

(Confirmed minutes)
(Translation)

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

Date: 21 September 2017 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<u>Present</u>	<u>From</u>	<u>To</u>
Mr. LAU Wai-cheung, Peter, MH (Chairman)	9:30 a.m.	5:45 p.m.
Mr. CHONG Yuen-tung (Vice Chairman)	12:42 p.m.	5:45 p.m.
Mr. CHAN Kai-wai	9:30 a.m.	5:45 p.m.
Mr. CHAN Pok-chi, Jonathan	9:30 a.m.	5:45 p.m.
Mr. CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	5:45 p.m.
Mr. CHEUNG Mei-hung	9:30 a.m.	5:45 p.m.
Mr. CHUNG Kam-lun	9:30 a.m.	1:00 p.m.
Mr. FAN Kwok-wai, Gary	9:30 a.m.	5:45 p.m.
Ms. FONG Kwok-shan, Christine	9:30 a.m.	5:45 p.m.
Mr. HIEW Moo-siew	9:30 a.m.	5:45 p.m.
Mr. HO Man-kit, Raymond	9:30 a.m.	11:40 a.m.
Mr. KAN Siu-kei	9:30 a.m.	1:00 p.m.
Mr. LAI Ming-chak	9:30 a.m.	5:45 p.m.
Mr. LAM Siu-chung, Frankie	9:30 a.m.	5:45 p.m.
Mr. LEUNG Li	9:30 a.m.	5:45 p.m.
Mr. LI Ka-leung, Philip	9:30 a.m.	5:45 p.m.
Mr. LING Man-hoi, BBS, MH	9:30 a.m.	4:38 p.m.
Mr. LUI Man-kwong	9:30 a.m.	5:45 p.m.
Mr. LUK Ping-choi	10:16 a.m.	12:31 p.m.
Mr. TAM Lanny, Stanley, MH	9:30 a.m.	1:00 p.m.
Mr. TSE Ching-fung	9:30 a.m.	3:02 p.m.
Mr. WAN Kai-ming	9:30 a.m.	5:45 p.m.
Mr. WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	5:45 p.m.
Mr. YAU Yuk-lun	9:30 a.m.	4:37 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. WONG Ka-chun, Calvin	Senior Planning Officer, Citybus Limited/ New World First Bus Services Limited	}	For agenda items (V), (VI) and (VIII)
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 (XI)
Ms. SO Yuk-yin, Rysta	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited		

Absent

Mr. AU Ning-fat, Alfred, MH

Welcome Remarks

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

2. The Chairman said that no application for absence from meeting was submitted to the Secretariat. In addition, a total of 13 motions and two questions had been received for this meeting.

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

3. There being no amendment from Members, the Chairman declared that the minutes of the fourth meeting of TTC in 2017 were confirmed.

II. Reports of Working Groups established under Traffic and Transport Committee (SKDC(TTC) Paper Nos. 235/17 and 236/17)

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

4. Members noted and endorsed the discussion paper. The Chairman said that SKDC(TTC) Paper No. 236/17 set out the information on Members' declaration of interests. The information on declaration of interests in the paper was prepared according to the previous records of the Secretariat. No update on the information was received by the Secretariat before the meeting. In case there were errors or omissions, Members were asked to make declaration immediately and complete the declaration form for filing by the Secretariat.

5. Members noted that the working group had endorsed the recommendation of the application to TTC for the joint organisation of "Cycling and Road Safety Campaign in Sai Kung District 2017-2018". The Chairman said that the Secretariat had informed the applicant organisation Hong Kong Road Safety Association of the recommendation of the working group members for amending information such as the number of posters and promotional gifts. After the applicant organisation had amended the funding application, the total funding amount recommended for approval was \$150,000 which remained unchanged. There being no objection from Members, TTC endorsed the above funding application for recommendation to the Finance and Administration Committee.

III. Development of Anderson Road Quarry Site – Proposed Tseung Kwan O Tunnel Toll Plaza Bus-Bus Interchange Public Toilet
(Paragraphs 4 to 13 of the minutes of last meeting)

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

IV. Next Phase of the "Universal Accessibility" Programme
Request for including the works on installing a lift for the footbridge at Tsui Lam Estate in the "Universal Accessibility" Programme
(Paragraphs 14 to 24 of the minutes of last meeting)

7. Members' views were as follows:

- Mr. Frankie LAM declared that he was the chairman of The Incorporated Owners of King Ming Court. The Incorporated Owners hoped to discuss with the Highways Department (HyD) about the details of the provision of a lift to the footbridge across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court (SK02), including the request that no nuisance would be caused to residents during the works period.
- TTC had selected three walkways for the next phase of the programme and hoped to continue to follow up this item. Members also requested that HyD regularly report the progress to TTC, and requested retaining this item.
- At the opening ceremony of the lift at the footbridge across Tong Ming Street near Sheung Tak Shopping Centre (NF336) held earlier, some Members were not invited to the ceremony. Members asked whether they would be invited to similar events in future.
- Members were pleased with the completion of the lift at the footbridge across Tong Ming Street near Sheung Tak Shopping Centre (NF336), but some residents had reflected that it was quite stuffy inside the lift and worried that they would feel unwell and faint when taking the lift. Some other residents had reflected that the lift was too small and hoped that pedestrian flow could be diverted after the completion of the elevated walkway between Tong Ming Street and Tong Tak Street in future.
- Members considered that the reasons for the unsatisfactory conditions of the lift were attributed to the insufficient consultation conducted by the departments concerned, failure

to report to the District Council the technical difficulty in a timely manner and late submission of detailed project criteria, plan, project cost, etc., which impeded the discussion and monitoring of the use of public money by the District Council. In this regard, Members requested government departments to submit papers with information, such as project costs, of any large-scale infrastructure projects for filing and follow-up by the District Council.

- Statistics showed that there was high pedestrian flow at the footbridge across King Ling Road near the Hong Kong Design Institute (HKDI) (SK03). Following the neighbouring projects including Tseung Kwan O Government Complex to be completed shortly, pedestrian flow would continue to increase. In view of cost effectiveness and the time required for lift provision, Members requested HyD to give priority consideration to include the above project in the programme.

8. The Chairman said that HyD and the consultant were carrying out feasibility studies on the three projects for the next phase. HyD would also report the results to TTC upon completion of studies. If, after studies, the three projects were not technically feasible, Members could discuss and vote on the remaining proposals again as alternative projects. In addition, the lift at the footbridge across Tong Ming Street near Sheung Tak Shopping Centre (NF336) was commissioned on 30 August. The series of advance works carried out by the Civil Engineering and Development Department (CEDD) for the project was satisfactory. As a token of gratitude, he suggested writing to CEDD on behalf of TTC to commend the project staff. For the arrangement of opening ceremony, he would reflect Members' views to CEDD and hoped that Members could be invited to similar events in future. The Chairman declared that the above item would be retained.

- V. **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
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 25 to 29 of the minutes of last meeting)

9. Members' views were as follows:

692P

- Members enquired about the average patronage of route no. 692P after extension to Hang Hau (North).

796C/N796

- Members suggested extending route no. 796C to LOHAS Park.
- The population in the Wan Po area including LOHAS Park, the Beaumont and Oscar by the Sea was increasing. However, no arrangement had been made for the request for extending route no. N796 to LOHAS Park so far. Members requested the Transport

Department (TD) to implement the proposal on pilot run in the fourth quarter of this year to respond to the request of residents.

- As an overnight bus route, there should not only be an increase of four trips and operation to 1:08 a.m. The residents who worked overnight could only take green minibus (GMB) route no. 112S on their return trips, which operated at low frequency and caused much inconvenience.

10. Mr. CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD responded that the bus company was taking forward the proposals endorsed in the Bus Route Planning Programme this year, including the proposal for the modified routing of route no. 692P implemented in August this year. TD would closely monitor passengers' demand and carry out a review in due course. TD noted the views on route no. N796 and would follow up with the New World First Bus (NWFB) about the implementation date and details. After the implementation of the new routing, it would continue to monitor passengers' demand and carry out a review in due course.

11. Mr. Calvin WONG, Senior Planning Officer of Citybus Limited/New World First Bus Services Limited (Citybus/NWFB) responded that since 7 August, route no. 692P was extended to Hang Hau (North), and the average occupancy rate of the two trips operated by NWFB was about 20% to 30%, which was similar to that before route extension.

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

VI. 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 26 and 30 to 34 of the minutes of last meeting)

13. Mr. CHU Cheuk-king of TD reported that the consultation on the technical aspect of constructing a shelter at the bus stop of Leung Kit Wah Primary School was underway. TD would deal with it as soon as possible.

14. Mr. Douglas MAK, Assistant Manager (Operations) of Kowloon Motor Bus Company (1933) Limited (KMB) reported that the relevant staff was applying to the power company for electricity supply for the works at the bus stop of Hong Sing Garden on Po Lam Road North. The electricity connection was expected to complete in the first quarter of 2018, and the bus arrival information display panel would then be installed.

15. Members' views were as follows:

- The provision of a shelter at the bus stop of Leung Kit Wah Primary School had been discussed for years. Members urged TD to complete the consultation on the technical aspect and to set a timetable as soon as possible to improve the waiting environment for passengers.
- Members enquired whether coordination had been made for the two shelter locations at the

bus stop of Leung Kit Wah Primary School, and which department and what technical issues on which TD was consulting.

- The lists of bus stop shelters planned to be provided by KMB and Citybus/NWFB was set out in Paper Nos. 3/15 and 4/15 of the Working Group on Bus Routes in Sai Kung District, and the working group members had expressed considerable views. However, no progress was made to the bus stop shelters committed to be provided at that time. Members urged TD and the bus companies to implement the proposals as soon as possible and further review the needs and priorities of the provision of other bus stop shelters.
- Compared with the provision of shelter and display panel, the need for the provision of seats at bus stops was more pressing. Although TD had set the priorities of the provision of the above facilities at various bus stops, Members and local personalities would have better knowledge about the bus stops that had higher pedestrian flow and demand. Therefore, Members should be in charge of working out the list and setting priorities. In addition, TD should give priority consideration to en route bus stops with low frequency such as those of bus routes at a headway of 20 minutes.

16. Mr. CHU Cheuk-king of TD responded that when Tseung Kwan O was a developing new town in the past. TD had received many applications and public requests for the provision of seats and real-time bus arrival information display panels at bus stops. TD then worked out the list and set the order according to priorities. As the installation works had been completed at most bus stops gradually, it was no longer necessary to make the above arrangement. In any case, upon receipt of an application from a bus company, TD would carry out assessment and consultation on the technical aspect as soon as possible for the bus company to provide the facility concerned early. TD noted the views of Members and would consider working out the lists of bus stops with the bus companies in which more buses would run past, and set the order according to priorities on a systematic basis to meet the pressing needs of the public. In addition, the new shelter would be provided at the rear part of the bus stop at Leung Kit Wah Primary School. TD was planning to provide the space for use by the passengers waiting for route no. 690 operated by Citybus and KMB as well as route no. 798 operated by NWFB. As KMB applied for constructing another shelter at the said space, there was little space left and TD had to carry out a detailed study and consultation to accommodate the two shelters at the above space in order to meet the minimum requirements and facilitate the provision of bus stands and other facilities. TD would complete the consultation on the technical aspect as soon as possible, followed immediately by district consultation exercise in order to implement the proposal as soon as possible to provide passengers with a better waiting environment.

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

VII. Major changes in public transportation services launched in Sai Kung district from 1 July 2017 to 31 August 2017
(Paragraphs 35 to 37 of the minutes of last meeting)
(SKDC(TTC) Paper No. 237/17)

18. Members noted the discussion paper.

19. Members' views were as follows:

91/91M/92

- Members requested providing section fares for route nos. 91, 91M and 92 from Pik Uk stop.
- Members requested increasing the frequency of route no. 92 to cope with the growing

population and enhance the attractiveness of the route.

290/290A

- Members requested providing a stop in Wang Tau Hom area for route nos. 290 and 290A.
- Members requested implementing the proposal of splitting up route nos. 290 and 290A into southbound and northbound routes as soon as possible and providing a review plan and timetable.

792M

- As the bus was always full during morning peak hours (7:15 a.m. to 9:15 a.m.), Members requested increasing the frequency and improving the situation of lost trips.

796C/796E/796P/796S/796X

- Members requested extending route no. 796C to LOHAS Park to revitalise the route and respond to residents' request.
- Some residents reflected that there were frequent lost trips of route no. 796X and NWFB was requested to pay more attention.
- Members requested providing section fares for route no. 796 series (Kowloon bound) to provide convenience to the residents of Wan Po area to travel along Chi Shin Street and The Wings.
- Members requested TD and NWFB to step up publicity on the re-routing to route no. 796 series to be implemented on 25 September, by means such as bus announcements or notices for passengers to know about the new stops and cancelled stops.

797M

- TD and the bus company shortened the route from Tiu Keng Leng to Tseung Kwan O back then which caused inconvenience to the residents in Tiu Keng Leng. Members requested extending the route to Tiu Keng Leng again to provide convenience to the residents heading for Tseung Kwan O Industrial Estate, Tiu Keng Leng Public Library and Tiu Keng Leng Sports Centre.

(Note: Please also refer to paragraphs 73 to 77)

E22A

- Other routes such as route nos. 290 and 290A travelled throughout Tseung Kwan O for a long time to take passengers, but the proposal of moving the stop of route no. E22A at HKDI to Tiu Keng Leng Public Transport Interchange was not implemented. Members were dissatisfied with the double standards of TD and the bus company.

(Note: Please also refer to paragraphs 31 to 34)

Others/Consolidated

- Residents in the area of Marina Cove, Pak Sha Wan, Nam Pin Wai and Pak Wai had difficulty in getting on board during morning and evening peak hours because vehicles were fully loaded, and some residents felt unwell while waiting. Members requested TD to increase the frequency of GMBs and buses en route the area. In addition, residents in the area of Razor Hill Road, Pak Shek Wo San Tsuen and Tseng Lan Shue also had encountered the same difficulty in taking the routes to Kowloon, in particular bus route no. 92 and GMB route no. 1A. Members hoped that bus drivers would help appeal to passengers to move to the middle of the compartment to give way to other passengers to get on board. For GMB route no. 1A, Members suggested operating a circular route from Ping Shek to Razor Hill Road, but there was a concern over vicious competition. Members hoped that TD and the bus companies would study measures to improve the situation.
- There was frequent congestion at New Clear Water Bay Road to Ping Shek; the waiting time for GMBs to Sai Kung and the Hong Kong University of Science and Technology (HKUST) was very long, which affected the traffic of the whole area. Members requested TD to consider revising the two routings or relocating the termini to reduce the impact on

the routes caused by traffic congestion.

- GMB route nos. 3, 4, 15 and 17M could not meet the demand of passengers because they were often fully loaded. Members urged the operators to increase the number of 19-seat minibuses running the routes.
- Members asked TD to provide the number of long wheelbase minibuses among the routes operating in the district which could be converted to 19-seat minibuses.
- Members urged TD to study measures to encourage minibus operators to undergo replacement for 19-seat minibuses as soon as possible.
- Members considered that provision of convenience to the public should be the prime factor for considering whether the frequency should be enhanced rather than the occupancy rate.
- Members requested TD to follow up with the problems of poor attitude of bus drivers and the cleanliness of compartment.

20. Mr. Douglas MAK of KMB responded that under normal traffic conditions, route no. 92 could cope with passenger demand. As 4 and 5 September were the beginning of a new school year, together with typhoon and rain, there was serious traffic congestion at Hiram's Highway and Po Lam Road North near Sau Mau Ping Road. In the ensuing week, the company staff had conducted an inspection in Nam Pin Wai area and found that there was improvement to the situation, and bus service could largely cope with passenger demand. Furthermore, the company had increased the weekend frequency of route no. 92. However, there were a number of traffic accidents at Hiram's Highway over the last few weekends in September, and amber alert was issued on 9 September by KMB. Therefore, the increased frequency could not achieve its function. The Police was asked to monitor the situation.

21. Mr. Luka LAI, Senior Officer (Planning and Development) of KMB responded that route nos. 290 and 290A were the express routes between Tseung Kwan O and Tsuen Wan, the company preferred not to increase the number of stops en route. The company had earlier received a proposal from another district about providing a bus stop for route no. 290A in Wong Tai Sin District which was reflected to TD. However, because of the high vehicular flow there, TD had reservation over the proposal of providing a bus stop outside Tin Ma Court. Despite so, the company would continue to follow up with TD and review whether there was room for implementing the proposal in future through widening the bus bay and adjusting the traffic flow. In addition, in response to the demand of passengers in Tseung Kwan O South, the company had operated route no. 290X and the service was enhanced in the hope of providing speedy service to passengers travelling to and from Tsuen Wan. As the route was in the early stage of operation, the company would closely monitor the patronage and further enhance the service when there was a significant increase in demand. At the same time, the company would also monitor the patronage of route nos. 290 and 290A and would consider putting new resources to enhance the service when necessary.

22. Mr. Calvin WONG of Citybus/NWFB responded that the company noted the proposal of Members about extending route no. 796C to LOHAS Park. Route no. 796E running between Tseung Kwan O Industrial Estate and So Uk would commence operation on 25 September; the Kowloon bound journey would travel via LOHAS Park and Kowloon Bay, and follow the routing of route no. 796C to So Uk. The company would evaluate the demand of LOHAS Park residents for bus service to West Kowloon during morning peak hours through the above routing in order to assess the feasibility of implementing the proposal. Furthermore, regarding the proposal of providing section fare for route no. 796X, as it was a long-haul route serving other districts and the major service target was cross-district passengers, those travelling from Tseung Kwan O Industrial Estate and LOHAS Park to Tseung Kwan O and Tiu Keng Leng

areas could take route no. 797M at a fare of \$4.6 or travel by other means of transport.

23. Ms. Penny CHUNG, Senior Public Affairs Officer, Citybus/NWFB responded that the company had earlier received the views of Members on route no. 796X and would continue to follow up with Members concerned.

24. Mr. CHU Cheuk-king of TD responded that TD had carried out patronage surveys for route nos. 92 and 792M recently and found that there was considerable carrying capacity for both routes. Nevertheless, TD would continue to monitor the patronage with KMB and NWFB to carry out review in due course. From the observation on the day of the survey, GMB route nos. 1A and 101M had arranged empty vehicles to divert passenger flow at Marina Cove. TD would reflect to the operators the proposal of Members about arranging empty vehicles at the north of Marina Cove. After the statutory ceiling for passenger seating capacity of minibuses was raised to 19 seats on 7 July, some GMB operators in Sai Kung District started operating the routes with 19-seat minibuses, the first of which being route no. 101M. When compared with other districts, there were more routes running with 19-seat minibuses in Sai Kung District than in other districts. 19-seat minibuses would be introduced to route no. 1A shortly in the hope that the passenger demand for travelling between Sai Kung District and the urban area could be diverted.

25. Members' views were as follows:

290/290A/290X

- Members were dissatisfied with the response of the bus company. With a large population in Tseung Kwan O South, Members requested implementation of the proposal of splitting up route nos. 290 and 290A into southbound and northbound routes as soon as possible.
- As Members observed in Choi Ming and Sheung Tak areas earlier, other than the passengers travelling to Sau Mau Ping, most passengers would prefer waiting for a few more minutes to take route no. 290 rather than taking route no. 290A, which revealed that passengers preferred the faster route to Tsuen Wan. Sometimes route no. 290 was fully loaded when departing from the terminus. Members requested studying the deployment of resources of various routes, such as operating special departures for route no. 290X during peak hours from Tseung Kwan O South to Tsuen Wan directly via Tseung Kwan O Tunnel.

26. The Chairman asked TD and bus companies to note and cater for the views of Members, and requested TD to provide the number of long wheelbase minibuses among the routes in the district which could be converted to 19-seat minibuses. In addition, in manpower arrangement, KMB should arrange drivers who were more familiar with the routes to avoid wrong routing and wasting passengers' time.

VIII. 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 4th meeting of the Traffic and Transport Committee in 2017
(Paragraph 38 of the minutes of last meeting)
(SKDC(TTC) Paper No. 238/17)**

27. Members noted the discussion 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 39 and 40 of the minutes of last meeting)**

28. Mr. CHU Cheuk-king of TD reported that the engineer of the department had studied the provision of a bus stop at the location and some geographical limitations were identified. As there were planters at the proposed location for the bus stop, TD had to excavate part of the planters for the provision of the bus stop. However, there was a cycle track between the planters and the walkway, and passengers going to the bus stop had to cross the cycle track. TD had to study how to divert the passengers awaiting and getting on or off the buses at the gap. TD suggested conducting a site visit with Members concerned after the meeting and reporting the situation at the next meeting.

29. Members' views were as follows:

- As the bus frequency at the bus stop was not high, instead of providing a bus bay, Members suggested providing pedestrian crossing facilities on the cycle track to divert passenger flow for the time being.
- Members noted that the water works at Po Hong Road had been completed and hoped that TD could study the provision of a stop there as soon as possible.

30. 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 41 to 46 of the minutes of last meeting)**

31. Mr. CHU Cheuk-king of TD said that in planning for the routing of route no. E22A, there was a need to strike a balance between providing convenience to passengers for boarding and alighting and the resources required by the bus company for service provision. TD and the bus company were exploring the other feasible re-routing proposals to relocate the above en route stop to the Tiu Keng Leng Public Transport Interchange on the one hand and minimise the impacts on the journey distance and time on the other hand and would report to TTC later.

32. Members' views were as follows:

- TTC had discussed the captioned proposal for years without any progress. The captioned proposal could avoid passengers (in particular elderly people) from being tormented by the elements. TD should make good use of the public transport interchange and the trial run result showed that the journey time had only increased by about 3 minutes, rather than 10 minutes as stated in the written reply from the bus company. Members requested TD to implement the proposal as soon as possible and report the progress at the next meeting.
- Members were dissatisfied that TD had given priority consideration to the benefits of the bus company but disregarded public needs and requests.
- If TD had no plan to implement the captioned proposal, Members suggested writing to the Transport and Housing Bureau (THB) for final decision.
- After the recent re-routing of route no. 796 series, the routes' journey time increased by

about 10 minutes. The captioned proposal would only increase the journey time of route no. E22A for about 3 minutes, Members queried why it was still rejected.

33. Mr. CHU Cheuk-king of TD responded that TD noted the views of Members and hoped to address the needs of every passenger as far as possible under feasible circumstances. The improvement to route no. 796 series also aimed to serve more passengers. TD understood that passengers hoped to enjoy a better environment for boarding and alighting when circumstances allowed and would seek to explore the improvement to route no. E22A.

34. The Chairman said that the captioned proposal would only increase the journey time for about 3 minutes which was reasonable. He hoped that TD could provide a positive response at the next meeting and declared that the above item would be retained.

(Note: Please also refer to paragraph 19)

**(4) Suggest extending the operating hours at night time of the cross-boundary coaches from Shenzhen Bay Port to Tiu Keng Leng
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
(Paragraphs 50 to 56 of the minutes of last meeting)**

35. Members' views were as follows:

- In SKDC(TTC) Paper No. 238/17 provided by TD, the department stated that it would forward the proposal to the cross-boundary coach operator for studying. Members asked the progress of study.
- The proposal of providing pick-up/set-down points at the uphill area would help to improve cross-boundary coach service in the area and avoid the impact of traffic congestion at Tseung Kwan O Tunnel. Members requested TD to reflect the views to the operator.
- During non-peak hours, there were cross-boundary coach trips from Shenzhen Bay Port to Tseung Kwan O via the uphill area rather than via Tseung Kwan O Tunnel. Members therefore considered the proposal feasible.
- Currently many cross-boundary coach trips between Shenzhen Bay Port and Tseung Kwan O concentrated mainly in Lei Yue Mun and the frequency of coaches serving Tseung Kwan O area had become low. Members requested TD to solve the problem as soon as possible.
- As a number of issues relevant to cross-boundary coach service remained unresolved, Members requested that the above item be retained for TD and the operator to give replies and take follow-up action.

36. Mr. CHU Cheuk-king of TD responded that TD had forwarded the proposal to the cross-boundary coach operator for follow-up. In fact, the routing and stops of cross-boundary coaches were proposed by the operator in the light of market demand and operation for approval by TD. TD would continue to reflect the views of Members to the operator.

37. The Chairman asked TD to reflect the views to the operator and declared that the above item would be retained one more time.

(5) 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 59 of the minutes of last meeting)

38. Members' views were as follows:

- Currently the residents in Tseung Kwan O had to take route no. 290 to interchange to other routes to areas in the New Territories West such as Tuen Mun, Yuen Long and Tin Shui Wai. If a bus route operating between Tseung Kwan O and the bus-bus interchange on Tuen Mun Road was introduced, pressure on the carrying capacity of route no. 290 could be alleviated and the number of interchanges and waiting time could be reduced with a more direct route.
- The captioned proposal was not only the request of the residents in Sai Kung District but also that of the residents in Tuen Mun District. Members hoped that TD could rationalise the bus routes in Sai Kung District as soon as possible and hoped that the above item would be retained.
- Currently bus routes travelling respectively from Tuen Mun to Lei Yue Mun and Shatin were available. Members queried why TD did not consider operating routes to Tseung Kwan O. In addition, there was no overnight minibus route in Tseung Kwan O as in other districts.

39. Mr. CHU Cheuk-king of TD responded that due to geographical constraints, Tseung Kwan O was very far away from Tuen Mun, and the case of Shatin might not be suitable for comparison. Currently the public could take route no. 290 to Wong Tai Sin and interchange to other bus routes to Yuen Long and Tuen Mun with interchange concessions. TD would continue to study with the bus companies on whether there was a need to introduce the proposed route.

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

(6) 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 60 to 64 of the minutes of last meeting)

41. Members' views were as follows:

- Airport bus routes such as route nos. E22 and A29 run via a majority of areas in Tseung Kwan O except LOHAS Park, the Beaumont and Oscar by the Sea. With the growing population in the above area, and many residents were working at the airport, there was a keen demand for airport bus service. The residents taking overnight return trips could only take airport bus routes to Tseung Kwan O town centre and interchange to other means of transport. In fact, there was a lack of overnight transport service in the above area, leading to a certain degree of difficulty in interchanging. Members hoped that TD could implement the proposal as soon as possible and asked TD whether it had set a target population level for implementing the proposal.
- Members were pleased with the enhanced service of route no. NA29, but the route could not fully meet the demand of overnight airport bus service for residents in Tseung Kwan O South. Members hoped that TD could improve the bus service to Tseung Kwan O South, and suggested enhancing the service of route no. A29P and its extension to Tseung Kwan O South, LOHAS Park, the Beaumont and Oscar by the Sea.

42. Mr. CHU Cheuk-king of TD responded that TD noted the views of Members and had been

planning to enhance the airport bus service in Tseung Kwan O. TD and the bus company would closely monitor the population growth in the area and the progress of completion of various housing estates and would carefully study the proposal.

43. The Chairman requested the provision of the benchmark population level for increasing the frequency of airport bus routes and the routes' extension to LOHAS Park, the Beaumont and Oscar by the Sea, and declared that the above item would be retained one more time.

(Note: Please also refer to paragraphs 46 to 49)

**(7) Suggest route no. 93K to run via Tai Kok Tsui, and conducting extensive local consultation to improve the routing
(Paragraphs 65 to 68 of the minutes of last meeting)**

44. Members' views were as follows:

- Members objected to diverting route no. 93K to run via Kowloon Bay Business Area because the residents in the uphill area would not be able to take this route in Ngau Tau Kok for their return trip. Members requested considering the diversion to Tai Kok Tsui to provide convenience to the residents to and from the area. If the routing was too long, consideration should be given to improving the routing.
- Members considered that route no. 93K would alleviate the problems caused by the frequent lost trips of route no. 98A, but the routing was circuitous and no interchange concession or section fare was provided. Thus, the attractiveness of the route was reduced.
- There were only a few bus routes available for the residents in the uphill area. Members suggested conducting an extensive consultation to understand the expectations of the residents on the areas to be served by existing bus routes.
- Members believed that TD and the bus company had no plan to carry out rationalisation of the bus routes based on "area approach" for the time being. Therefore, Members requested considering enhancement of the existing routes in next year's Bus Route Planning Programme to facilitate residents to go to different destinations.

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

**(8) Request for improving the airport bus services in Tseung Kwan O South
(Paragraphs 69 to 74 of the minutes of last meeting)**

46. Ms. Penny CHUNG of Citybus/NWFB reported a follow-up item from the last meeting that the passengers boarding route nos. A29, A29P and E22A in East Kowloon (including Wong Tai Sin and Kwun Tong) and Tseung Kwan O accounted for half of the total number of passengers for the routes respectively.

47. Members' views were as follows:

- Members enquired the actual patronage of the above airport bus routes.
- There was spare carrying capacity in the airport bus service in Tseung Kwan O. Members suggested improving the routes and enhancing airport bus service including overnight service, and extending service to Wan Po area, Oscar by the Sea, LOHAS Park and the Beaumont to further increase the patronage. Members considered that the bus company should actively increase passenger coverage in order to be more capable to compete with

MTR.

- Various airport bus routes had covered Kowloon district but there were few choices for the residents in Tseung Kwan O. Members requested giving priority consideration to the residents in Tseung Kwan O for airport bus routes serving Tseung Kwan O.
- Years ago, the bus company had redeployed the resources for route no. E22A to operate route no. A29. Members suggested that in future, adjustment of routes for serving different areas should be carried out by means of addition of resources.

48. Mr. Calvin WONG of Citybus/NWFB responded that the maximum hourly occupancy of route no. A29 was recorded at 6:00 p.m. (Tseung Kwan O bound) with the occupancy rate of 68%. The maximum hourly occupancy of route no. A29P was recorded at 6:00 a.m. (airport bound) with the occupancy rate of 59%.

49. The Chairman declared that the above item would be retained and discussed together with item 6 at the next meeting.

(Note: Please also refer to paragraphs 41 to 43)

(9) Suggest extending the routing of route no. 93A to Kai Tak Cruise Terminal, and conducting extensive local consultation to improve the routing (Paragraphs 80 to 84 of the minutes of last meeting)

50. Members' views were as follows:

- There was huge development potential in Kowloon Bay and Kwun Tong, and many industrial areas were transformed to business areas. The captioned proposal could provide convenience to uphill residents working in the area of Wai Yip Street.
- There would be a children's hospital near Kowloon Bay in future. The captioned proposal could provide convenience to the public going to the hospital and Kai Tak Cruise Terminal.
- Since the commissioning of MTR Tseung Kwan O line up to now, there had not been any bus route rationalisation programme based on "area approach". Members suggested TD study the rationalisation of the bus routes in uphill area and conduct consultation together as soon as possible.
- The Government had earlier suggested the development of five sites in Tseung Kwan O for housing development. Members requested improving the traffic issues in the district as soon as possible, including Hong King Station in East Kowloon Line, traffic congestion at tunnels, provision of noise barriers and so on.
- Members enquired about the progress of the proposal of extending route no. 95M to the Enterprise Square in Kowloon Bay.

51. Mr. CHU Cheuk-king of TD responded that the bus route rationalisation programmes based on "area approach" in other districts mainly involved the re-deployment of resources or cancellation of routes, and it was more suitable to carry out adjustment or rationalisation of routes in this district. Although it seemed that there might not be a need to implement bus route rationalisation programmes based on "area approach" in Tseung Kwan O Area, bus services concerned had in fact been improving. Apart from increasing the frequencies of existing routes in the light of population growth, new routes would also come into operation progressively to meet the needs of residents in different areas. TD noted the views of Members and would continue to study the proposal.

52. The Chairman declared that the above item would be retained.
- (10) 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
(Paragraphs 85 to 88 of the minutes of last meeting)**
53. With Members' consent, the Chairman declared that the above item would be deleted.
- (11) Request the NWFB to provide a bus stop at Ngan O Road for bus route no. 694
(Paragraphs 89 to 94 of the minutes of last meeting)**
54. Mr. CHU Cheuk-king of TD said that after studying with the bus company, TD would implement the proposal on 25 September, by then an en route stop would be provided for route no. 694 at Ngan O Road for both departure and return trips respectively. TD was preparing for the relevant document and NWFB would issue a notice to inform passengers of the arrangement later.
55. Ms. Penny CHUNG of Citybus/NWFB supplemented that after the issue of the official approval by TD, the company would put up a notice at the relevant bus stops to inform passengers about the arrangement of adding a new bus stop of route no. 694 at Ngan O Road.
56. A Member was pleased to know that the proposal was implemented and thanked TD and the bus company for arrangement.
57. With Members' consent, the Chairman declared that the above item would be deleted.
- (12) Request bus route no. 796S of the NWFB to depart from LOHAS Park and run via Chi Shin Street, and provide whole-day service
(Paragraphs 95 to 100 of the minutes of last meeting)**
58. With Members' consent, the Chairman declared that the above item would be deleted.
- (13) 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
(Paragraphs 101 to 105 of the minutes of last meeting)**
59. With Members' consent, the Chairman declared that the above item would be deleted.
- (14) Request for providing shuttle bus service between the Wan Po area and the shopping mall/market of Metro City
(Paragraphs 106 to 109 of the minutes of last meeting)**
60. A Member said that the residents of the Beaumont and LOHAS Park had been taking GMB route no. 113 for buying groceries at Hau Tak Market, but renovation of Hau Tak Market would commence in October which caused inconvenience to them. As an item relevant to the captioned item would be discussed at the meeting later, a joint discussion was suggested. Members also suggested retaining the above item until suitable alternative transport options were provided by TD before the completion of the renovation of Hau Tak Market.

61. The Chairman declared that the above item would be retained and discussed together with the item “Request the Transport Department to provide transport options that facilitate residents to go to buy food during the renovation of the Hau Tak Market” at the next meeting.

(Note: Please also refer to paragraphs 107 to 111)

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

(1) Suggest extending the routing of route no. 95 to China Hong Kong City Terminus, and conducting extensive local consultation to improve the routing (SKDC(TTC) Paper Nos. 239/17 and 268/17)

62. The Chairman said that 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.

63. Members noted the written reply from KMB.

64. Mr. CHU Cheuk-king of TD supplemented that TD and KMB noted the views of Members and would conduct a thorough study. As the change would further increase the mileage and the journey time of buses, as well as affect the existing passengers, the passengers’ need should be carefully assessed. TD had analysed the passengers’ demand in the vicinity of China Ferry Terminal and compared the number of arriving and departing tourists at the Terminal. In the past decade, the passenger throughput at Hong Kong-Macau Ferry Terminal and the 6 land border control points had increased significantly by about 18% and 37% respectively. On the contrary, the passenger throughput at China Ferry Terminal had been decreasing by more than 30% in the same period. It was believed that the decrease was relevant to the improvement of transport infrastructure and services at land boundary control points. The passenger throughput at China Ferry Terminal was not anticipated to increase significantly in future. TD believed that the captioned proposal, to a large extent, aimed to address the needs of the residents travelling to and from Tsim Sha Tsui. In fact, passengers taking route no. 95 could interchange to KMB route nos. 1, 1A, 6 and 7 on Nathan Road to travel to and from Tsim Sha Tsui. Interchange concessions were provided for the above routes, and passengers were only required to pay an extra \$0.9 to interchange to Tsim Sha Tsui Pier. In discussing the bus route planning programme for the coming year with the bus company, TD would give due consideration to the proposal and monitor the operation of the above routes when necessary, and continue to follow up with KMB.

65. A Member said that the captioned proposal could provide convenience to the uphill residents travelling to and from Tsim Sha Tsui, including those travelling to the Mainland or Macau from China Hong Kong City Terminus and those working near Canton Road. The increase in journey time was little and it was hoped that KMB could implement the proposal to improve the routing.

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

(2) Suggest increasing the frequency of bus route no. 98P to improve the service and provide convenience to residents (SKDC(TTC) Paper Nos. 240/17 and 269/17)

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

68. Members noted the written reply from KMB.

69. Mr. CHU Cheuk-king of TD supplemented that according to the patronage figures provided by KMB, currently route no. 98P could largely cope with demand. TD would continue to monitor the operation of the route and consider enhancing the frequency when necessary or adjusting the journey time in view of traffic conditions.

70. Members' views were as follows:

- Currently route no. 98P operated two departures at 7:50 a.m. and 8:05 a.m. As the route ran via Tseung Kwan O Tunnel and was frequently affected by traffic congestion, passengers might not be able to arrive at their destinations on time. In addition, the uphill residents had to interchange in Po Lam to take route no. 98D other than the above period. Therefore, Members suggested operating a departure on or before 7:30 a.m. with additional resources to facilitate residents travelling to Tsim Sha Tsui directly. Before the implementation of bus route rationalisation programme based on "area approach", Members requested TD and KMB to increase the frequency of route no. 98P.
- Members requested increasing the frequency of route no. 98P during evening peak hours for the departures from Tsim Sha Tsui.
- Members asked TD what the adjustment plan for route no. 98P it referred to, and requested TD to provide the information for reference after the meeting.

71. Mr. CHU Cheuk-king of TD responded that TD would collect statistics from KMB after the meeting and report the route adjustment plan for route no. 98P to TTC.

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

**(3) Suggest the NWFB to provide special departures of route no. 797M during rush hours to run via Tiu Keng Leng
(SKDC(TTC) Paper Nos. 241/17 and 272/17)**

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

74. Members noted the written reply from NWFB.

75. Mr. CHU Cheuk-king of TD supplemented that the service targets of route no. 797M were mainly the passengers travelling between the areas along Tseung Kwan O Industrial Estate and Wan Po Road. The route provided direct feeder service for passengers to interchange to MTR and other public transport services. If the route was extended, it might affect its stability and the passengers that interchanged to take other public transport services. Despite so, in the light of various types of residential and industrial and commercial development in Tseung Kwan O Industrial Estate and Wan Po Road currently, NWFB route no. 796X would be extended to Tseung Kwan O Industrial Estate with effect from 25 September. Passengers could take the route to travel between Tseung Kwan O Industrial Estate, Tiu Keng Leng, Sheung Tak Estate,

etc.

76. Members' views were as follows:

- Passengers in Wan Po area and Tseung Kwan O Industrial Estate could only take route no. 797M to Tseung Kwan O MTR Station, and there was no route to Tiu Keng Leng from the area. They had to take route no. 797M to Tseung Kwan O Station and interchange to MTR or GMB to Tiu Keng Leng, which was very inconvenient. Many members of the public hoped that the route could operate via Tiu Keng Leng Public Library, Sports Centre and Tiu Keng Leng area. In the past, route no. 797M had travelled via Tiu Keng Leng, but the resources were re-deployed to operate new routes. Members requested NWFB to resume previous service.
- In the written reply from NWFB, it was suggested that residents take route no. 796C and 796X to Tseung Kwan O Industrial Estate, but the fares for the two routes were about \$9, and only an interchange concession of \$3.4 for the fare of route no. 797M would be deducted. The interchange route was inconvenient and expensive.
- Members suggested operating special morning departures from Tiu Keng Leng to Tseung Kwan O Industrial Estate via Tseung Kwan O South. If additional resources were available, this proposal would provide convenience to the residents in the district without affecting the stability of the original route.
- NWFB had just mentioned that route no. 796X was an external route mainly serving the residents in Tseung Kwan O South, Tiu Keng Leng and LOHAS Park area for travelling to Tsim Sha Tsui. Members queried why TD considered it as an internal feeder route.
- The first departure of route no. 796X from Tsim Sha Tsui was 6:25 a.m. and it arrived Tiu Keng Leng after 7 a.m., which could not meet the need of the residents working in Tseung Kwan O Industrial Estate. Members requested TD and the bus company to consider providing special departures during the morning and evening rush hours to serve the residents in Tiu Keng Leng.

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

(Note: Please also refer to paragraph 19)

(4) Request the Citybus to increase the number of outlets for selling Cityflyer Pre-paid Return Tickets, and to allow the ticket holders to take the buses of the "NA" routes after paying the difference between the fares (SKDC(TTC) Paper Nos. 242/17 and 273/17)

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

79. Members noted the written reply from Citybus.

80. Mr. CHU Cheuk-king of TD supplemented that the fare for the routes serving Tseung Kwan O including route nos. A21, A29 and A29P was \$42 per single journey and the captioned return ticket was \$65 to which fare concession was offered. As usual, TD would encourage the bus company to introduce different fare concessions having regard to the operation to reduce the expenses of passengers and increase the utilisation of bus resources. TD noted the views of Members and would encourage the bus company to provide additional and improved fare

concession.

81. A Member said that TTC had long been concerned with the airport bus service in the whole Tseung Kwan O and LOHAS Park area. It was learnt that the feeder services for Hong Kong-Zhuhai-Macao Bridge were mainly the “A” and “E” airport bus routes. The Member asked TD whether a holistic supporting plan was available as airport bus routes not only travelled to the airport but also served as feeder services for Hong Kong-Zhuhai-Macao Bridge to other public transport facilities. The Member requested a report at the next meeting.

82. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD and Citybus to follow up with regard to Members’ views, and requested TD to give a reply to Members’ enquiries at the next meeting.

(5) Request for exploring the possibility of adding a bus stop at Lohas Park Road/Wan Po Road (near Hemera) to provide convenience to the residents of Hemera (SKDC(TTC) Paper Nos. 243/17 and 274/17)

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

84. Members noted the written reply from NWFB.

85. Mr. CHU Cheuk-king of TD supplemented that TD had studied the views of Members. As Lohas Park Road was one-lane traffic for both bounds, if an en route stop was provided there, the boarding and alighting of bus passengers would block the traffic at the road section. In respect of Wan Po Road, en route stops for various bus routes were provided at the bus bays off and opposite to Capitol Tower 6, which were close to the junction of Lohas Park Road and Hemera. In the long run, there would be a permanent covered public transport interchange near Hemera at LOHAS Park which was located closer to it than the temporary public transport interchange at present. Suitable pedestrian crossing facilities would be available there to provide convenience to passengers between the public transport interchange and various housing estates at LOHAS Park.

86. Members’ views were as follows:

- Members requested TD to provide a written reply in respect to the above response.
- In the past, after setting down at the temporary public transport interchange at LOHAS Park, the residents of Hemera could enter LOHAS Park MTR Station from Exit A and return home through the access inside the station. However, due to the diversion of route no. 796 series, some buses no longer ran via the bus stop. In addition, the permanent public transport interchange would not complete until 3 years later. Together with the absence of other feeder routes in Hemera while such services were available in the Capitol, Le Prestige and the Beaumont, Members moved the captioned motion accordingly.
- Currently the planning of LOHAS Park was slow, and THB and TD had an undeniable responsibility. Members requested TD to provide a written reply on whether it could urge MTR to provide an access so that the residents of Hemera could go to the bus stop at the Capitol at Wan Po Road more quickly.

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

and TD to provide a written reply to Members' enquiries.

**(6) Request the bus companies to offer fare concessions for all students
(SKDC(TTC) Paper Nos. 244/17, 270/17 and 275/17)**

88. The Chairman said that the motion was moved by Mr. Philip LI and seconded by Messrs CHONG Yuen-tung, Jonathan CHAN and WAN Kai-ming.

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

90. Mr. CHU Cheuk-king of TD supplemented that currently the franchised bus companies offered various kinds of fare concession schemes to passengers, including section fares, bus-bus interchange concessions, half-fare concessions for children and for the elderly. The bus companies determined the type and duration of the concession schemes provided having regard to their operating environments, financial conditions, and other relevant factors. In accordance with the spirit of free enterprise, the provision of fare concessions was the commercial decision of individual public transport operators. In fact, the Government has provided subsidy on transport expenses on school for students in financial need through the Student Travel Subsidy Scheme. From 1 July this year, KMB would roll out a long-haul route fare concession scheme for full-time students, under which students could enjoy concessionary half fare on their return trips on daytime routes solely operated by KMB with an adult fare of \$12 or above. In addition, Citybus and NWFB had explored the feasibility of providing students with fare concessions. However, in view of the current financial conditions, they had no plan to introduce concessions so far. TD would continue to encourage public transport operators to introduce fare reduction or concession as far as possible to help reduce passengers' expenses on public transport, taking into account their respective operating conditions and overall economic environment, while maintaining proper and efficient public transport services.

91. A Member said that in view of the differences in the concession schemes offered by different bus companies, some students could not enjoy the fare concessions. The Member moved the captioned motion and expected TD to request all bus companies to standardise the concessionary half fare for all students. In addition, according to the written reply from KMB, the concessionary half fare on return trips for students only covered about 80 other routes that were not operating in Sai Kung and Tseung Kwan O, and the concession only applied to routes with a fare of \$12 or above. Actually few students would attend schools in other districts, so most students could not enjoy the benefit. The Member requested TD to review the scheme and lower the requirement of bus fare at \$12 or above.

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

IX. Items related to minibus service

(A) Discussion and Matters Arising

**(1) Progress on the follow up of minibus services by the Transport Department in response to the 4th meeting of the Traffic and Transport Committee in 2017
(SKDC(TTC) Paper No. 245/17)**

93. Members noted the discussion paper.

(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 (Paragraphs 117 to 121 of the minutes of last meeting)

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

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

(1) Request the green minibus route no. 110 to introduce section fare from Tiu Keng Leng to Kowloon Bay Industrial Area (SKDC(TTC) Paper No. 246/17)

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

96. Mr. CHU Cheuk-king of TD responded that TD noted the views of Members and would study the proposal with the operator. TD and the operator had analysed the captioned route. Passengers taking that route mainly travelled to and from Kowloon Bay, which outnumbered the passengers travelling to Kowloon City and Prince Edward Road. There were also alternative transport services to and from Prince Edward Road. TD planned to rationalise the route to target the resources for the service demand to and from Kowloon Bay, which would also reduce the travel distance and lower the fare to address the request of Members and the public. By then limited services would be provided to maintain the operation of the trips to and from Prince Edward Road and resources would be deployed to offer services between Tiu Keng Leng and Kowloon Bay. After drawing up a concrete proposal, TD would fully consult Members and local personalities.

97. Members' views were as follows:

- Members welcomed the response of TD, and said that there was keen public demand for GMB service to and from Kowloon Bay Industrial Area. Many residents in Tseung Kwan O South would take the route between Kowloon Bay Industrial Area.
- As the captioned route to Tiu Keng Leng was always full after reaching MegaBox, passengers had to wait for quite a long time to get on board. Members requested increasing the frequency to alleviate the issue of stop-skipping.
- Members agreed to the rationalisation of the captioned route, and suggested exploring the feasibility of operating the route by franchised buses. As a short-term measure, Members requested providing section fare.
- Members requested TD to provide the passenger statistics of the captioned route for travelling to Kowloon Bay and Prince Edward Road and Argyle Street, so that TTC could analyse how to allocate resources in the future.

98. Mr. CHU Cheuk-king of TD supplemented that TD had always expected to provide the routes with operating efficiency that were welcomed by passengers for the benefit of Members, passengers, local personalities and operators. The operator reflected that the greatest operating difficulty of the captioned route was the frequent traffic congestion at Kowloon City and Prince Edward Road which had affected service frequency. TD hoped that Members could support the proposal of adjusting the service of the route and welcomed the views of

Members. Regarding the provision of statistics as requested by Members, TD would provide the information in writing, verbally or in the form of consultation paper after the meeting for reference by TTC.

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

X. 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 122 to 123 of the minutes of last meeting)**

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

XI. Items related to MTR service

101. As the departmental representative would arrive later, the Chairman suggested discussing other items first and Members agreed.

XII. Items related to other public transport services

(A) Discussion and Matters Arising

**(1) Request for enhancing the feeder transportation service between Sai Kung and the University Station
(Paragraphs 166 to 168 of the minutes of last meeting)**

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

(B) The 1 Motion presented by Members (Other public transport services)

**(1) Request the Transport Department to alleviate the problem that it is difficult for the residents living in the vicinity of the bus stop at Ho Chung Village to get on buses during the rush hours every day
(SKDC(TTC) Paper No. 249/17)**

103. The Chairman said that the motion was moved by Mr. Philip LI and seconded by Messrs HIEW Moo-siew, CHONG Yuen-tung and Jonathan CHAN.

104. Mr. CHU Cheuk-king of TD responded that a number of public transport services at Hiram's Highway including bus and minibus would travel to and from the urban area. From the site visit on 7 September conducted by TD, there was still considerable carrying capacity for bus service. TD noted the views of Members and would review with GMB operators whether an increase in frequency was possible to cater for the increasing demand of passengers on the one hand and request the operators to deploy empty vehicles to divert passenger flow on the other hand. In addition, GMB route nos. 101M and 1A would operate with 19-seat

minibuses starting from August and September respectively. TD hoped that the occupancy rate of minibus could be enhanced through the above service improvements. Meanwhile, KMB planned to provide arrival information display panels at the bus stop at Marina Cove so that passengers could better estimate their travelling time, thereby attracting passengers to take bus to Kowloon and making good use of resources.

105. Members' views were as follows:

- During rush hours, residents in the area of Ho Chung and Hiram's Highway had difficulty in getting on buses and minibuses. Members believed that the situation would be improved with 19-seat minibuses, but buses would still be the major means of transport to divert passenger flow during rush hours. Members requested increasing bus frequency during morning rush hours to further enhance the attractiveness of the routes.
- There were varying degrees of traffic congestion at Clear Water Bay Road near Good Hope School during the periods before and after school. GMBs and buses running between Sai Kung and Choi Hung must use the above road section, but the routing could not be changed freely in the light of traffic conditions. Thus, the turnover would be affected. Members suggested revising the routing to New Clear Water Bay Road to divert traffic flow.
- Members requested arranging special departures of GMB route from Ho Chung to Kowloon without travelling via Clear Water Bay Road.
- Members requested increasing the frequency of route nos. 92 and 792M to a headway of 15 minutes.

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

(C) The 1 Question presented by Members (Other public transport services)

(1) Request the Transport Department to provide transport options that facilitate residents to go to buy food during the renovation of the Hau Tak Market (SKDC(TTC) Paper No. 250/17)

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

108. Mr. CHU Cheuk-king of TD responded that Hau Tak Market was located in Hang Hau. As far as TD understood, in addition to the residents in Hang Hau, the market had attracted many residents in various areas of Sai Kung. In view of the renovation of Hau Tak Market, the Link REIT would arrange shuttle buses between Hau Tak Estate and Sheung Tak Estate to provide convenience to the public to shop at Sheung Tak Market. In addition, other markets were available in Tseung Kwan O, such as Choi Ming Market, Po Lam Market and Metro City Market. Apart from the above shuttle bus service, the residents in Sai Kung rural areas could take bus route no. 91M or GMB route no. 12 to go to Po Lam Market directly, or take bus route no. 792M or GMB route no. 103M to go to Sheung Tak Market directly. The residents in Wan Po Road including those of LOHAS Park and the Beaumont could take NWFB route no. 796C or 796X to go to Sheung Tak Market and Choi Ming Market directly. TD would remind public transport service operators to pay attention to the changes in the travelling patterns of residents during the renovation period of Hau Tak Market and enhance their public transport services when necessary.

109. Members' views were as follows:

- Currently GMB route no. 113 provided point-to-point service to and from Hau Tak Market for residents in the area of LOHAS Park and the Beaumont. However, it would take about three months for the renovation of Hau Tak Market, and there was no market in Wan Po area. Residents had to take the above GMB route or MTR to travel to Hau Tak Market and interchange to Sheung Tak, which was very inconvenient. The renovation was about to start, but TD had no concrete plan. Members expressed dissatisfaction and urged TD to come up with solutions and provide a timetable.
- Some Members had earlier suggested that TD should provide transport options in the light of the renovation of Hau Tak Market, such as operating shuttle bus service between Wan Po area and Metro City Plaza/Market. Metro City Plaza had agreed to provide the above service free of charge but the proposal had been thwarted by TD. Members requested TD to grant special approval to the above non-franchised bus service having regard to the renovation of Hau Tak Market.
- Members requested buying back the markets under the Link REIT in some districts including Tseung Kwan O and Ma On Shan to break the monopoly and strengthen supervision. In addition, Members suggested writing to the Link REIT to request the provision of shuttle bus service between Wan Po area and Hau Tak Market.
- Members requested providing section fares or interchange concessions for route no. 796 series during the renovation of Hau Tak Market for the residents in Wan Po area to travel among various markets in Tseung Kwan O.
- Members asked TD whether measures were formulated for manpower deployment and contingency arrangement during the renovation of Hau Tak Market.
- Members asked TD how to deal with the arrangement of refuse collection by the refuse collection vehicles in the housing estates nearby.
- During renovation, the roads near the market would also undergo repair, and vehicles were not allowed to enter the area. Members were worried that vehicles would block Pui Shing Road and asked TD whether it had formulated any contingency plan.

110. Mr. CHU Cheuk-king of TD responded that the roads and the vehicle pick-up/set-down points connected to Hau Tak Market were under the management of the housing estate. It would be more appropriate for the Link REIT to follow up and give reply. In addition, TD had considered the changes in travelling patterns of the residents going out to buy food. As the residents would mainly travel during non-rush hours, various public transport services could meet the needs of passengers. It was learnt that different local personalities had contacted the Link REIT directly to request the provision of shuttle bus services to different areas, but it seemed that the Link REIT had no plan in this regard. As shuttle bus service was regarded as contract hire service under non-franchised bus services, non-franchised bus operators had to make an application for approval by TD. TD also considered the existing transport services appropriate. To take the example of route no. 796X, the full fare was \$7.5, the section fare from Tseung Kwan O to Tseung Kwan O Industrial Estate was \$3.4. The total fares for departure and return trips were comparable to that of GMB route no. 113. TD noted the views of Members and would forward the proposal of offering two-way section fare to NWFB, and would study the measures that could meet the transport needs of the residents in the area of the Beaumont and Shek Kok Road. If there was further information, TD would report to TTC. Regarding the traffic arrangements for the roads near the market during renovation, TD had to discuss further with the Link REIT and he would get details from individual Members after the meeting.

111. The Chairman asked TD to follow up with regard to Members' views.

(Note: Please also refer to paragraphs 60 to 61)

XI. Items related to MTR service

(A) Discussion and Matters Arising

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

(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 4th meeting of the Traffic and Transport Committee in 2017 (Paragraph 126 of the minutes of last meeting) (SKDC(TTC) Paper No. 247/17)

113. Members noted the discussion paper.

(2) Suggest to provide a cover for the escalator near Kai King Road and a lift at Po Lam MTR Station (Paragraphs 127 to 130 of the minutes of last meeting)

114. Members' views were as follows:

- As stated in the written reply from MTR, an elevator was provided at Exit C of Po Lam MTR Station and the public would use the escalator and footbridge of the shopping centre nearby to go to Po Lam MTR Station. Members considered that the reply from MTR showed that it simply evaded its responsibility.
- The captioned escalator would usually suspend operation during rainy days. Members requested the management company to extend the opening hours.
- Metro City Plaza did not operate 24 hours. Also, the structural repair works were underway in Metro City Plaza Phase 2 which was expected to complete in late November to early December. During the works period, only 1 escalator of the shopping centre near the entrance of King Lam Estate would operate, and some accesses of the shopping centre would be closed temporarily, which could cause inconvenience to the residents of King Lam Estate going to Po Lam MTR Station by the said means.
- Members expressed regret that the proposal of providing a lift near the captioned location under the Universal Accessibility Programme earlier was not qualified for inclusion in the programme.
- Members suggested conducting a site visit to the captioned location.

115. Ms. Rysta SO, Assistant Public Relations Manager – External Affairs of MTR responded that at least 1 barrier-free access was available at all MTR stations. Among the 93 MTR stations, passenger lifts or other ancillary facilities were provided at 90 MTR stations for use by the passengers in need. Currently a passenger lift was also provided at Po Lam Station. MTR had no plan to provide another lift at this stage.

116. The Chairman requested MTR to arrange a site visit with Members and declared that the above item would be retained one more time.

(Post-meeting note: TTC had conducted a site visit with MTR, HyD, District Lands Office, Sai Kung (DLO/SK), Goodwill Management Limited and the Metro City Phase 2 Management Office on 26 October. TTC agreed to write to THB about the proposal of providing a lift and requested DLO/SK to respond that which department or organisation would be responsible for the repair and maintenance of the captioned escalator.)

**(3) Object to the fare increase by Mass Transit Railway, and request for providing more fare concessions
(Paragraphs 132 to 135 of the minutes of last meeting)**

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

**(4) 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 136 to 141 of the minutes of last meeting)**

118. Members' views were as follows:

- Some Members had conducted a site visit with MTR and requested MTR to provide noise measurement statistics and solve the noise problem as soon as possible.
- Commercial activities were carried out outside LOHAS Park Station Exit C earlier and the gathering of a large crowd had caused access obstruction, but MTR did not carry out crowd control, which reflected that there was insufficient manpower at LOHAS Park Station.
- There were an increasing number of residents in LOHAS Park, the Beaumont and Hemera, with many children living there. There was already a high pedestrian flow at LOHAS Park Station Exits A and C. Exit B was also under planning. Members requested MTR to provide wide gates at the station as early as possible and provide a timetable.
- A steamed bun shop was opened in LOHAS Park Station, and the problem of hot air emission at Exit C recurred. Members requested MTR to study whether there was connection between the two and take follow-up action.

119. Ms. Rysta SO of MTR responded as follows:

- The open road section between LOHAS Park Station and the Pak Shing Kok Tunnels had complied with the noise emission standard of the Environmental Protection Department (EPD). The measurement statistics of MTR were for internal reference only.
- When passengers reflected that they were disturbed within the station area, station staff would first give verbal warning to the relevant persons, and take further action when necessary to avoid disturbance to other passengers. MTR would continue to monitor the manpower arrangement at LOHAS Park Station.
- There was already a wide gate at LOHAS Park Station. MTR would continue to monitor the operation within the station and the relevant facilities.
- MTR would monitor the operation of LOHAS Park Station Exit C.

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

**(5) 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
(Paragraphs 142 to 143 of the minutes of last meeting)**

121. Members' views were as follows:

- Following the near completion of LOHAS Park Phase 4A and other developments, the population in LOHAS Park area had been increasing. As there was room for improvement of the gates at LOHAS Park Station, very often the staff were unable to cope with the situation. In this connection, Members requested upgrading LOHAS Park Station to improve the services.
- Members asked MTR to note that some bus routes no longer run via the temporary public transport interchange at LOHAS Park, and the residents of Hemera had to take bus at Wan Po Road. Due to the large size of LOHAS Park, and some places were pending development, Members requested MTR to provide a shortcut so that the residents of Hemera could go to Wan Po Road through a shorter route and the residents of the Beaumont could go to MTR station more conveniently.

122. Ms. Rysta SO of MTR responded that there was a station team at LOHAS Park Station as in other stations. Some Members reflected that commercial activities had taken place in the station in recent days, which resulted in an increase of pedestrian flow. MTR noted the views of Members. In fact, the station staff had been paying attention to the situation inside the station. MTR would closely monitor the manpower arrangement.

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

**(6) Request for renovating the covered walkway between Tong Chun Street and the MTR Station
(Paragraphs 145 to 149 of the minutes of last meeting)**

124. The Chairman said that TTC had conducted a site visit with MTR on 25 August.

125. Ms. Rysta SO of MTR supplemented that MTR would continue to ensure the good conditions of facilities and noted the views of Members on the external appearance of the facility and would continue to monitor whether there was room for improvement.

126. During site visit, a Member noted that MTR had to repair the captioned covered walkway from time to time, and the cover of one to two sections had been renovated. However, the captioned walkway had been commissioned for more than 10 years, the whole facility was aging and rusted gradually. The Member requested MTR to actively consider repairing other sections in phases.

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

**(7) 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
(Paragraphs 153 to 160 of the minutes of last meeting)**

128. A Member said that MTR had not given a direct reply to the proposal of providing passenger toilets inside the paid areas. The Member requested retaining the above item until MTR responded. In addition, the Member requested MTR to put up signs for toilets in the MTR Customer Service Centres.

129. Ms. Rysta SO of MTR responded that the works for the provision of toilets at the two interchange stations Tiu Keng Leng Station and Yau Tong Station would commence by end of this year and were expected to complete in the first half of 2019. By then, together with Quarry Bay Station, passenger toilet facilities were provided at 3 stations in Tseung Kwan O line. MTR would closely monitor the works progress and ensure that the works were carried out on schedule.

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

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

(1) Request the MTR to provide new maps and signs at the exits in the Po Lam Station (SKDC(TTC) Paper Nos. 248/17 and 279/17)

131. The Chairman said that the motion was moved by Mr. CHONG Yuen-tung and seconded by Messrs Philip LI, Jonathan CHAN and WAN Kai-ming.

132. Members noted the written reply from MTR.

133. Mr. CHU Cheuk-king of TD supplemented that it was learnt that MTR planned to upgrade the relevant facilities at Po Lam Station. TD would continue to listen to the views of passengers and maintain communication with MTR. TD would also encourage MTR to improve station information having regard to passengers' needs and to provide suitable signs and the relevant facilities for reference by passengers.

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

XII. Items related to other public transport services

(Note: Item XII had been discussed earlier.)

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

(The meeting resumed at 2:00 p.m.)

XIII. 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 169 of the minutes of last meeting)
(SKDC(TTC) Paper No. 251/17)**

136. Members noted the discussion 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 170 to 172 of the minutes of last meeting)
(SKDC(TTC) Paper No. 252/17)**

137. Members noted the discussion paper.

138. Mr. Alan HU, Engineer/Pedestrian Improvements of TD reported that to address public views from the area, TD had earlier conducted a review on the design plan of the bus stop extension works at Fu Ning Garden. The updated plan had been fully discussed at TTC meetings and there was no objection. At the same time, TD had completed district consultation and there was no public objection in the area. The updated plan had been forwarded to and followed up by HyD.

139. Mr. NG Kin-fung, District Engineer/Tseung Kwan O of HyD reported that as the design plan was updated, HyD had to commence the advance works again according to the mechanism, such as devising temporary traffic arrangement, application for excavation permit, and applications for removal and replanting of trees and so on. The actual commencement date of the works would depend on the progress of the advance works mentioned. The works were expected to commence in the second quarter of 2018.

140. A Member thanked a number of government departments such as TD, HyD and SKDO and for consulting with various stakeholders, so that the expansion works of the bus stop at Fu Ning Garden would be taken forward at the satisfaction of all parties. The Member hoped that the relevant department could speed up the works progress so that elderly people would not be tormented by the elements.

141. 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 173 to 175 of the minutes of last meeting)**

142. Mr. WOO Kwong-ming, Engineer/Special Duties 1, TD reported that at present a road sign was provided at the junction of O Tau Village at Tsui Lam Road showing that the entry of vehicles exceeding 3 tonnes was prohibited. The works of expanding the road junction or constructing a roundabout there would take a long time. TD and HyD suggested maintaining the current junction arrangement, but only prohibiting vehicles exceeding 3 tonnes from making a left turn from Po Lam Road to Tsui Lam Road. At the same time, TD would review the road markings and signs en route. A concrete proposal and plan were expected to be ready in late October for consideration by the relevant parties.

143. Members' views were as follows:

- As many vehicles would head to Kowloon from Po Lam Road North via Tsui Lam Road, and the waiting time for the traffic lights at Tsui Lam Road near Po Lam Road was long, Members requested providing a carriageway at Tsui Lam Road without reducing the Kowloon bound traffic lanes.

- Members agreed to the proposal of TD which would reduce the journey distance and time for the residents of O Tau Village.
- Members requested TD to provide the plans, traffic impact, traffic light signal duration and other information in the consultation paper before the implementation of the proposal for reference.
- Currently there was no pedestrian crossing at Tsui Lam Road near the junction of Po Lam Road. Members asked TD whether it would consider providing a pedestrian crossing in view of the works but were worried that the duration of the change of traffic light signal would become even longer.
- There were parking spaces for goods vehicles at Tsui Lam Road. If vehicles exceeding 3 tonnes were prohibited from entering Tsui Lam Road, there would be a mismatch of resources.

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

(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 176 to 178 of the minutes of last meeting)

145. Mr. Alan HU of TD reported that in respect of the works at the northbound lane at Ying Yip Road (the section between Chap Fuk Road and Po Ning Road), over the past two months, TD had maintained close contact with HyD, Hong Kong Police Force (HKPF) and the contractor. TD had no comments on the latest temporary traffic arrangement made by the contractor, and believed that the works could commence shortly. Regarding the proposal of installing traffic lights, the relevant departments were carrying out a feasibility study on the housing developments in Tseung Kwan O District and would conduct a long-term traffic assessment and overall planning for Ying Yip Road and its roundabout to meet the future development in the district in the long run. When there was further development, TD would report to TTC again.

146. Mr. NG Kin-fung of HyD reported that after HyD had issued the excavation permit, the works were expected to commence in early October.

147. Members' views were as follows:

- A traffic accident had occurred at the roundabout of Ying Yip Road the week before which resulted in traffic congestion; and the public also had difficulty in crossing the road. Members requested commencing the works as soon as possible to ensure pedestrian safety.
- The captioned proposal had been discussed for years. Members were pleased with the commencement of the works and hoped that the works could be completed in June 2018 as scheduled.
- During the works period, the pavement might be enclosed for the removal of trees on the slope. Members requested HyD to make good use of the pavement area to avoid the closure of vehicular lane.
- The property developments in the vicinity of Clear Water Bay Road and Tai Po Tsai would be completed successively. It was a pressing issue to install traffic lights at Ying Yip Road.

- Members enquired whether the widening of Clear Water Bay Road near the Silverstrand roundabout and the above works would worsen the traffic congestion at Ying Yip Road especially at weekends, and whether the relevant department had formulated contingency measures (such as deployment of staff to the site for traffic control or provision of the emergency contact methods of the contractor). However, another Member said that the temporary traffic arrangement for the works for widening Clear Water Bay Road near the Silverstrand roundabout and the pedestrian crossing facilities were rather satisfactory, and proposed providing a slow driving sign in the vicinity. In addition, it was learnt that HyD had provided the emergency contact methods.
- Members asked the relevant departments to note that there was serious traffic congestion at Clear Water Bay Road from Nam Wai to the Silverstrand roundabout from about 7:30 a.m. to 9:00 a.m. on weekdays and around 11:00 a.m. to 2:00 p.m. and after 4:00 p.m. at weekends.

148. Mr. Alan HU of TD responded that TD was very concerned about the impact of the works on traffic conditions and had given considerable comments on the temporary traffic arrangement for the works at Ying Yip Road in order to minimise its impact on road users. If traffic congestion was caused during the works period, the person-in-charge of the site would inform TD and the Police according to the established mechanism and adopt contingency measures.

149. The Chairman asked TD and HyD to make proper traffic arrangement and formulate contingency measures before the works began and coordinate with the Police during the works period. He declared that the above item would be retained.

(Note: Please also refer to paragraphs 150 to 152)

(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 179 to 181 and 253 to 254 of the minutes of last meeting)

150. Mr. TSE Leung-yau, District Engineer/Sai Kung of HyD reported that the widening works of Clear Water Bay Road near Silverstrand roundabout had commenced in early August.

151. Members' views were as follows:

- Members requested the provision of the emergency contact methods clearly at the location of the widening works at Clear Water Bay Road near the Silverstrand roundabout for the easy reference of motorists.
- Members asked the relevant department and the contractor whether contingency measures were in place to address emergency issues.
- Members asked whether the above works would be carried out concurrently with the widening works of Ying Yip Road because the traffic flow might be affected.

152. Mr. TSE Leung-yau of HyD responded that HyD would put up notices at the location of

works according to the relevant standard. In addition, the works would not lead to the cutting of existing traffic lanes. HyD would continue to review the works to minimise its impact on road users.

(Note: Please also refer to paragraphs 145 to 149)

153. Ms. Rica LAW, Engineer/Sai Kung of TD reported in respect of the proposal for Clear Water Bay Road raised at the previous meeting, that Members suggested installing a pedestrian pushbutton at the junction outside the Shaw House, so that the traffic light signal would only turn red when pedestrians pushed the button. TD would collect vehicular and pedestrian statistics at the end of September and investigate Members' suggestions afterwards. In addition, some Members reflected that after driving past the stop near Ngan Ying Road (Kowloon bound), buses heading to the stop at HKUST had to change lane for turning to Ngan Ying Road. However, the bus stop was close to the pedestrian crossing and housing estates in the vicinity of Ngan Ying Road. If the bus stop was relocated, it would affect passengers to some extent. TD would discuss the proposal with the bus company. Furthermore, some Members suggested improving the traffic light signals at New Clear Water Bay Road near the junction of On Sau Road. TD was investigating the improvement scheme to extend the green time. If there was further information, TD would report to TTC again.

154. Members' views were as follows:

- The residents in the vicinity of On Tat Estate would also travel to Kowloon via Clear Water Bay Road. Following the intake of housing estates in the area, Members asked TD about the measures in place to solve the traffic congestion at Clear Water Bay Road and New Clear Water Bay Road.
- The residents of Hill View Court and Razor Hill Road usually travelled to Kowloon via Clear Water Bay Road, but the increasing number of vehicles from On Sau Road to Kowloon via Clear Water Bay Road had caused serious traffic congestion near Ping Shek Estate. In addition, in the Tseung Kwan O Outline Zoning Plan which was revised recently, the land uses of several sites had been changed to housing development, and the population in the vicinity of Clear Water Bay Road would significantly increase. Members requested TD to study the improvement measures, including the addition of traffic lanes, construction of footbridge at the road section of Tai Po Tsai and provision of HKUST MTR Station.
- There was an international school at Ngan Ying Road. Members asked TD to note that the road section was busy from 7:40 a.m. to 8:05 a.m. on weekdays.
- Currently vehicles that had made a left turn from On Sau Road to Clear Water Bay Road had to cut lane within a short distance to continue travelling on Clear Water Bay Road. Many vehicles would stop at the junction of On Sau Road to wait for lane-cutting, which would obstruct the vehicles from behind. Members asked TD to impose yellow boxes at the junction of On Sau Road and make reference to the views on the Anderson Road development project raised by Members.
- Some Members had suggested cancelling the arrangement of making right turn from On Sau Road to Sai Kung via Clear Water Bay Road because it would affect the traffic flow to Kowloon from Clear Water Bay Road. TD had earlier said that a turnaround facility would be provided at the junction of Clear Water Bay Road so that vehicles driving out from On Sau Road had to make a left turn to Clear Water Bay Road to the turnaround facility before driving to Sai Kung. Members requested TD to implement the above proposal as soon as possible and provide a timetable.

- Members requested the continuation of feasibility study of constructing the Clear Water Bay Road – Tseung Kwan O Pak Shing Kok Link, which linked up Pak Shing Kok Road and Area 137 and Clear Water Bay, while planning for Tseung Kwan O Area 137 was ongoing. Members also requested writing to THB.

155. The Chairman agreed to write to THB to express the request for constructing the Clear Water Bay Road – Tseung Kwan O Pak Shing Kok Link and declared that the above item would be retained. In addition, the intake of housing estates in Tai Po Tsai would increase the load of the nearby roads. It was hoped that TD could come up with a long-term improvement plan early and asked TD to improve the situation at Ngan Ying Road bus stop as soon as possible.

(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 182 to 185 of the minutes of last meeting)

156. Mr. NG Kin-fung of HyD reported that the footpath was open to the public since early August.

157. A Member thanked HyD for speeding up the implementation of the works, but found that there were many fallen leaves on the footpath and requested HyD to arrange clean-up.

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

**(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 186 to 187 of the minutes of last meeting)**

159. Members' views were as follows:

- The project of an escalator link system between Hong Sing Garden and Po Hong Road had been raised for more than seven years. In view of the large uphill population, Members requested that the implementation timetable be confirmed as soon as possible.
- 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.
- As there was some distance between King Ming Court and Po Hong Road, Members suggested considering the provision of the escalator link system between King Ming Court and To Lok Road.
- A Member had written to the Development Bureau (DEVB) in respect of the proposal of constructing footbridges and elevators outside King Ming Court at Po Lam Road North for the residents of King Lam Estate and King Ming Court to go to Po Lam along To Lok Road. DEVB had replied that the matters had been referred to TD for follow-up. Some Members had conducted a site visit with TD and noted the short-term, mid-term and long-term plans.

160. Mr. WOO Kwong-ming of TD responded that TD would carry out feasibility studies on

all the proposals of the uphill escalator links project received, and would consider the proposal regarding Tsui Lam Estate and King Ming Court by then. In addition, TD would provide the project timetable after the meeting.

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

(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 188 to 191 of the minutes of last meeting)

162. Members' views were as follows:

- The Government had planned to construct part of the south footbridge earlier to link up with the other section of the south footbridge which would be constructed by the developer of No. 1-3 Shek Kok Road, and connect the indoor recreational centre in the green area, the Beaumont and No. 1-3 Shek Kok Road. However, the Leisure and Cultural Services Department (LCSD) said that there was no plan and timetable for constructing indoor recreational centre so far, so that the south footbridge might not be able to fully connect to the above locations. Some Members requested zoning of part of the green area by the Government at this stage to construct the footbridge.
- Currently many residents would use the subway at Shek Kok Road to cross Wan Po Road, but earlier on there were short circuits at the subway which had resulted in darkness; leaves were blown to the subway after heavy rain and pedestrians would slip easily. The public would find it difficult to contact the relevant department for assistance in case of emergency, and the improvement of lighting at subway and other renovation works had not commenced. Members therefore requested HyD to provide the project timetable.
- In SKDC(TTC) Paper No. 251/17 provided by TD, the department stated that in respect of the design and connection arrangement of the footbridge, TD would give advice to relevant departments on traffic engineering aspect. Members requested TD to provide the relevant design plan.

163. Mr. NG Kin-fung of HyD apologised for the temporary service breakdown of the lights inside the subway earlier and said that the situation was reflected to the Lighting Division of HyD immediately. HyD noted the views of Members and would study how to improve the situation. The lighting improvement works at the subway were expected to complete in March 2018. In addition, the departmental staff were studying the proposals for staircase renovation and hoped to implement the proposal as soon as possible.

164. The Chairman agreed to write to THB, the Lands Department (LandsD) and LCSD to request the early construction of the footbridge in the south across Wan Po Road. Moreover, he requested TD and HyD to provide the design plan of the footbridge and the timetable for the improvement works of the subway respectively, and declared that the above item would be retained one more time.

(Post-meeting note: TTC also wrote to HyD, DEVB and MTR to request the early construction of the footbridge in the south across Wan Po Road.)

(9) Request to fill the gap at the central divider of Tong Tak Street near Park Central to prevent accidents (Paragraphs 192 to 195 of the minutes of last meeting)

(SKDC(TTC) Paper No. 253/17)

165. Members noted the written reply from CEDD.

166. A Member thanked the efforts of the relevant department on the completion of the works.

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

(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 196 to 200 of the minutes of last meeting)

(SKDC(TTC) Paper No. 254/17)

168. Members noted the written reply from TD.

169. Ms. Rica LAW of TD reported that TD suggested providing road signs and road markings at Fei Ngo Shan Road to remind motorists to watch out of pedestrians. TD had issued the Works Request Form to HyD in July. According to the information provided by HyD, the works were planned to commence in October and complete in November.

170. Members' views were as follows:

- Many members of the public would stroll along Fei Ngo Shan Road or Wilson Trail via that road. To protect the safety of pedestrians, Members requested TD to provide a footpath and flower beds to separate vehicles and pedestrians and beautify the road.
- In the past, there was an accident in which a cleaning worker was struck to death at work at Wan Po Road outside Tseung Kwan O Sports Ground. Members suggested the relevant department to use vehicles or other means for street cleaning to avoid accidents.
- Members enquired which department(s) would be responsible for the clearing of rubble on highways and footbridges.

171. The Chairman said that members of the transport sector had reflected that tree trunks were extended to the carriageways at Fei Ngo Shan Road near Clear Water Bay Road (Clear Water Bay bound) which obstructed the sightline of motorists, and asked whether regular trimming was possible.

172. Ms. Rica LAW of TD responded that TD noted the views of Members. TD would also request the maintenance department to step up inspection and regularly trim the tree branches extended to carriageways.

173. Mr. TSE Leung-yau of HyD responded that HyD was responsible for trimming the trees and plants on the slopes on both sides of the road that were repaired and maintained by HyD. For other trees within 10 metres at roadside, LCS D was responsible for trimming. For the enquiry on the clearing of rubble on highways and footbridges, HyD would provide the information after the meeting.

174. The Chairman requested HyD to respond which department(s) would be responsible for clearing the rubble on highways and footbridges and declared that the above item would be retained.

**(11) 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)
(Paragraphs 201 to 204 of the minutes of last meeting)**

175. Mr. Alan HU of TD reported that TD had been reviewing the directional signs in Wan Po area and was carrying out a public consultation on the directional signs of LOHAS Park. TD also found that a number of directional signs along Wan Po Road had been blocked by trees, and HyD had assisted in tree trimming for motorists to see the directional signs clearly. Regarding the proposal of installing railings at the divider kerb, TD considered the proposal a means to prevent jaywalking. TD had informed the Police of this situation and hoped that the Police could step up enforcement. TD was also discussing with LCSD about planting tall and strong trees there. In general circumstances, TD considered that the divider kerb could serve the function of preventing jaywalking.

176. Members' views were as follows:

- Members were pleased that TD had followed up with the provision of directional signs.
- Regarding the proposal of installing railings at the divider kerb, currently many workers and members of the public would cross the road directly from the recycling site or the construction site opposite to the bus stop for convenience sake, and the situation was most serious from 5:00 p.m. to 7:00 p.m. In view of the serious red light jumping and speeding problems of dump trucks and refuse collection vehicles at Wan Po Road, Members were worried about the occurrence of accidents and requested TD to implement measures to improve the situation as soon as possible.
- Members asked the Police about the corresponding measures to prevent jaywalking.
- Members requested TD to enhance education and relevant measures, such as putting up banners at prominent locations to warn pedestrians against jaywalking.
- Many pedestrians would cross Po Yap Road illegally to travel between Tseung Kwan O Plaza and Yee Ming Estate. Motorists driving past the roundabout nearby were worried about having accidents. It was requested that the Police and TD should implement contingency measures.
- Some Members had written to HyD in the previous year and enquired about the extension of railings at the roundabout of Po Yap Road. HyD had replied that the works would commence in the latter half of this year. In SKDC(TTC) Paper No. 252/17, project no. NE/16/1465 (Provision of Railings at Po Yap Road) would commence in September and was expected to complete in October. Members asked whether the two were the same project and requested its early completion.

177. Mr. Alan HU of TD emphasised that the divider kerb could serve the function of preventing jaywalking. TD had requested the Police to step up enforcement to keep the situation in control.

178. Mr. CHU Chi-wai, OC District Traffic Team (Tseung Kwan O) of HKPF said that the Police noted the views of Members and would inform the Road Safety Team to carry out publicity and distribute promotional leaflets at the captioned road section during rush hours (5:00 p.m. to 7:00 p.m.) to remind pedestrians to avoid jaywalking. If the situation did not improve, the Police would take enforcement action.

179. Mr. NG Kin-fung of HyD responded that HyD had issued the works order to the contractor for installing railings at Po Yap Road and the works were expected to complete in October.

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

**(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 205 to 208 of the minutes of last meeting)**

181. Members' views were as follows:

- TD had gradually implemented some short-term measures to protect pedestrian safety. However, a number of traffic accidents had occurred at the captioned road section, and there was a trend of population growth nearby. In the long run, Members requested constructing a footbridge over the road section between Pak Shek Wo Tsuen and Pak Shek Wo San Tsuen in Tseng Lan Shue near Clear Water Bay Road and installing a lift to link up with the footbridge. For the road section between Pak Shek Terrace and Lung Wo Tsuen, the speed limit should be lowered from 70 km/h to 50 km/h. Members suggested writing to THB to express the above requests.
- Regarding the construction of footbridge, Members considered that TD should give priority consideration to the protection of pedestrian safety in road crossing rather than pedestrian flow.
- The speed of vehicles at the captioned road section was currently fast, pedestrians (in particular elderly people) could not react promptly when crossing the road which would increase the risk of road crossing. Members suggested conducting a site visit with the relevant department to understand the difficulty and danger in crossing the road and suggested providing slow driving marking on the ground.
- Vehicles were frequently parked illegally at the layby at Clear Water Bay Road to Kowloon near Pak Shek Wo Tsuen which obstructed the sightline of pedestrians and motorists. Members requested TD to improve the situation.
- In view of the slow speed in water discharge at the captioned road section, there was serious problem with water accumulation during heavy rain. Members requested the relevant department to improve the situation.

182. Ms. Rica LAW of TD responded that TD had conducted a site visit with the Member of the constituency on 3 August. TD suggested painting double white lines between the carriageways and had carried out district consultation on this proposal. TD would prepare the Works Request Form to implement the works later. A pedestrian refuge was provided at the captioned road section and the sight distance was sufficient at the pedestrian crossing. TD considered that the pedestrian crossing facilities there were of an acceptable standard.

183. The Chairman suggested writing to THB to express the views of Members and he declared that the above item would be retained one more time. He suggested deciding on whether a site visit was required only after the completion of district consultation by TD.

**(13) Request the Transport Department to pave a footpath on the slope next to the Tsui Lam Estate near Po Lam Road North
(Paragraphs 209 to 212 of the minutes of last meeting)**

184. Mr. WOO Kwong-ming of TD reported that TD was reviewing the project and would conduct survey on pedestrian flow later followed by a site visit with HyD and an enquiry to HyD on project cost. According to the existing information, the pedestrian flow there was very low. TD would prefer improving the existing footpath at the northbound lane of Po Lam Road North.

185. A Member said that the captioned proposal would provide convenience to the uphill residents to go to Po Lam. In addition, passengers of GMB route no. 105 were always found jaywalking after getting off at Tsui Lam Estate stop. Members requested TD and HyD to provide a zebra crossing outside the stop.

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

**(14) Request for providing motorcycle parking spaces in the vicinity of Kwong Ming Court and Sheung Tak Estate
(Paragraphs 225 to 229 of the minutes of last meeting)**

187. Members' views were as follows:

- According to SKDC(TTC) Paper No. 251/17, TD would provide motorcycle parking spaces at the site of projects in the new development area to be completed near Tong Yin Street and Tseung Kwan O Waterfront Park. However, there were still a few years to go before project completion, and the above locations were far away from Tong Ming Court and Sheung Tak Estate. Members considered that the motorcycle parking spaces provided should be close to homes of residents.
- There was a shortage of motorcycle parking spaces at Tseung Kwan O South, not to mention the need to cope with the demands of the residents of Tong Ming Estate and Sheung Tak Estate. In addition, the residential projects and ancillary facilities in Tseung Kwan O South would be completed progressively. Members requested providing motorcycle parking spaces in the area, such as at the vacant site near Savannah.
- Motor cycles were illegally parked near Tong Ming Court and Sheung Tak Estate frequently mainly because of the shortage of motorcycle parking spaces.
- Some motorcycle parking spaces in the car parks under the Link REIT were converted to parking spaces for exclusive use by shop tenants, therefore less motorcycle parking spaces were available in the car parks of Kwong Ming Court and Sheung Tak Estate.
- There was a lack of public motorcycle parking spaces in Tseung Kwan O. In the past TD had successfully identified vacant sites in other districts for the provision of motorcycle parking spaces. Members suggested TD explore whether there were vacant sites near Kwong Ming Court and Sheung Tak Estate which were suitable for providing motorcycle parking spaces, and requested conducting a site visit with TD. However, a Member was worried that there would be noise problem for open parking spaces and requested TD to carry out consultation before the provision of motorcycle parking spaces at different locations.
- In view of the requirements of EPD, many new motorcycles would not generate excessive noise. If noise nuisance had been caused by motorcycles, TD should inspect whether the vehicles were illegally modified.

- Due to the lack of monthly motorcycle parking spaces in private car parks in Tseung Kwan O, members of the public who parked motorcycles at private car parks had to pay the same as the private car did.
- Many members of the public would park motorcycles illegally on the footpath near the toilets at the Waterfront Promenade, which reflected the shortage of motorcycle parking spaces there.
- Members suggested TD consider providing motorcycle parking spaces under flyovers, but a study on the provision of road crossing facilities linked to the parking spaces was required.

188. Mr. WOO Kwong-ming of TD responded that there were motorcycle parking spaces near the captioned location, including those at the Grandiose, Tseung Kwan O Plaza and Sheung Tak Estate in accordance with the records of TD. The provision of motorcycle parking spaces in the vicinity of residential buildings should be avoided to prevent noise nuisance. TD also preferred providing motorcycle parking spaces indoors. TD would continue to monitor the supply of motorcycle parking spaces in Tseung Kwan O and Tiu Keng Leng. If there was a shortage of motorcycle parking spaces in the area, TD would then consider providing more roadside parking spaces. In addition, TD could arrange a site visit with Members.

189. The Chairman requested TD to arrange a site visit with Members and declared that the above item would be retained.

(B) The 4 Motions presented by Members (Traffic Works / Facilities)

(1) Request for widening the road between Tai Ping Village on Po Lo Che Road and the Hiram's Highway in Sai Kung to alleviate the traffic congestion problem (SKDC(TTC) Paper No. 255/17)

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

191. Ms. Rica LAW of TD responded that TD had reported the captioned issue to the Member concerned and the village representatives on 18 September. Due to the geographical constraints of Po Lo Che Road, the provision of a layby would involve slope works and it would take time for TD to carry out technical study. A report would be made to TTC if there was any progress.

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

(2) Request for conducting a comprehensive review on the traffic signal systems and pedestrian crossing facilities in Tseung Kwan O, so as to alleviate the traffic congestion problem and to protect the safety of the pedestrians who cross the roads (SKDC(TTC) Paper Nos. 256/17 and 276/17)

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

194. Members noted the written reply from TD.

195. Members' views were as follows:

- There was a pedestrian refuge at the pedestrian crossing facility at Wan Po Road near the sewage treatment plant. However, when pedestrians were waiting there, they would unavoidably inhale the exhaust gas emitted by the refuse collection vehicles and dump trucks driving past. Members requested TD to adjust the traffic signals to reduce the pedestrian waiting time at the refuge.
- After the removal of the left-turn signal of the traffic 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, which would give rise to accidents easily. The above arrangement also indirectly affected the traffic signals from Hong Sing Garden to Tsui Lam Estate. Members queried why TD had not conducted any district consultation or carried out publicity and had not given any instruction.
- Members requested extending the green time of the pedestrian crossing outside Serenity Place at Po Hong Road, and the green time to traffic at Po Hong Road to the direction of Tseung Kwan O Tunnel.
- Members were satisfied with the improvement of the traffic light signals at the crossroads of Tseung Kwan O Village.
- Po Yap Road and Chui Ling Road were the major trunk roads in the district. There was also a rising trend of the number of vehicles in Tseung Kwan O South. Together with the exit of Tseung Kwan O-Lam Tin Tunnel to be completed there, Members expected that there would be traffic congestion at the above roads and the crossroads between Po Shun Road, Tong Yin Street and Tong Chun Street.
- As the green time to pedestrian was not sufficient for them to cross two sections of the road, pedestrians heading to the opposite corner of the crossroad would cross diagonally. The above situation occurred frequently at the intersection between Po Yap Road and Tong Yin Street, Po Yap Road and Tong Chun Street, and Tong Ming Street and Tong Chun Street respectively. In particular, the problem was most serious at the intersection between Po Yap Road and Tong Chun Street. Members suggested that TD provide a diagonal zebra crossing at the intersection or adjust the traffic light timing and arrange a site visit with Members.
- Members suggested converting the middle lane of Po Yap Road eastbound to go straight and right turn to Tong Chun Street concurrently to divert vehicles and alleviate congestion.

196. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD to follow up with regard to Members' views, and arrange a site visit together with Members.

**(3) Request the government departments to make every effort in removing the dangerous trees on both sides of the carriageways in the District promptly, so as to ensure the safety of drivers and vehicles and road safety
(SKDC(TTC) Paper No. 257/17)**

197. The Chairman said that the motion was moved by Mr. YAU Yuk-lun and seconded by Messrs HIEW Moo-siew, Philip LI, CHONG Yuen-tung and Jonathan CHAN.

198. Mr. TSE Leung-yau of HyD responded that HyD would regularly inspect and monitor the trees and plants on the slopes under its purview, and would carry out regular maintenance of the plants after every inspection by its staff and independent tree experts, including suitable trimming of dieback twigs and excessively long branches. HyD would also handle the removal of problematic trees and dead trees, plant trimming and grass cutting. HyD would also follow

up the problems with the trees under its purview immediately after each typhoon and all the works were carried out according to procedures to ensure public safety. For trees within 10 metres from the road, LCSD was responsible for maintenance.

(Post-meeting note: LCSD said that according to the existing arrangement, LCSD was responsible for the maintenance of trees within 10 metres from the road and plants on roadside flower beds.)

199. Members' views were as follows:

- After each typhoon, many tree branches near the subway at the roundabout of Hang Hau would be blown to the road and vehicles driving past had to dodge the branches. The Fire Services Department (FSD) would have to assist in trimming.
- The trees on both sides of the entrance of Pung Loi Road subway were intertwined, and the tree species were not good in quality. Members requested HyD to plant trees of better species and step up inspection and maintenance. However, a Member believed that HyD had regulated the species of roadside trees.
- Rubble was accumulated at the pedestrian refuges along Wan Po Road. Members requested HyD to clean up regularly.
- Tree branches had extended to the road for route no. 792M from Clear Water Bay Road to Tseung Kwan O which would hit the glass of the upper deck of buses. Members requested HyD to handle the matter as soon as possible.
- Despite regular trimming by HyD, branches of a Chinese Banyan near Sha Kok Mei North at Tai Mong Tsai Road in Sai Kung would fall down after typhoons because of the soft tree body. In addition, the roots of the tree also covered the drainage nearby. Members requested HyD to deal with the above problem as soon as possible.
- Members requested HyD to avoid tree trimming on either side of Hiram's Highway during rush hours.
- LCSD did not use a shield to cover up the lawnmower when cutting grasses at the roundabout, and the rubbles stirred up would hit the passing vehicles or even on the face of motorcycle drivers. Members requested LCSD to provide a shield for lawnmowers.
- During the recent two typhoons, many trees were blown over. Members expressed appreciation that the frontline staff of HyD could immediately handle the matters upon receipt of complaints.
- There were many dangerous trees in the district, in particular Acacia confusa trees with an average life of about 30 years which were prone to collapse. The number of such trees in the district reached 5 000. Acacia confusa trees were planted on both side of Clear Water Bay Road spanning from Tai Po Tsai to Silverstrand roundabout, which posed safety hazards to pedestrians and motorists. However, HyD was unable to remove them promptly due to insufficient resources. In addition, it was not suitable to plant eucalypts and Kassod trees at roadside which should be removed as soon as possible.
- Members supported the captioned proposal. In addition, there was a piece of woodland on the slope outside Shaw Movie City at Wan Po Road. Tree branches would be extended to the road frequently, and many withered trees were not cleared.
- Apart from the trees under the purview of HyD, Members requested the relevant department to pay attention to the trees inside private development sites and urged the private developers to do the clean-up as quickly as possible.

200. Mr. TSE Leung-yau of HyD responded that he would get details from individual Members after the meeting about the specific locations of tree branches that had extended to the roads.

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

(4) Request for speeding up and confirming the Hiram's Highway Improvement Stage 2 Project, so as to cope with the rapidly increasing population and traffic flow
(The motion was amended as "Request for speeding up and confirming the proposal of a dual two-lane carriageway at Hiram's Highway Improvement Stage 2 Project, so as to cope with the rapidly increasing population and traffic flow")
(SKDC(TTC) Paper Nos. 258/17 and 267/17)

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

203. Members noted the written reply from HyD.

204. A Member said that at the full council meeting on 8 January 2013, all Members except one supported the adoption of the proposal of a dual two-lane carriageway at Hiram's Highway Stage 2 expansion project. The residents nearby initially objected to the proposal, in particular the residents in Pak Sha Wan were very concerned about the impact of the project on Pak Sha Wan Kwun Yam Temple. After four years, some Members had communicated with various stakeholders; and in the public forum on 22 October 2016 most residents supported the proposal. The Member did not understand why the mover of the motion still raised the "tunnel proposal" when there was a consensus. The Member moved an amended motion which was seconded by another Member and read as follows: "Request for speeding up and confirming the proposal of a dual two-lane carriageway at Hiram's Highway Improvement Stage 2 Project, so as to cope with the rapidly increasing population and traffic flow".

205. Members' views were as follows:

- According to the written reply from HyD, the department had carried out more than 25 district consultations and large-scale public forums. HyD had initially raised 6 proposals, including the tunnel proposal, the dual two-lane carriageway proposal, etc. However, in the later stage, the Government indicated that as there was public opposition and disagreement, only partial road improvement works were anticipated. Members expressed regret over the statement. As the original motion was the request of the District Council all these years, together with public disagreement in different proposals, the original motion was moved hoping that Hiram's Highway Improvement Stage 2 Project could commence as soon as possible for Members to discuss again which proposal to adopt.
- Members suggested constructing a short tunnel at Hing Keng Shek for motorists to drive to Tai Chung Hau, Sha Kok Mei and Tai Mong Tsai more quickly. Some vehicles such as buses could continue to run on Hiram's Highway. The proposal could provide a different option to the public.
- The original motion already included the proposal of a dual two-lane carriageway which was raised in the amended motion, and the original motion could offer much room for HyD to study different improvement proposals. Members considered that the original motion could better represent the stance of the District Council. Members said that the premise should be on the commencement of Hiram's Highway improvement project as quickly as possible. For project proposals, the public should make their choice based on factors such as the findings of the environmental impact assessment report. Members requested

organising more district consultation sessions to collect public views.

- Members supported the amended motion and understood that the original motion aimed to solve the traffic congestion problem at Hiram's Highway as quickly as possible, but considered that the discussion of other proposals at present would further delay the commencement of the project, so Members should request HyD to implement the proposal of a dual two-lane carriageway as soon as possible. After project commencement, there was still room for studying the improved proposal such as the tunnel proposal.
- There were many rural villages and farmland near the 2 sides of Hiram's Highway with slopes and country parks not far away. The construction of a tunnel might involve land resumption and cause adverse environmental impact. Therefore, Members had reservation over the tunnel proposal.
- As compared to the proposal of a dual two-lane carriageway, the tunnel proposal involved higher project cost, longer time, and caused greater environment impact. There might also be technical issues in linking up the tunnel exit and Hiram's Highway.
- Members considered that the District Council should clearly express its stance and the pressing request of the public to HyD at this stage. If necessary, an open ballot would be required to record the stances of Members over different proposals. If the amended motion was endorsed, Members suggested referring the proposal to the full council for follow-up, with the details being handled by the Working Group on Hiram's Highway Improvement Project.
- If Hiram's Highway Improvement Stage 2 Project could not be implemented, the residents along the scope of Hiram's Highway Improvement Stage 1 Project would suffer the most, in particular residents of Marina Cove as the housing estate was located at the bottleneck.
- There was no layby at most bus stops along Hiram's Highway; together with one-lane-two-way traffic, there was traffic congestion all the time.
- Members requested extending the noise barrier built under Stage 1 project for 20 metres to the north gate of Marina Cove.

206. Ms. Christine FONG and Mr. CHEUNG Mei-hung abstained from voting and requested open ballot.

207. There being no objection from Members, the Chairman declared that the amended motion moved by Mr. HIEW Moo-siew and seconded by Mr. Philip LI was carried and requested HyD to follow up the views of Members. He also referred the matter to the Working Group on Hiram's Highway Improvement Project for follow-up.

XIV. Others

(A) Discussion and Matters Arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 4th meeting of the Traffic and Transport Committee in 2017
(Paragraph 230 of the minutes of last meeting)
(SKDC(TTC) Paper No. 259/17)**

208. Members noted the discussion paper.

- (2) 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
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
(Paragraphs 231 to 240 of the minutes of last meeting)
(SKDC(TTC) Paper No. 260/17)**

209. Members noted the discussion paper.

210. Members' views were as follows:

- Without affecting traffic flow, Members suggested restricting the speed limit at the section of Wan Po Road between the junction of Lohas Park Road and the junction of Shek Kok Road from 70 km/h to 50 km/h. As a speed enforcement camera was installed at Wan Po Road near Lohas Park Road, together with the above proposal, it would help reduce the speed of vehicles reaching Shek Kok Road.
- A number of traffic accidents had occurred at the crossroad between Wan Po Road and Shek Kok Road. It was learnt that a traffic accident involving a private car occurred at the night of 20 September. Some Members had reflected the situation to TD repeatedly, but TD said that the installation of a speed enforcement camera would be considered only when traffic accidents caused by speeding which involved injuries and fatalities took place. Members considered that as to put the cart before the horse and requested retaining the above item.
- The problems of speeding and amber light jumping at Wan Po Road were media and public concerns. Some residents had reflected that vehicles would drive past at speed exceeding 100 km/h from time to time.
- On 1 May 2008, a serious traffic accident occurred at Hiram's Highway near Nam Pin Wai. TD had later installed a speed enforcement camera there and the situation was significantly improved. As there were tens of thousands of population in Wan Po area, the installation of a speed enforcement camera would help prevent traffic accidents and reduce injuries and fatalities. Therefore, Members requested implementing the proposal as soon as possible.
- The lanes at Wan Po Road were always occupied by the heavy vehicles driving past. Members suggested providing a dedicated lane for heavy vehicles and put up directional signs to remind motorists to keep to the left.

211. Mr. Alan HU of TD responded that under general circumstances, the installation of speed cameras should meet the following six criteria:

- (1) traffic accident records (in particular traffic accidents caused by speeding);
- (2) the prevalence of vehicle speeding at the location as observed by the Police;
- (3) the major roads and major trunk roads with high vehicular speed and traffic flow;
- (4) steep descending road sections;
- (5) the distribution of speed enforcement camera housings must be even to achieve deterrent effect to the motorists in the whole area; and
- (6) the surrounding geographical and environmental factors.

TD had checked the records of traffic accidents occurred at Wan Po Road near Shek Kok Road but did not find any traffic accidents caused by speeding. TD considered that there was no sufficient evidence to support the installation of a speed enforcement camera there at this stage, but would continue to monitor the situation and review the traffic demands at the road section from time to time. If necessary, suitable facilities would be provided to improve traffic conditions. In addition, according to the Road Users' Code prepared by TD, unless motorists wished to overtake or make a right turn, they should keep to the left as far as possible.

212. The Chairman asked TD to explore the feasibility of the proposal of adjusting the speed limit and declared that the above item would be retained one more time.

**(3) 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
(Paragraphs 241 to 246 of the minutes of last meeting)**

213. Members’ views were as follows:

- There were two bicycle-sharing companies operating in Tseung Kwan O, shared bicycles could even be seen in uphill area (such as Tsui Lam Estate), it was afraid that shared bicycles were everywhere in future.
- Members relayed the public concern that shared bicycles were parked at the pick-up/set-down locations for school buses (such as Tseung Kwan O Plaza at Tong Tak Street) which would cause danger.
- Members requested the Home Affairs Bureau (HAB) to contact different departments, such as LandsD, HAD, the Food and Environmental Hygiene Department, LCSD and HyD and provide guidelines on how to handle the issue of shared bicycles, so that the community could make good use of the resources of shared bicycles without causing street obstruction.
- Bicycle-sharing had given rise to the problems of safety and abuse of public resources. Members urged the Government to formulate policies to address the issues.
- Members suggested clearing illegally parked shared bicycles in the same manner as illegally parked bicycles. However, some Members considered that the bicycle clearance operation of District Offices could only clear the bicycles on which a notice was put up but had not been removed before the operation. There were limitations on clearing shared bicycles through this practice. Members suggested exploring a simple clearance measure in respect of shared bicycles.
- Members suggested setting up a restricted zone for shared bicycles and exclusive parking spaces at suitable locations in order to minimise the impact on road users.
- Members suggested charging fees on shared bicycle companies but some Members considered that this practice might be taken as an implied agreement of illegal parking of shared bicycles. Members suggested making reference to the practice of other countries such as piled parking.
- Members suggested that shared bicycle companies include the users who frequently parked bicycles illegally to a black list.
- Members asked the District Office about the number of shared bicycles cleared in bicycle clearance operations.
- Members suggested writing to HAB to reflect Members’ views.
- According to the written reply from FSD in SKDC(TTC) Paper No. 264/17, if the emergency vehicular access was blocked by the items placed and materially hampered FSD in discharging its duties in the event of fire, the staff of FSD would issue a Fire Hazard Abatement Notice to the relevant parties according to legislation to request the parties to remove the obstruction and abate the fire hazard. Members asked FSD which parties against whom actions would be taken in the case of shared bicycles.

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

- SKDO noted the impact of automated bicycle rental services (bicycle-sharing) on the community as reflected by Members, such as illegal parking of bicycles resulting in road obstruction, and the safety hazard caused to young children.
- In early September, TD had coordinated different departments including SKDO and met with the operators. At the meeting, various departments had conveyed to the operators the impact of their operation model on the community, the nuisance caused to the general public and the views of local personalities, and urged the operators to make improvement.
- SKDO would continue to relay the views of Members to the operators and to TD for following up, and would coordinate interdepartmental bicycle clearance operations. According to existing procedures, the District Lands Office would put up a notice on the illegally parked bicycles a few days before the operation as warning. On the day of operation, the District Lands Office would confiscate the illegally parked bicycles on which the relevant notice was attached. Without the procedure of putting up the notice, the District Lands Office could not confiscate the illegally parked bicycles being spotted on the day of operation. Under the operation model of automated bicycle rental services, the locations of the rental bicycles would change from time to time. It was hoped that Members could understand the limitations on clearing the illegal parked automated rental bicycles during clearance operations and SKDO had reflected the above situation to the relevant authorities.
- So far, a few automated rental bicycles were cleared in the bicycle clearance operations of the district.
- He asked the Secretariat to confirm with FSD about the enquiry on fire access.

(Post-meeting note: In July and August, a total of 2 automated rental bicycles were cleared in the clearance operations.)

215. Mr. Alan HU of TD responded that TD had been monitoring the development of rental bicycles in the district, including the space occupied by rental bicycles in public bicycle parking spaces. TD would continue to monitor the traffic conditions and follow up on the issues about bicycle-sharing.

216. The Chairman said that shared bicycles would take up public space, cause nuisance to the public and lead to traffic obstruction. He announced writing to HAB to reflect the views of Members and asked the Secretariat to confirm with FSD about the enquiry on fire access and declared that the above item would be retained.

**(4) 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
(Paragraphs 247 to 250 of the minutes of last meeting)
(SKDC(TTC) Paper No. 261/17)**

217. Members noted the discussion paper.

218. The Chairman said that TTC had a site visit with EPD, LCSD, TD and HyD on 3 August.

219. Mr. Alan HU of TD said that on the day of site visit, the relevant departmental representatives agreed to commence a feasibility study in principle and had submitted a proposal to TTC. EPD was responsible for changing the location of the gate of the pet garden

based on the proposal and TD and HyD would provide pedestrian crossing facilities according to the new location of the gate.

220. Members' views were as follows:

- Bicycle accidents repeatedly occurred at the captioned location and Members were pleased with the improvement proposal raised by the departments and hoped that the proposal could be implemented as soon as possible.
- Members suggested providing plastic collapsible bollards right at the middle of the cycle track on the pedestrian crossing so that cyclists had to get down when they reached the crossing; but a study on whether accidents would be caused by plastic collapsible bollards was required. In addition, Members requested TD to provide the facilities according to guidelines.
- Members asked whether the proposal in the paper was the final proposal. If not, Members requested the relevant departments to submit the final proposal (including the plan, anticipated commencement and completion dates) to TTC for TTC's understanding of the latest progress.

221. Mr. Alan HU of TD responded that the proposed pedestrian crossing would be the same as the current design. The cycle track there would gradually be narrowed towards the crossing with the provision of plastic collapsible bollards. TD would also set up the facility according to the relevant requirements. The current proposal in the discussion paper was only a draft plan, TD would make amendments after consultation. After the gate relocation works by EPD and LCSD, HyD would commence the works for relocating the pedestrian crossing to tie in with the relocation of the gate of the pet garden.

222. The Chairman requested EPD and TD to maintain close contact and inform TTC of the anticipated commencement and completion dates, and declared that the above item would be retained. He also requested the relevant departments to follow up the above matter.

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

(1) Enquiry about the legislation on the regulation of electric unicycles, electric multi-cycles and motor-driven skateboards by the Government (SKDC(TTC) Paper Nos. 262/17, 277/17 and 278/17)

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

224. Members noted the written replies from TD and HKPF.

225. Members' views were as follows:

- It was learnt that the definition of a "motor vehicle" also concerned the number of tyres of vehicles. If a vehicle only had 1 tyre, it did not fall under the definition of a "motor vehicle" and would not be regulated by the relevant ordinances. Members asked whether the interpretation was correct.
- Members enquired about the number of prosecution cases concerning the use of the captioned tools.
- Members enquired how the Police would prosecute the offenders using the captioned tools

or contravening the relevant legislation when cycling. If the offenders were driving licence holders, whether driving-offence points would be incurred.

- Members suggested the Police and TD to step up education for the public to understand the relevant legislation.
- If the public used the captioned tools on roads, footpaths or cycle tracks without injuries, or when there were public complaints, whether the Police would enforce the law.

226. Mr. CHU Chi-wai of HKPF responded as follows:

- If members of the public were found using the captioned tools, the Police would refer the vehicle to a Motor Vehicle Examiner of TD for inspection and confirmation of whether the vehicle fell within the definition of a “motor vehicle”. If it was a motor vehicle, it could not be used on roads, footpaths and cycle tracks without the registration and licensing carried out by TD. It was learnt that TD would not carry out registration and licensing of the captioned tools, hence the relevant party would contravene the Road Traffic Ordinance and its subsidiary legislation, such as driving without a driving licence, driving an unlicensed vehicle, not wearing protective helmets, not covered by valid third party risks insurance, etc. The Police would carry out enforcement after further investigation.
- If any passer-by was struck by the captioned tool, the Police would classify the case as a traffic accident causing bodily harm and carry out investigation according to the Road Traffic Ordinance.
- As a cyclist was not required to apply for a driving licence, there was no driving-offence points system against illegal cycling at present.

227. The Chairman requested TD and HKPF to follow up Members’ views.

(Note: Please also refer to paragraph 234)

XV. Progress Report of Major Works of the Sai Kung District Council
(Paragraph 252 of the minutes of last meeting)
(SKDC(TTC) Paper No. 263/17)

228. Members noted the discussion paper.

229. A Member said that the cracks at Wan Po Road were serious and requested the relevant department to deal with the matter as quickly as possible.

XVI. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 255 to 261 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 264/17 and 265/17)

230. Members noted the written reply from FSD and the discussion paper.

231. Mr. Marco CHU of SKDO reported that the working group had carried out four clearance operations from July to August 2017 covering locations such as streets and bicycle parking places in the area for 28 times and cleared 300 illegally parked bicycles. The working group would carry out clearance operations in Hang Hau and Po Lam on 22 September and in Hang Hau, Sheung Tak and Tiu Keng Leng on 29 September.

232. Members’ views were as follows:

- Bicycles were illegally parked outside the Capitol at Wan Po Road. Members requested conducting clearance operations there.
- As the cycle track at the Waterfront Promenade currently ended before reaching LOHAS Park, many members of the public would ride on bicycles along Wan Po Road to travel to and from LOHAS Park area. According to SKDC(TTC) Paper No. 266/17, there were three bicycle accidents in Wan Po area in July. Members requested TD and the Police to study improvement measures such as setting aside some landfill areas as cycle tracks and enquired how the relevant department(s) would address the above issue.
- Members hoped that the working group report could reflect the number of shared bicycles cleared.
- As bicycle-sharing had caused a number of problems, Members urged the Government to formulate long-term policy for the community to make good use of the resources of shared bicycles while exercising appropriate regulation over bicycle-sharing.

233. Mr. Marco CHU of SKDO said he could consider including in the report the number of automated rental bicycles among the illegally parked bicycles that had been cleared.

234. A Member said that according to the provisions of the Road Traffic Ordinance, a bicycle also belonged to “motor-vehicles”. The Police said that no points would be incurred by the cyclists that contravened the above legislation, which was different from the situation in some precedents. Members asked the Police to explain the legislation in writing.

(Note: Please also refer to paragraphs 223 to 227)

235. The Chairman asked SKDO and TD to continue to follow up the matter and requested HKPF to explain in writing whether points would be incurred by driving licence holders that contravened the Road Traffic Ordinance during cycling.

XVII. Statistics on cycling accidents
(Paragraph 262 of the minutes of last meeting)
(SKDC(TTC) Paper No. 266/17)

236. Members noted the discussion paper.

237. A Member said that the discussion paper showed that there were a total of 3 cycling accidents at Lohas Park Road and Wan Po area on 11, 24 and 28 July 2017 because of careless cycling and loss of control of bicycles. Other than the said locations, it was learnt that a traffic accident with personal injuries had occurred near Pung Loi Road subway recently. The Member asked why there was no record in the paper. In addition, there were a few cases of cycling on footpath at Wan Po Road. The Member requested the Police to step up education and law enforcement. Furthermore, on TD’s plan to provide signs in the area, Members enquired whether the department was carrying out consultation and when the works would commence.

238. Mr. Alan HU of TD responded that regarding the replacement of larger traffic signs and provision of road markings at Pung Loi Road subway (NS265), TD was collecting views from various parties and would discuss the commencement date with HyD after the completion of consultation.

239. Mr. CHU Chi-wai of HKPF responded that the figures of cycling accidents provided by the Police were from the Traffic Kowloon East Region Branch.

240. The Chairman said that if the subject party of the cycling accident did not make a police report, the Police might not be able to provide the information in the paper. He asked the Police to note the views of Members.

XVIII. Any Other Business

Installing parking meters in Tai Au Mun Car Park

241. A Member requested the Police to step up patrol at the car park at Tai Au Mun Road near Clear Water Bay Second Beach, or convert half of the free parking spaces into metered parking spaces to combat long-term vehicle parking.

242. Ms. Rica LAW of TD responded that TD had earlier issued a consultation paper on the provision of parking meters at some parking spaces at Tai Au Mun Car Park. When resources permitted, TD would consider implementing the proposal.

243. Mr. CHU Chi-wai of HKPF responded that over the past 3 months, the Police had issued more than 100 traffic summonses to vehicle owners for parking at legal parking spaces for more than 24 hours in the vicinity of Clear Water Bay Second Beach.

244. A Member requested TD to provide the timetable for the proposal of providing parking meters at Tai Au Mun Car Park.

245. The Chairman said that earlier in the summer holidays, he had frequently received public complaints on long-term vehicle parking, and had reflected the situation to the Police. While TD was also carrying out consultation on the proposal of providing parking meters, he suggested monitoring the development of the situation at this stage.

The problem of illegal parking

246. Members provided information on different parking black spots in the district and requested the Police to step up patrol and enforcement, which were set out in the following table:

Illegal Parking Black Spots	Illegal Parking Situation/Impact
Right turn from Po Hong Road to Wan Hang Road (the 2 sides of the road in front of Metro City Phase 1)	At late night heavy vehicles would park illegally and occupy one of the lanes. When 2 vehicles made turn to Wan Hang Road at the same time, it would be very dangerous.
To Lok Road	Vehicles would park illegally at night resulting in one-lane-two-way traffic at the road which would give rise to accidents easily.
Emergency access outside Kwong Ming Court	Fire safety was affected.
One lane near the traffic lights at Shek Kok Road	Blockage by minibuses would be resulted.

Illegal Parking Black Spots	Illegal Parking Situation/Impact
Entrance of the housing estate near HHCKLA Buddhist Ching Kok Secondary School	Private vehicles mounted the pavement for parking which could pose danger and obstruct footpath.
Tong Yin Street near PLK Wong Wing Shu Primary School	Large vehicles frequently parked there which obstructed the sight of pedestrians.
In the vicinity of Tseung Kwan O Hospital	Access of hospital vehicles was affected.
In the vicinity of HKMLC Queen Maud Secondary School	Vehicle obstruction would be resulted upon the renovation of Hau Tak Market.
Chan Man Street	Vehicles parking at taxi stand.
Hong Tsuen Road	Road occupation by dump trucks.
Opposite to the escalator at Kai King Road near the recess area at Ho Ming Court	Parking of private vehicles and trucks.
Pung Loi Road bend outside Oscar by the Sea	Obstruction to the access of fire appliances.
Section of Chui Ling Road from Caritas Institute of Higher Education to Ocean Shores	Double parking on both bounds at night, resulting in one-lane-two-way traffic at the road which would give rise to accidents easily.
Choi Ming Street near Metro Town and Kin Ming Estate	Parking inside shaded lines at night.
Sheung Tak bus terminus near the entrance of car park	Obstruction of vehicles entering and leaving the car park.
Man Kuk Lane, Ngan O Road bus stop, Beverly Garden roundabout, Chung Wa Road, Pui Shing Lane	-

XIX. Date of Next Meeting

247. The sixth meeting of 2017 would be held at 9:30 a.m. on 23 November 2017 (Thursday).

XX. End of Meeting

248. The meeting adjourned at 5:45 p.m.

Traffic and Transport Committee
Sai Kung District Council
October 2017