accidents occurred at Wan Po Road near Shek Kok Road but did not find any traffic accident involving injuries caused by speeding. As speed enforcement cameras had been installed at Wan Po Road near Pak Shing Kok Road and near LOHAS Park Road, the department had no plan to install a speed enforcement camera at the crossroads of Wan Po Road and Shek Kok Road. However, the department and the Police would continue to monitor traffic condition and conduct review and study improvement measures in a timely manner.

236. Members' views were as follows:

- TD adopted the 6 criteria indiscriminately in considering the installation of speed enforcement cameras. Members did not agree to this approach and suggested making adjustment in reviewing the locations. In addition, according to the information provided by HKPF, 34 summonses for speeding had been issued according to the records of the speed enforcement cameras at Wan Po Road (southbound) near LOHAS Park Road from January

to June 2017. Members did not agree that the crossroads of Wan Po Road and Shek Kok Road did not meet the criteria.

- The problem of speeding was serious at Wan Po Road; together with 6 carriageways for both bounds, it would cause inconvenience and danger to pedestrians crossing Wan Po Road. Members requested Traffic Kowloon East Region to combat the problem and suggested reducing the speed limit from 70 km/h to 50 km/h.
- A chain collision accident took place in Tseung Kwan O Tunnel on 5 July 2017 which gave rise to three-hour traffic congestion at Po Lam Road. Members asked HKPF whether its Emergency Coordination Centre was operating on that day and requested HKPF and TD to deploy officers to divert traffic at Po Lam Road when traffic accidents occurred at Tseung Kwan O Tunnel.

237. Mr CHU Chi-wai of HKPF said information on the traffic accident occurred at Tseung Kwan O Tunnel on 5 July 2017 was not available for the time being, but he noted the views of Members and would convey the views to the relevant officers and improve the contingency plan for major incidents. Under general circumstances, when traffic accidents occurred at major roads or highways, the Public Relations Branch of HKPF would immediately notify the relevant departments and radio stations and issue the latest information through the mobile application.

238. Mr Alan HU of TD responded that the department noted the views of Members and would regularly review the speed limit at Wan Po Road. Regarding the issue of overloading of heavy vehicles, the Road Traffic Ordinance had provided for the limit of height, width and length of loads on vehicles. *The Code of Practice for the Loading of Vehicles* also provided guidelines on different safety aspects. The department would cooperate with HKPF to step up publicity and education to remind members of the trades to attach importance to their own safety and the safety of other road users.

239. A Member said earlier a dump truck followed too close and collided with a minibus resulting in injuries of a number of passers-by near Pak Sha Wan. The Member requested HKPF to combat the above situation.

240. The Chairman asked TD to consider the proposal of installing a speed enforcement camera and declared that items 2 and 3 would be deleted, and item 4 and the item “Request to tackle the illegal parking problem and the nuisance caused by the sounding of horns at the roundabout of Tong Tak Street off Beverly Garden” would be retained one more time.

(B) The 2 Questions presented by Members (Others)

(1) Enquire about the long-term policy that the Government would put in place in respect of the bicycle-friendly community and the harmonious integration of “bicycle-sharing” into the community (SKDC(TTC) Paper Nos. 222/17 and 232/17)

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

242. Members noted the written reply from the Transport and Housing Bureau.

243. Members’ views were as follows:

- Members requested the Government to formulate guidelines to explain how to handle shared bicycles that obstructed access or those parked on private and government land.
- Members urged the Government to formulate policies to manage and regulate shared bicycles in order to support the bicycle-friendly community policy and suggested the Government study measures to deal with shared bicycles with flexibility to make the best use of the situation.
- Members suggested designating some existing bicycle parking spaces as shared bicycle parking spaces on lease to shared bicycle companies through franchise, and the shared bicycle companies had to pay administrative fees to the Government. Currently there were 2 shared bicycle companies operating in Tseung Kwan O, and Members suggested engaging the companies for a trial run.
- If shared bicycles were illegally parked, Members requested the Working Group on Facilitation of Use of Bicycles in TKO Area under SKDO to clear the bicycles but also suggested allowing redemption of bicycles by shared bicycle companies.
- Shared bicycle companies carried out business activities at public space and caused street obstruction. This situation was similar to street obstruction by shops. Members suggested issuing fixed penalty notices for street obstruction by bicycles to achieve deterrent effect.
- The original intention of shared bicycles was to provide a mode of transport to the public, thereby reducing the total number of bicycles to solve the problem of shortage of bicycle parking spaces. Currently the relevant parties should first study the positioning of shared bicycles and the pros and cons. If they were beneficial to the community, Members asked the Government to loosen control and formulate policies to solve the issues related to bicycles in the district.
- Members requested the Government to review the impact of dockless parking of shared bicycles. As there were a number of cycling tracks in Tseung Kwan O district which made more room for parking of bicycles, consideration could be made to the mode of parking with docks.
- Currently bicycle clearance operations were carried out at designated locations only which could not combat the problem of indiscriminate parking of bicycles.
- Members suggested the Government coordinate various departments to discuss solutions and assist stakeholders, owners' corporations and management companies to deal with the problems brought by shared bicycles.

244. Mr Alan HU of TD responded that the department noted the views of Members and would convey the views to the relevant policy bureau for further reply.

245. The Chairman enquired whether SKDO could coordinate the relevant departments to follow up this matter.

246. Mr Marco CHU of SKDO responded that automated bicycle rental services (commonly known as bicycle sharing) only began to appear in the district since late June this year, and the relevant departments were closely monitoring the situation. The proposals raised by Members involved the overall transport policy for bicycle services which exceeded the policy purviews of individual district offices. He suggested retaining this item first and continuing to monitor the actual situation.

(2) In response to the repeated occurrences of bicycle accidents at the Pet Garden in Area 77 near the cycle track at the Tseung Kwan O Waterfront Promenade, request the

**Government to review the position of the gate of the Pet Garden and look for improvement option
(SKDC(TTC) Paper Nos. 223/17 and 233/17)**

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

248. Members noted the written reply from EPD.

249. Members' views were as follows:

- Currently the gate was located at the end of an inclined section of the cycle track, and plastic collapsible bollards were installed outside the gate to indicate pedestrian crossings, but less competent cyclists might not be able to dodge the bollards in time which gave rise to accidents.
- The relevant department had taken improvement measures at the captioned location such as painting road markings to remind motorists and pedestrians to be careful. Yet, accidents still occurred repeatedly. Members requested the relevant department to study how to alleviate the captioned problem.
- Members suggested relocating the gate so that cyclists travelling down the slopes could have sufficient distance to adjust cycling speed.
- Members suggested moving the gate inward to extend the distance between the gate and the cycling track.
- Members suggested putting up posts and notices to remind pedestrians to look at the surrounding before entering the cycle track.
- Members requested HKPF to provide the bicycle accident figures since the opening of the pet garden.
- Members suggested listing the captioned location as a black spot of cycling accidents.
- As the pet garden, the cycle track and the promenade fell under the purview of different departments, Members suggested TTC coordinate with the relevant departments to jointly study improvement plans and suggested referring the matter to the Working Group on Road Safety in Sai Kung District for follow up.

250. The Chairman said the figures of bicycle accidents provided by HKPF were set out in Paper No. 226/17. He also invited EPD, the Leisure and Cultural Services Department (LCSD), TD and HyD to attend the first meeting of the Working Group on Road Safety in Sai Kung District in 2017 and follow up the above item.

(Post-meeting note: TTC had conducted a site visit with EPD, LCSD, TD and HyD on 3 August 2017. Members had elaborated the proposals and expressed views to the above departments on that day, as well as asked the departments to study the feasibility of the proposals. As it took time for studying the proposals, the relevant departments could not attend the meeting of the Working Group on Road Safety in Sai Kung District on 10 August 2017 to report on the matter, but would do so at the fifth meeting of TTC on 21 September 2017.)

(C) Items referred by Sai Kung District Council Meeting (Others)

- (1) Request to tackle the illegal parking problem and the nuisance caused by the sounding of horns at the roundabout of Tong Tak Street off Beverly Garden
(Please refer to papers of the full council meeting of SKDC on 4 July 2017 – SKDC(M))**

**Paper Nos. 198/17, 236/17 and 237/17)
(SKDC(TTC) Paper No. 220/17)**

251. The Chairman said item 1 had been discussed earlier with another item.

**XIV. Progress Report of Major Works of the Sai Kung District Council
(Paragraph 251 of the minutes of last meeting)
(SKDC(TTC) Paper No. 224/17)**

252. Members noted the paper.

253. A Member enquired the schedule for the widening works of Clear Water Bay Road near the roundabout at Silverstrand. As the traffic queue frequently extended to Tai Po Tsai in the evening peak hours, Members suggested completing the works promptly before the school year started.

254. Mr TSE Leung-yau of HyD reported on the widening works of Clear Water Bay Road near the roundabout at Silverstrand that the temporary traffic arrangements were planned smoothly. After internal approval of the Excavation Permit and issue of the works order, it was expected that the works could commence before the start of the school year at the earliest.

(Note: Please also refer to paragraphs 179 to 181)

**XV. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 252 to 259 of the minutes of last meeting)
(SKDC(TTC) Paper No. 225/17)**

255. Members noted the paper.

256. Mr Marco CHU of SKDO reported that the working group had carried out 4 clearance operations from May to June 2017 covering 29 locations including streets and bicycle parking spaces in the district and cleared 340 illegally parked bicycles. The working group had carried out clearance operations in Tiu Keng Leng and Sheung Tak on 14 July and would carry out a clearance operation in Po Lam on 21 July.

257. Members' views were as follows:

- Members enquired whether shared bicycles would be cleared in the operations and the number of shared bicycles that had been cleared.
- As SKDO had pointed out the year before that the illegally parked bicycles and miscellaneous articles at the public transport interchanges would be cleared, Members enquired whether the operation had been carried out. Currently miscellaneous items were consistently placed at the taxi stand at Sheung Tak Public Transport Interchange which obstructed pedestrians (in particular wheelchair users) to use the taxi stand. Since there was no significant improvement to the situation so far, Members hoped that SKDO could follow up the matter again.
- Regarding the operation on 23 June 2017, Members enquired whether the exact location of the bicycles cleared at the bicycle parking area at Sheung Ning Road in Hang Hau near St. Andrew's Parish and Sheung Ning Playground was the entrance of Sheung Ning Playground between Chung Ming Court and On Ning Garden. The department was asked

to note that members of the public covered bicycles with cloths which were neither decent looking nor neat.

- As bicycles that were parked illegally at crash gates would obstruct emergency vehicular accesses, Members enquired whether such bicycles found in the operations would be handled together.

258. Mr Marco CHU of SKDO responded as follows:

- All automated rental bicycles (commonly known as shared bicycles) were treated in the same manner. A clearance operation had been carried out the week before which was the first operation since the introduction of such bicycles in the district in late June, and no automated rental bicycles were cleared.
- Under the existing arrangements, SKDO was responsible for coordinating inter-departmental joint operations to clear illegally parked bicycles on streets and at bicycle parking spaces. The clearance work at the locations involved the purview and authorities of different departments and therefore must be conducted through inter-departmental joint operations. SKDO did not have the authority to clear illegally parked bicycles. Illegally parking of bicycles in public transport interchanges fell under the purview of TD.
- Regarding the enquiry about the clearance operation at Sheung Ning Road, information would be provided to the relevant Member after the meeting.
- According to existing procedures, the District Lands Office (DLO) would put up notices on the illegally parked bicycles at the relevant locations as warning a few days before the bicycle clearance operation. On the day of clearance operation, DLO would confiscate illegally parked bicycles with the notices. For the illegally parked bicycles that were only found on the day of the clearance operation, no matter whether such bicycles were located at an emergency vehicular access, DLO could not confiscate such bicycles as no notice had been put on those bicycles. It was hoped that Members could understand the constraints of the operations.

(Post-meeting note: “Bicycle Parking Area at Sheung Ning Road in Hang Hau near St. Andrew’s Parish and Sheung Ning Playground”, which was one of the locations covered in the clearance operation on 23 June, referred to a bicycle parking area on the footpath between St. Andrew’s Parish and Sheung Ning Playground. The bicycle parking area at the entrance of Sheung Ning Playground between Chung Ming Court and On Ning Garden (which was the bicycle parking area at Chung Ming Court near Koon Ming House) was included in the clearance operation to be conducted in September.)

259. Mr CHU Cheuk-king of TD responded that the department noted the situation at the public transport interchange and agreed that it would affect residents accessing the taxi stand. The department would take follow up action promptly.

260. A Member said members of the public would park bicycles illegally at parks under LCSD, public transport interchanges under TD, emergency vehicular accesses of the Fire Services Department (FSD) and government land. However, there was no mechanism to coordinate different departments to deal with the illegally parked bicycles at locations under their respective purview. Members suggested writing to FSD to enquire how to deal with the illegally parked bicycles at emergency vehicular accesses for reference.

261. The Chairman said he would write to FSD to enquire how to deal with the illegally parked bicycles at emergency vehicular accesses and asked SKDO and TD to continue to follow up the

matter.

XVI. Statistics on cycling accidents
(Paragraphs 260 to 265 of the minutes of last meeting)
(SKDC(TTC) Paper No. 226/17)

262. Members noted the paper.

XVII. Any Other Business

263. Members noted that SKDC had suggested reserving \$150,000 for the Working Group on Road Safety in Sai Kung District for organising Sai Kung Bicycle and Road Safety Campaign 2017-18. The Chairman said the first meeting of the Working Group on Road Safety in Sai Kung District in 2017 was tentatively scheduled for 9:30 a.m. on 10 August 2017 and Members would be notified of the exact meeting date by email later.

XVIII. Date of Next Meeting

264. The 5th meeting of 2017 would be held at 9:30 a.m. on 21 September 2017 (Thursday).

XIX. End of Meeting

265. The meeting was adjourned at 5:55 p.m.

Traffic and Transport Committee
Sai Kung District Council
August 2017