

(Confirmed Minutes)
(Translation)

Sai Kung District Council
Traffic & Transport Committee
Minutes of the First Meeting in 2018

Date: 18 January 2018 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<u>Present</u>	<u>From</u>	<u>To</u>
Mr. LAU Wai-cheung, Peter, MH (Chairman)	9:30 a.m.	4:35 p.m.
Mr. CHONG Yuen-tung (Vice Chairman)	9:30 a.m.	4:35 p.m.
Mr. AU Ning-fat, Alfred, MH	9:30 a.m.	4:29 p.m.
Mr. CHAN Kai-wai	9:30 a.m.	4:35 p.m.
Mr. CHAN Pok-chi, Jonathan	9:30 a.m.	4:35 p.m.
Mr. CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	4:35 p.m.
Mr. CHEUNG Mei-hung	9:30 a.m.	4:35 p.m.
Mr. CHUNG Kam-lun	9:30 a.m.	12:30 p.m.
Mr. FAN Kwok-wai, Gary	9:38 a.m.	12:30 p.m.
Ms. FONG Kwok-shan, Christine	11:32 a.m.	3:43 p.m.
Mr. HIEW Moo-siew	9:30 a.m.	4:35 p.m.
Mr. HO Man-kit, Raymond	9:40 a.m.	12:30 p.m.
Mr. KAN Siu-kei	2:40 p.m.	4:35 p.m.
Mr. LAI Ming-chak	9:30 a.m.	4:35 p.m.
Mr. LAM Siu-chung, Frankie	9:30 a.m.	4:35 p.m.
Mr. LEUNG Li	9:30 a.m.	2:32 p.m.
Mr. LI Ka-leung, Philip	9:30 a.m.	4:35 p.m.
Mr. LING Man-hoi, BBS, MH	9:30 a.m.	4:35 p.m.
Mr. LUI Man-kwong	9:30 a.m.	4:35 p.m.
Mr. TAM Lanny, Stanley, MH	9:44 a.m.	11:45 a.m.
Mr. TSE Ching-fung	9:30 a.m.	12:30 p.m.
Mr. WAN Kai-ming	9:30 a.m.	4:35 p.m.
Mr. WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	4:35 p.m.
Mr. YAU Yuk-lun	9:30 a.m.	4:35 p.m.
Miss TANG Carmen (Secretary)	Executive Officer (District Council) 2, Sai Kung District Office	

In Attendance

Mr. CHIU Yin-wa, David, JP	District Officer (Sai Kung), Sai Kung District Office
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
Miss FONG Yun-mei, Louise	Liaison Officer i/c (Tseung Kwan O) South (Acting), Sai Kung District Office
Mr. CHU Cheuk-king	Senior Transport Officer/Sai Kung, Transport Department
Mr. MA Chi-hung, Daniel	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, Boris	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

Other Representatives of Government Departments and Organisations

Ms. LUI Hiu-fai, Monica	Senior Transport Officer/Bus (New Territories East), Transport Department	} For agenda item (II)
Miss FUNG Sin-yee, Mini	Transport Officer/Bus (New Territories East), Transport Department	
Mr. SIN Chi-yin, Mistral	Manager (Planning), Citybus Limited/New World First Bus Services Limited	
Mr. WONG Ka-chun, Calvin	Senior Planning Officer, Citybus Limited/New World First Bus Services Limited	
Ms. CHUNG Pui-yi, Penny	Senior Public Affairs Officer, Citybus Limited/New World First Bus Services Limited	} For agenda items (II) and (IV)
Mr. MAK Shing-pong, Douglas	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited	
Ms. WONG Po-wan, Christine	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited	} For agenda item (II)
Mr. PANG Shu-hung, Patrick	General Manager (Lai Chi Kok Depot and Kowloon Bay Depot), Kowloon Motor Bus Company (1933) Limited	
Mr. LEUNG Ling-yin, Gary	Executive Assistant to Managing Director, Kowloon Motor Bus Company (1933) Limited	

Ms. SO Yuk-yin, Rysta

Assistant Public Relations Manager – External
Affairs, MTR Corporation Limited

} For agenda item
(VIII)

Absent

Mr. LUK Ping-choi

Welcome Remarks

The Chairman welcomed all Members and representatives of government departments and organisations to the first meeting of the Traffic and Transport Committee (TTC) in 2018, in particular Mr. David CHIU, District Officer (Sai Kung) who attended TTC meeting for the first time, and Mr. Daniel MA, Engineer/Pedestrian Improvements of the Transport Department (TD) who succeeded Mr. HU Yue-ming, Alan on transfer.

2. The Chairman said Mr. LUK Ping-choi was absent from this meeting due to other commitments, and he had submitted the Notification for Absence from Meeting before the meeting as required. There being no objection from Members, the Chairman declared that the application for absence from meeting was approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders. In addition, a total of 8 motions and 1 referred motion had been received for this meeting.

I. Confirmation of Minutes of Last Meeting

3. The Chairman said the Secretariat had not received any amendment before the meeting. There being no amendment from Members, the Chairman declared that the captioned minutes were confirmed.

II. Bus Route Planning Programme 2018-2019 of Sai Kung District (SKDC(TTC) Paper No. 1/18)

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

- Ms. Monica LUI, Senior Transport Officer/Bus (New Territories East), TD
- Miss Mini FUNG, Transport Officer/Bus (New Territories East), TD
- Mr. Patrick PANG, General Manager (Lai Chi Kok Depot and Kowloon Bay Depot), Kowloon Motor Bus Company (1933) Limited (KMB)
- Mr. Gary LEUNG, Executive Assistant to Managing Director, KMB
- Ms. Christine WONG, Assistant Manager (Planning and Development), KMB
- Mr. Douglas MAK, Assistant Manager (Operations), KMB
- Mr. Mistral SIN, Manager (Planning), Citybus Limited/New World First Bus Services

Limited (Citybus/NWFB)

- Mr. Calvin WONG, Senior Planning Officer, Citybus/NWFB
- Ms. Penny CHUNG, Senior Public Affairs Officer, Citybus/NWFB

5. Ms. Monica LUI, Senior Transport Officer/Bus (New Territories East) of TD, introduced the programme.

6. As 3 of the bus-related matters arising were related to the above item, there being no objection from Members, the Chairman declared that the items would be discussed together.

**(9) Suggest extending the routing of route no. 95 to China Hong Kong City Terminus, and conducting extensive local consultation to improve the routing
(Paragraph 49 of the minutes of last meeting)**

(12) 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

Request to resume the service of route no. 692, to maintain the service frequency of route no. 692P during rush hours and to have route no. 690 running via Hang Hau and Tseung Kwan O South during non-rush hours

(Paragraph 12 of the minutes of last meeting)

(16) Suggest the NWFB to increase the frequency and improve the lost trip problem of bus route no. 796X, and to look into providing special departures from Tiu Keng Leng to Hung Hom during rush hours

(Paragraphs 19, 76 to 81 of the minutes of last meeting)

(SKDC(TTC) Paper No. 4/18)

7. Members noted the written reply from TD.

8. Ms. Penny CHUNG, Senior Public Affairs Officer of Citybus/NWFB, reported that in respect of the follow-up to issues discussed at the last meeting, after the re-routing of route no. 796X, the patronage of the route increased by about 6%, and the occupancy rate at the busiest hour of the day was about 75%.

9. Members' views were consolidated as follows:

92

- The patronage of route no. 92 was quite high during peak hours. TTC had repeatedly requested an increase in bus frequency, but TD did not include this request in the captioned programme, over which TTC expressed disappointment.

95

- Members requested that special departures to and from Tsim Sha Tsui be provided.
- Members objected to adjusting the frequency of route no. 95 to a headway of 30 minutes for deploying resources to operate special departures to and from Mong Kok.
- The current proposal of introducing special departures of route no. 95 running to and from Mong Kok during peak hours could be considered together with route no. 93K for service adjustment.

98A

- Members welcomed the extension of special departures of route no. 98A to LOHAS Park, but they objected to reducing to just 2 departures. Members requested that the service be extended first and the frequency be adjusted in view of the demand. A Member opined that the route was too long for residents of LOHAS Park, and suggested splitting into two routes to depart from Po Lam and LOHAS Park (via Hang Hau) respectively.

289R

- Members supported introducing route no. 289R and believed that it would help reduce traffic at Hiram's Highway and provide more efficient transport service for countryside visitors travelling to and from Sha Tin.
- The current proposal of a headway of 30 minutes might not cope with the demand. Members suggested that the captioned route and route no. 96R should be considered together for scheduling.

290X

- Members welcomed the proposal of enhancing the service of route no. 290X to provide whole-day service, but hoped that it could be implemented by the fourth quarter of 2018.

291P

- Members welcomed the new route and believed that it would help divert the flow of passengers travelling to Kowloon. They also suggested discussing the departure time with the target passenger group.
- Some students of the University of Science and Technology reflected that the proposed fare was quite high and requested studying whether there was room for downward adjustment.

296D

- Members requested for route no. 296D plying a route via Tiu Keng Leng.

690

- Members objected to adjusting the frequency of route no. 690 to a headway of 30 minutes because it would further reduce the competitiveness of the route.

792M

- Members requested increasing the frequency of route no. 792M during morning peak hours.

796P/796X

- Members worried that if route no. 796P was diverted to run via Jordan Road and Nathan Road, there would be lost trips due to traffic congestion. Some residents were dissatisfied with the revised route because the departure to Tsim Sha Tsui would run via Nathan Road on its journey to Tsim Sha Tsui East and it would increase the journey time to Tsim Sha Tsui East.
- Members asked why the proposed increase in frequency of route no. 796P could only be implemented in the second quarter of 2019.
- Since route no. 796X extended its service to Tseung Kwan O Industrial Estate running via Chi Shin Street, the bus frequency of the route had become low with frequent lost trips. Buses were usually fully loaded during peak hours, making it difficult for residents waiting at the last stop in Tseung Kwan O (i.e. Kin Ming Estate) to get on board. TD had not included in the captioned programme the proposal of increasing bus frequency made by TTC earlier. In view of the above, Members objected to extending route no. 796P to Tseung Kwan O Industrial Estate and worried that similar issues associated with route no. 796X would arise.
- As The Beaumont stop (departure) and The Capitol/Le Prestige stop (return) of route no. 796X were cancelled, passengers had to cross the busy Wan Po Road to travel to and from their flats and the bus stops, which gave rise to safety concern. Members hoped that the original stops would be reinstated.

(Note: Please also refer to paragraphs 231 to 232.)

798

- Members welcomed the proposal of the diversion of route no. 798 to Yuen Wo Road and extension to Kwei Tei Street, but worried that passengers would find it more difficult to get on board at Sha Tin town centre due to an increase in passengers; thus, they suggested considering an increase in frequency where necessary to cope with the increased demand (in particular during evening peak hours).
- Route no. 798 was well-received by residents in the district such that buses were usually fully loaded when reaching Hang Hau and Po Lam. Members therefore requested splitting into northbound and southbound routes (i.e. splitting into two routes with each heading to Tseung Kwan O North and Tseung Kwan O South respectively).

- Members requested extending route no. 798 to the uphill area.

New bus service between Wu Kai Sha Station and Choi Ming Public Transport Interchange

- Members welcomed the above route, but were concerned that TD's proposal of operating with only 1 morning and 1 evening departure might not be able to cope with passenger demand. Members therefore requested increasing the frequency or even considering the provision of whole-day service, and arranging the departures during non-peak hours and on holidays to run via Sai Sha Road.
- As the proposed route would travel via most areas in Tseung Kwan O, Members requested splitting into northbound and southbound routes.
- The route to Wu Kai Sha which would run via Siu Lek Yuen, City One Shatin and Ravana Garden was circuitous. Members requested the route be run via Shatin Hospital, which was to take Tate's Cairn Highway to reach Wu Kai Sha.
- Members requested extending the route to the uphill area.

Other matters/consolidated issues

- Members welcomed the proposals on increasing service frequency and introducing new routes.
- Members requested TD to carry out a review after the measures were implemented, and report the review outcome to TTC. Members also hoped that TD could enhance communication with District Council (DC) members to understand local aspirations.
- With the resident intake of a number of housing estates in Tseung Kwan O South, Members requested TD to strengthen bus service in the area.
- Mau Wu Tsai Village was located on a slope and the traffic network was not well-developed. Members requested providing a stop there for route nos. 98C and 290.
- Following the resident intake of housing estates in the vicinity of LOHAS Park and Oscar by the Sea (including The Beaumont II, Hemera and LOHAS Park Phases 4 and 5), Members requested KMB to proactively consider introducing airport and overnight bus routes in the above area for TD's approval.
- Members suggested considering the introduction of a bus route running between Hang Hau and Sheung Shui to provide more convenient and efficient transport service to residents working in the Mainland.

10. The Chairman suggested increasing the frequency of route no. 91S.

11. Ms. Monica LUI of TD gave a consolidated response as follows:

- The proposal of route no. 95 was to adjust the departures of non-peak directions (i.e. morning departure to Tsui Lam and evening departure to Jordan) to a headway of 30 minutes to deploy

resources for introducing special departures to and from Mong Kok during peak hours. It was observed that many passengers of route no. 95 would get on and off in Mong Kok, therefore special departures to and from Mong Kok were proposed to optimise bus resources. For passengers going to and from Tsim Sha Tsui, they might consider taking the regular bus route.

- Regarding the requests for increasing frequency of various routes (e.g. route nos. 98A (special departure), 291P and 798), TD and the bus companies would closely monitor passenger demand and review in a timely manner to adjust the service as appropriate.
- TD noted the suggestions of the routing of various routes and would examine the suggestions carefully.
- The occupancy rate of the special departures of route no. 98A was low. TD hoped to increase occupancy rate through route extension.

12. Mr. Mistral SIN, Manager (Planning) of Citybus/NWFB gave a consolidated response as follows:

- When the routing adjustment of route no. 796X was implemented, NWFB had deployed more resources to cope with the increase in journey time. In its early implementation, there had been lost trips, but NWFB had immediately made adjustment, and the situation had been improved in the second week after the route adjustment. Recently, the rate of lost trips was similar to the situation before the adjustment, and the occupancy rate was increased. NWFB would continue to monitor the operation of route no. 796X.
- In response to the views of TTC raised in the past, NWFB suggested extending route no. 796P to Tseung Kwan O Industrial Estate to enhance the transport service there.
- At present, the occupancy rate of route no. 798 to Tseung Kwan O during evening peak hours was about 80%. NWFB would continue to monitor passenger demand and would study with TD about frequency improvement where necessary.
- As adjustment had just been made to route no. 796P, NWFB had to review passenger demand and seek resources to increase frequency, it was therefore planned to implement the proposal in the captioned programme in the second quarter of 2019.

13. Mr. Patrick PANG, General Manager (Lai Chi Kok Depot and Kowloon Bay Depot) of KMB, was pleased to know the overall positive response from Members on the KMB's proposals in the above programme. KMB would continue to listen to the views of various parties, so as to provide bus service to local residents as appropriate. In planning for different bus routes, TD and KMB had to consider different factors including the operation of the bus company and the overall transport planning. KMB was pleased to deploy resources in Sai Kung District, particularly in Tseung Kwan O where there was a growing population, and would be a major service area of KMB. Regarding the bus service between Tseung Kwan O and North District,

KMB adopted an open attitude and would study the proposal with TD. KMB was aware of the resident intake and completion of a number of housing estates in the vicinity of LOHAS Park, and held positive attitude towards the introduction of airport bus service at LOHAS Park, that the company would carry out a preliminary study with TD.

14. Ms. Christine WONG, Assistant Manager (Planning and Development) of KMB, gave a consolidated response as follows:

- At present, the occupancy rate of route no. 95 was only about 60%. In addition, according to the patronage survey, about 70% of passengers of the bus route travelled to and from Mong Kok during peak hours. KMB hoped to improve the frequency and stability of service to and from Mong Kok on the condition that the departures for the peak direction would not be affected, and suggested operating 2 special departures in the morning and evening respectively.
- KMB noted the requests for increasing the frequency of various routes (such as route nos. 91S and 98A (special departure)), and would proactively consider the proposals in accordance with the statistics.
- KMB noted the view on the extension of route no. 296D to Tseung Kwan O South and would give due consideration.

15. Members' views were consolidated as follows:

91/91M/92/96R

- Members requested providing two-way section fares between the sections from Tseng Lan Shue to Pik Uk.
- Members requested increasing the frequency of route no. 92.

93K/95

- Members suggested rationalising the routing of bus route nos. 93K and 95 to provide whole-day service to and from Tsim Sha Tsui for residents in the uphill area.

98P

- Members requested enhancing the service of route no. 98P to whole-day service.

99R/289R

- As the implementation of five-day work week became a common practice, Members suggested introducing the operation of route nos. 99R and 289R on Saturdays.
- There was usually congestion in the vicinity of Sha Tin town centre on holidays, and Members suggested route no. 289R terminating at University MTR Station instead of at Sha

Tin town centre to speed up the bus flow and facilitate passengers to interchange for MTR service.

290

- Members requested the implementation of splitting route no. 290 into northbound and southbound routes as soon as possible.

798

- The evening peak-hour service of route no. 798 to Tseung Kwan O only started at 5:30 p.m., whereas the peak-hour service to Fo Tan ended at 5:40 p.m. Members requested an extension of the peak-hour service period to cater for the needs of different passengers.

E22A

- Recently, a recycling point was set up near the stop of Hong Kong Design Institute, which caused inconvenience to passengers.
- The proposal of relocating the drop-off point of route no. E22A at Hong Kong Design Institute to Tiu Keng Leng Public Transport Interchange would increase the journey time by 2 minutes only, but TD had reservation over the proposal. In fact, many bus routes in Tseung Kwan O were circuitous.

New bus service between Wu Kai Sha Station and Choi Ming Public Transport Interchange

- Members hoped that interchange concession could be offered for the above route at Tate's Cairn Tunnel to connect to other routes.

Other matters/consolidated issues

- Members were dissatisfied that TD had not included in the captioned programme the proposals that had been pursued by TTC.
- The bus company had previously shortened route no. 797M from Tiu Keng Leng Station to Tseung Kwan O Station, which was different from the existing anticipation of the bus company to enhance transport service in Tseung Kwan O Industrial Estate.
- As the Customs and Excise Department (C&ED) would construct departmental quarters at Tseung Kwan O Area 123 (Po Lam Road), the population in the uphill area would continue to grow. In the past, TTC had made a number of suggestions on improving uphill transport service. TTC also requested TD to implement an area approach for bus route rationalisation as early as possible and not to cut resources for bus service before the rationalisation. Currently, route nos. 290 and 290X operated in the area near Po Tat Estate. As the construction of MTR Shatin to Central Link would soon be completed, Members suggested that TD and the bus company should take these factors into account and make planning as soon as possible. In addition, as route nos. 296D and 796P were similar, Members

suggested incorporating these routes into the programme of bus route rationalisation through an area approach.

16. Ms. Monica LUI of TD gave a consolidated response as follows:

- TD noted the suggestion of increasing the frequency of route no. 92 and relocating the terminus of route no. 289R from Sha Tin town centre to University MTR Station, and would carefully examine the suggestion.
- During the morning peak hours, the occupancy rate of the non-peak direction of route no. 95 was low, TD hoped to utilise the resources to increase the frequency from Tseung Kwan O to Kowloon.
- TD noted the suggestion of implementing the bus route rationalisation through an area approach. As the construction of a number of major infrastructure projects was underway in Tseung Kwan O, TD would carry out a comprehensive review in a timely manner.
- Regarding the new bus service between Wu Kai Sha Station and Choi Ming Public Transport Interchange, TD might include the offer of interchange concession as one of the criteria for selection of the operator.
- At present, section fares were already provided for route nos. 91, 91M, 92 and 96R (Kowloon bound) for the section between Tseng Lan Shue and Pik Uk.
- The extension of route no. 796P to Tseung Kwan O Industrial Estate and increase in frequency were the proposals confirmed in the Bus Route Planning Programme 2017-2018, and the proposal this year was to align the terminus of all departure and return trips in Tsim Sha Tsui to be at Tsim Sha Tsui East. In fact, residents of LOHAS Park currently could take the special departures of route no. 98D to Tsim Sha Tsui and Tsim Sha Tsui East. TD would consider increasing the frequency of route no. 98D having regard to the patronage.
- Residents in the LOHAS Park area currently could take route nos. 298E or 797M and interchange to airport bus routes. TD hoped to use resources effectively and therefore could not provide direct airport bus route for every housing estate. TD would continue to monitor the development and passenger demand in the LOHAS Park area and deploy resources to cope with the demand in a timely manner.

17. Mr. Patrick PANG of KMB said that KMB undertook to carefully study the views raised by Members and strive to meet passenger demand on its service.

18. Mr. Gary LEUNG, Executive Assistant to Managing Director of KMB gave a consolidated response as follows:

- As a public bus operator, KMB had been listening to the requests of the community, including those from passengers and DC Members on bus service, and would reflect the requests to

TD, in the hope that the proposals could be implemented as far as possible.

- KMB adopted an open attitude on the proposal of extending route no. 296D to Tiu Keng Leng and Tseung Kwan O South, and would continue to study how to allow more residents to enjoy whole-day service to and from Tsim Sha Tsui.
- Regarding the proposals of providing service of route nos. 289R and 99R on Saturdays, KMB would consider the proposals subject to passenger demand, but the service on Saturdays might not be as frequent as that on Sundays.
- KMB would carry out an overall study on the service of route nos. 93K, 95 and 98P in order to enhance bus service from and to the area near Hong Sing Garden/Tsui Lam Estate and the urban area. The proposal of route no. 95 was made in response to the passenger demand in peak hours.
- KMB noted the proposal of increasing the frequency of route no. 92. In addition to the annual bus route planning programme, KMB would review passenger demand from time to time and strengthen the service of the existing routes where necessary.

19. Mr. Mistral SIN of Citybus/NWFB gave a consolidated response as follows:

- The population in Tseung Kwan O was increasing over time. NWFB would deploy more resources to enhance the frequency of route nos. 796P and 796X when appropriate taking into consideration of the population growth.
- The airport bus service of Citybus already covered a majority of areas in Tseung Kwan O; Citybus would proactively consider operating airport bus route to and from LOHAS Park.

20. Mr. CHU Cheuk-king, Senior Transport Officer/Sai Kung of TD, responded that regarding the proposal of relocating the drop-off point of route no. E22A at Hong Kong Design Institute to Tiu Keng Leng Public Transport Interchange, TD was studying with the bus company about adjusting the direction of the route. TD was concerned about any activity which might hinder the boarding and alighting of passengers, and would conduct a site visit at the stop to inspect the current situation after the meeting.

21. Members' views were consolidated as follows:

98A

- Members believed that the proposed route extension of route no. 98A without increasing resources would lengthen the waiting time of passengers and reduce the attractiveness of the route. Members worried that the route would be similar to route no. 796A in the sense that the former would eventually cease operation after a gradual decrease in frequency. Likewise, the departure time of route no. 796S was not attractive to passengers.

690

- Route no. 690 was the only bus route for residents in the uphill area to travel to and from Hong Kong Island. As the railway network was not extended to the uphill area, the decrease in frequency would reduce the attractiveness of the route, which might result in cease of operation in time.

796P/796X

- According to TD's written reply, the occupancy rate of route no. 796X was about 80%, but NWFB said that it was about 75%. Members therefore enquired about the reasons for the difference.
- It was suggested in the captioned programme that the frequency of route nos. 796P and 796X would be increased in the third quarter of 2019 having regard to the patronage. Members asked about the criteria of increasing the frequency and the patronage of which period would be assessed.

E22A

- The Audit Commission had earlier pointed out that TD had not made optimal use of public transport interchanges, but the proposal of relocating the drop-off point of route no. E22A at Hong Kong Design Institute to Tiu Keng Leng Public Transport Interchange had not been implemented, over which Members expressed disappointment. The escalators at Hong Kong Design Institute always suspended operation and caused inconvenience to passengers accessing the bus stop of E22A.

22. Mr. Calvin WONG, Senior Planning Officer of Citybus/NWFB, responded that the occupancy rate of route no. 796X was calculated from the NWFB's operation statistics in late November, and the statistics reflected the patronage for a whole day.

23. Mr. CHU Cheuk-king of TD responded that at the last meeting, TD said the frequency of route no. 796 series could largely cope with the demand, and the occupancy rate of route nos. 796P and 796X was about 80%. The information was calculated based on the TD's survey and observation carried out in early November. With the completion of housing estates in Tseung Kwan O South, the bus company had included and would include in the bus route planning programme the proposals to strengthen the service of the above routes in the past and future. In the current year, the programme also included a number of proposed measures concerning Tseung Kwan O South. TD would continue to cooperate with the bus companies to introduce improvement measures in terms of operation and planning.

24. Ms. Monica LUI of TD gave a consolidated response as follows:

- TD noted and would carefully examine the views of Members.
- TD noted that the occupancy rate of route no. 98A remained at a low level, and suggested extending the route to LOHAS Park in order to increase its occupancy rate. If the occupancy rate of route no. 98A increased in future, TD would adjust the frequency as appropriate having regard to passenger demand.
- The tentative dates of implementing the proposals were stated in the paper, and TD would also closely monitor population growth and passenger demand to adjust the service of different routes in the light of circumstances.
- As the occupancy rate of route no. 690 during the busiest half-hour of the day was around 75% only, it was therefore suggested that the service frequency should be adjusted. Prior to implementing the service adjustment plan, TD would review the latest patronage statistics to carry out appropriate measures.

25. The Chairman said Members had different views on the Bus Route Planning Programme 2018-2019 and asked TD and the bus companies to take note and follow up, and give responses at the next meeting. With Members' consent, the Chairman agreed to delete the item "Suggest the NWFB to increase the frequency and improve the lost trip problem of bus route no. 796X, and to look into providing special departures from Tiu Keng Leng to Hung Hom during rush hours" and keep the item "Suggest extending the routing of route no. 95 to China Hong Kong City Terminus, and conducting extensive local consultation to improve the routing". As the extension of route no. 692P to Hang Hau was on trial run, other items would be retained.

26. Two of the Members said they did not accept the above programme and a Member indicated that he did not agree to the acceptance of the programme entirely.

(Note: Please also refer to paragraphs 50 to 53.)

III. Proposed Supplementary GMB Service between the East Dam of High Island Reservoir and Pak Tam Chung in Sai Kung (SKDC(TTC) Paper No. 27/18)

27. Mr. CHU Cheuk-king of TD introduced the proposal.

28. Members' views were consolidated as follows:

- Members welcomed the captioned proposal.
- High Island Reservoir was within the area of Hong Kong UNESCO Global Geopark and country park area. To minimise pollution, Members requested TD to urge the operator to use environmentally friendly vehicles (such as electric cars) to ply the route and avoid using

diesel vehicles, and requested law enforcement officers to stringently enforce the legislation on prohibition of idling engines.

- Members requested TD to pay attention to maintenance of road surface.
- The road section was winding and narrow, the speed limit was about 25 km per hour, and taxis were found speeding at times. As the size of minibuses was large and the number and area of lay-by were insufficient, Members requested the Police and the government department concerned to strengthen enforcement and management after the route was in service.
- Members requested extending the service hours to Saturdays and even whole-day service every day, and asked TD about the factors having been considered in setting the service hours.
- Currently, many members of the public would take various means of public transport, such as KMB route nos. 94 and 96R, to travel from Pak Tam Chung to the urban area at dusk on holidays, and the bus was usually fully loaded. Members worried that after the captioned route was in service, there were not sufficient bus departures to meet public demand. Members suggested enhancing bus frequency or considering the extension of the captioned route to Sai Kung town centre to divert passenger flow.
- Members requested widening Man Yee Road to facilitate countryside visitors.
- There was a road hump at the road section, and Members asked whether it would affect minibuses.
- Members requested TD to carry out a review on the driving attitude of minibus drivers after the route was in service.
- Members requested the Police to set up a police post at High Island Reservoir.

29. The Chairman enquired whether the operator would deploy the resources of other routes to run the captioned route.

30. Mr. CHU Cheuk-king of TD gave a consolidated response as follows:

- The operator of GMB route nos. 1, 2 and 9 would operate the captioned route. TD had requested the operator to use environmentally friendly vehicles as far as possible. Currently, the operator had environmentally friendly vehicles such as liquefied petroleum gas minibuses and minibuses that complied with the higher emission standards of the European Union. In fact, the Government had introduced a number of measures in recent years to encourage commercial vehicles (in particular green minibuses (GMBs)) to use environmentally friendly vehicles.
- The main service targets of the captioned route were countryside visitors, and the number of passengers would be affected by factors such as season, date, time and weather. TD preferred the route to be in service during the time period when the patronage was frequently high. According to the findings of data collection by TD, the period with the largest number

of passengers waiting at the East Dam of High Island Reservoir was from 3 p.m. to 6 p.m. on Sunday and public holidays.

- The captioned route was 9.8 km long, if it was further extended, TD worried that service stability would be affected. The public could take the captioned route to Pak Tam Chung, and interchange to franchised buses with larger carrying capacity such as route nos. 94 and 96R to the urban area. TD had been closely monitoring the service with the bus company and the bus company was willing and eager to strengthen its service when necessary to divert passenger flow. TD believed that the above interchange approach would be more effective in picking up passengers at the East Dam of High Island Reservoir.
- From TD's observation, it would be suitable for minibuses to travel along Sai Kung Man Yee Road. In addition, if the demand for taxis could be diverted through the provision of minibus service, TD believed that it would help alleviate the burden on the traffic flow of the road section.
- TD had put in place a mechanism to monitor the driving attitude and overall service performance of GMB drivers. The road hump provided at Sai Kung Man Yee Road served the function of reminding drivers to reduce speed as appropriate at the location. When the route was in service, TD and the operator would closely monitor the driving performance and service attitude of minibus drivers to protect the safety of road users.
- TD noted that the Police had proactively taken law enforcement action at High Island Reservoir, particularly against the problem of overcharging taxi fares, and the current situation was improved.
- TD would inspect the operation of the captioned minibus service in future, and carry out appropriate review and improvement when necessary and would continue to work with the Police to monitor the traffic and transportation of High Island Reservoir.
- The operator was operating a number of routes at the same time and the vehicle fleet was sizable. In addition to the number of minibuses stated in the Schedule of Service, the operator also had standby vehicles to make flexible deployment having regard to the operation of various routes. TD would urge the operator to maintain the service of other routes after the introduction of a supplementary route to meet passenger demand.

31. The Chairman concluded that TTC supported the proposal in principle and hoped that the service could be extended to whole-day operation and requested TD to follow up Members' views.

IV. Review on the working groups established under TTC and re-election of conveners (SKDC(TTC) Paper No. 2/18)

32. Members noted the above paper.

33. The Chairman said the Working Group on Road Safety in Sai Kung District was set up under the Traffic and Transport Committee and it was a standing working group.

34. There being no objection from Members, the Chairman declared that the above working group would continue to operate, and endorsed the terms of reference, membership list and nature of the working group set out in the paper. The tenure of the standing working group was two years until the end of this term of DC.

35. There being no objection from Members, the Chairman declared that Members should raise their hands on the spot for making nomination for the candidates of the Convenor. The candidates for the Convenor should be nominated by one Member and seconded by another Member. The election would then be conducted by a show of hands.

36. The Chairman declared the election of the Convenor of the Working Group on Road Safety in Sai Kung District. He invited Members to make nominations.

37. Mr. Philip LI nominated Mr. HIEW Moo-siew as the Convenor of the working group and the nomination was seconded by Mr. Jonathan CHAN.

38. Mr. HIEW Moo-siew accepted the nomination.

39. There being no other nomination and objection from Members, the Chairman declared that Mr. HIEW Moo-siew was elected uncontested as the Convenor of the Working Group on Road Safety in Sai Kung District.

V. Major changes in public transportation services launched in Sai Kung district from 1 November 2017 to 31 December 2017
(Paragraphs 18 to 20 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 3/18 and 4/18)

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

41. Ms. Penny CHUNG of Citybus/NWFB reported that in respect of the follow-up to issues arising from the last meeting, the patronage of route no. NA29 had increased by about 20% after providing an additional departure at 5:05 a.m.

42. A Member asked about the adjustment details of GMB route no. 105.

43. Mr. CHU Cheuk-king of TD responded that, with effect from 30 December 2017, the routing of GMB route no. 105 to Hong Sing Garden in evening peak hours was changed to run via the

flyover at Prince Edward Road East. Special departures were also provided from Ma Tau Wai to Hong Sing Garden and the existing routing remained unchanged after departing from Ma Tau Wai. From observation, the operation was smooth on the whole.

VI. 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 6th meeting of the Traffic and Transport Committee in 2017

(Paragraph 21 of the minutes of last meeting)

(SKDC(TTC) Paper No. 5/18)

44. Members noted the paper.

(2) Request the Transport Department to look into a solution to cater for the needs of those living in Serenity Place, Verbena Heights and Finery Park after adjusting the routing of route no. E22A

(Paragraphs 22 to 24 of the minutes of last meeting)

(SKDC(TTC) Paper No. 4/18)

45. Members noted the written reply from TD.

46. A Member asked when TD would provide the bus stop.

47. Mr. CHU Cheuk-king of TD responded that TD would first study with the Highways Department (HyD) about the issues of removal of trees at the proposed bus stop location.

48. A Member requested TD and HyD to inform TTC before the removal of trees.

49. The Chairman agreed to retain the above item.

(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 Request the KMB to make arrangement for bus route no. 296D to run via Tiu Keng Leng and add an en route stop there. Request the route no. E22A of the Citybus to relocate the bus stop on the return trip to the Tiu Keng Leng Public Transport Interchange

(Paragraphs 25 to 32 of the minutes of last meeting)

(SKDC(TTC) Paper No. 4/18)

50. Members noted the written reply from TD.

51. A Member said the patronage of route no. 296D had dropped almost a half when compared with that during the peak period, but the written reply from TD only provided the patronage figures of the past 5 years, which failed to reflect the loss of patronage. Thus, he requested TD to provide the patronage figures of the route since 2002.

52. Mr. CHU Cheuk-king of TD said the information requested by the Member would be provided after the meeting.

53. The Chairman agreed to retain the above item.

(Note: Please also refer to paragraphs 4 to 26)

(4) Request the Government to look into providing cross-boundary coach service in the District that run via the new Liantang/Heung Yuen Wai Boundary Control Point (Paragraphs 33 to 37 of the minutes of last meeting)

54. With Members' consent, the Chairman agreed to delete the above item.

(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 38 to 39 of the minutes of last meeting)

55. A Member said the captioned proposal was not merely requested by Sai Kung District Council but also by Tuen Mun District Council, and they hoped that TD could proactively give due consideration and follow up.

56. The Chairman agreed to retain the above item.

**(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
Request for improving the airport bus services in Tseung Kwan O South (Paragraphs 40 to 43 of the minutes of last meeting)**

57. Members' views were consolidated as follows:

- KMB said it would proactively consider introducing airport bus services at LOHAS Park, The Beaumont and Oscar by the Sea; Members thus requested TD to coordinate with KMB and provide the timetable.
- Residents in the LOHAS Park area had a keen demand for bus services to the airport and other districts in the New Territories (such as Tai Po) and requested TD and the bus companies to give due consideration. In addition, some residents worked at the airport and

returned home at late night. Members therefore requested enhancing overnight bus service.

58. The Chairman agreed to retain the above item one more time.

**(7) Suggest route no. 93K to run via Tai Kok Tsui, and conducting extensive local consultation to improve the routing
(Paragraphs 44 to 45 of the minutes of last meeting)**

59. Members' views were consolidated as follows:

- Members objected to the diversion of route no. 93K to Kowloon Bay Business Area, because residents in the uphill area would be unable to get on board from Kwun Tong Road near Ngau Tau Kok. Members were dissatisfied that TD had ignored the needs of residents in the uphill area.
- As the original routing of route no. 93K was long, passengers going to To Kwa Wan and Mong Kok would be affected if the route was diverted to run via Kowloon Bay Business Area. Members suggested arranging route nos. 93A, 95 or 95M to run via Kowloon Bay Business Area.
- In the past, some members of the public had reflected that the service frequency of GMB route no. 106 to and from Kowloon Bay Business Area was low. Members worried that after route no. 93K was diverted to run via Kowloon Bay Business Area, it would lead to vicious competition, making it difficult to continue operating the service of GMB route no. 106 which operated for a whole day.

60. Mr. CHU Cheuk-king of TD responded that, according to the Bus Route Planning Programme 2017-2018, TD would implement the proposal of diverting KMB route no. 93K to run via Kowloon Bay Business Area. Citizens working in the Kowloon Bay Business Area would normally commute in typical office hours, TD hoped that the diversion of route no. 93K could meet their needs. In addition, TD was also aware of Members' concern that passengers taking the bus near Kowloon Bay MTR Station, including Amoy Gardens, Telford Gardens and Lower Ngau Tau Kok Estate would be affected by the route diversion. From observation, those passengers would not travel in typical office hours. After discussion, TD and KMB decided to adjust the proposal and arrange route no. 93K to run via Kowloon Bay Business Area in morning and evening peak hours in single direction only. TD had relayed the proposal to Members through SKDO in early January 2018. TD believed that the proposal could cater for different travel patterns and would continue to study with KMB on how to address the needs of the affected passengers. Regarding GMB route no. 106, TD would monitor the patronage of the route and would continue to communicate with the operator to understand the operation. In fact, when discussing the arrangement of diverting route no. 93K to run via Kowloon Bay Business Area with KMB, TD had arranged the bus route to run via major trunk roads such as Wang Chiu Road.

GMB route nos. 106, 110 and 111 mainly travelled to and from West Kowloon Bay, including Kowloon Bay International Trade and Exhibition Centre and Electrical and Mechanical Services Department Headquarters. TD hoped that buses and minibuses could play their roles to strike a balance in operation.

61. Ms. Christine WONG of KMB supplemented that KMB had reviewed the overall development of East Kowloon in formulating the Bus Route Planning Programme. A number of commercial buildings were constructed one after another at Kowloon Bay and Kwun Tong Business Area near Hoi Bun Road. In addition to route no. 93K, many KMB routes would run via Kowloon Bay Business Area. KMB hoped that the arrangement would provide convenience to residents of Tseung Kwan O who worked there. The whole-day route diversion would be implemented in phases and KMB would review whether there was room for improvement in a timely manner.

62. The Chairman agreed to retain the above item one more time.

(8) Suggest extending the routing of route no. 93A to Kai Tak Cruise Terminal, and conducting extensive local consultation to improve the routing (Paragraph 46 of the minutes of last meeting)

63. A Member said the captioned proposal could provide convenience to residents living in the uphill area who worked in the vicinity of Wai Yip Street. TD was requested to coordinate with other districts first and introduce departures in morning and evening peak hours on a trial basis. After the completion of the Hong Kong Children's Hospital in Kai Tak, the service might be strengthened subject to the demand.

64. Mr. CHU Cheuk-king of TD responded that the current public transport services could cope with the demand of passengers travelling to and from the Kai Tak Cruise Terminal. TD would continue to monitor the development of Tseung Kwan O and Kwun Tong District and study further on how to improve public transport services.

65. The Chairman agreed to retain the above item.

(9) Suggest extending the routing of route no. 95 to China Hong Kong City Terminus, and conducting extensive local consultation to improve the routing (Paragraph 49 of the minutes of last meeting)

66. The Chairman said item 9 had been discussed together with other items earlier.

(10) Suggest increasing the frequency of bus route no. 98P to improve the service and provide convenience to residents

(Paragraphs 50 to 53 of the minutes of last meeting)

67. A Member said many residents in the uphill area would take the captioned route to Tsim Sha Tsui in the morning, but there were only two departures of the route in a day, which could not meet the demand. It was suggested that resources should be deployed to increase the frequency. Moreover, the public could take route no. 98C to and from Mong Kok and it was not necessary to operate special departures of route no. 95.

68. Mr. CHU Cheuk-king of TD responded that TD hoped to deploy the resources of the routes with low patronage to other routes with growing demand through appropriate resource allocation. TD and the bus company were considering the captioned proposal, but had to carefully study how to deploy resources. When specific plans were available, TD would discuss with the local community how to proceed to implementation, so as to meet the needs of new passengers on the one hand and reduce the impact on the existing passengers on the other hand.

69. The Chairman agreed to retain the above item.

**(11) 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
(Paragraphs 55 to 57 of the minutes of last meeting)**

70. Ms. Penny CHUNG of Citybus/NWFB reported that regarding the proposal of allowing the holders of Cityflyer Pre-paid Return Tickets to take the buses of the “NA” routes after paying the difference between the fares, the company was discussing with TD about the feasible options and specific arrangements. If there was any updated information, the company would report to TTC.

71. The Chairman asked Citybus/NWFB to report to TTC in a timely manner. With Members' consent, the Chairman agreed to delete the above item.

**(12) 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
Request to resume the service of route no. 692, to maintain the service frequency of route no. 692P during rush hours and to have route no. 690 running via Hang Hau and Tseung Kwan O South during non-rush hours
(Paragraph 12 of the minutes of last meeting)**

72. The Chairman said item 12 had been discussed together with other items earlier.

(13) 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 13 to 17 of the minutes of last meeting)

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

Request the NWFB and Transport Department to promptly construct shelters and paint bus stop road markings at the new bus stops on Tong Chun Street and Chi Shin Street in Tseung Kwan O

(SKDC(TTC) Paper Nos. 8/18, 30/18 and 37/18)

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

75. Members noted the written replies from TD and Citybus/NWFB.

76. Members' views were consolidated as follows:

- Route no. 796 series had been diverted to travel via Chi Shin Street since September 2017. Members requested TD to construct shelters and paint bus stop road markings at the new bus stops to provide better waiting environment and prevent motorists from parking illegally at the bus stops.
- Members enquired about the works progress and timetable of constructing a shelter at the Leung Kit Wah Primary School bus stop.

77. Mr. CHU Cheuk-king of TD responded that, after collecting the views from the relevant departments, TD was of the view that it was technically feasible to provide a shelter at the Leung Kit Wah Primary School bus stop and had approved the applications from Citybus and KMB in December 2017. It was learnt that the bus companies were applying for the Excavation Permit. TD would urge the bus companies to construct the facilities as soon as possible.

78. There being no amendment or objection from Members, the Chairman declared that the motion was carried, and requested TD and Citybus/NWFB to follow up the view of Members and agreed to retain the above item.

(14) Request for extending the service hours of the bus route no. 290A to late night, or operating overnight bus service between Tseung Kwan O and areas such as Kwai Fong and Tsuen Wan, etc., and conducting extensive local consultation to improve the routing (Paragraphs 62 to 66 of the minutes of last meeting)

79. A Member requested TD to implement the captioned proposal to allow passengers to travel to and from Tseung Kwan O by interchanging at different locations (in particular Tuen Mun, Yuen Long and Tin Shui Wai) at late night.

80. Mr. CHU Cheuk-king of TD responded that TD had proactively improved the public transport services at late night in Tseung Kwan O, including the introduction of KMB route no. 293S in December 2017 for residents in Tseung Kwan O North to travel to and from Yau Tsim Mong District, or use other feeder public transport services in Yau Tsim Mong District. TD hoped to maintain the above mode of interchange at this stage and would take note of the development in the 2 districts to further improve the services when necessary.

81. Ms. Christine WONG of KMB responded that the company noted Members' views and would give due consideration to the provision of bus service to and from Tseung Kwan O at late night and make an application in a timely manner.

82. The Chairman agreed to retain the above item.

(15) Request the Transport Department and the bus companies to operate special departures between Hong Sing Garden and Po Lam MTR Station (via Tsui Lam Bus Terminus) during rush hours, so as to solve the long-standing problem of inadequate green minibus service (Paragraphs 67 to 75 of the minutes of last meeting)

83. Members' views were consolidated as follows:

- The service of GMB route no. 17M had not been improved. Given that many residents still lined up for the minibus every day and the uphill links were not comprehensive, Members requested TD to solve the problem as soon as possible.
- Taking the example of Tsui Chuk Garden, the population of Hong Sing Garden, Tsui Lam Estate and King Ming Court was more than that of Tsui Chuk Garden, but the former still had bus service to and from Wong Tai Sin MTR Station. Members requested TD to arrange bus service with large carrying capacity to improve the uphill transport services, and suggested using single decker bus to run the route on a trial basis to assess passenger demand.

84. Mr. CHU Cheuk-king of TD responded that bus service was different from minibus service

in nature. Bus service had higher carrying capacity while minibus service was more flexible. Taking the example of services between Po Lam and Hong Sing Garden/Tsui Lam, the journey was short and minibus service was therefore more efficient, convenient and frequent. On the contrary, operation of bus service was more time-consuming due to the time needed for pick-up and drop-off of passengers. For passengers, minibus service was more attractive than bus service. TD understood the needs of residents in the uphill area and was planning to provide special departures of GMB route no. 17M which would be diverted to run via Po Fung Road to Po Lam, so as to reduce journey time and resources, and also to enhance the service and divert passenger flow. TD had met with the operator in December last year, and TD and the operator preliminarily considered that the proposal was technically feasible. TD would discuss the details with the operator and carry out further district consultation. TD had carried out analysis and assessment earlier; currently, the minibus service operated at a headway of 1 to 2 minutes, it was estimated that the headway of the bus service could be set at 8 to 10 minutes. For a journey that merely lasted for about 8 to 10 minutes, the boarding and alighting time was long; therefore, TD had reservation over the attractiveness of bus service. In contrast, minibus could get to the nearest MTR station quickly and meet the needs of short-haul passengers. At present, a number of minibus routes in Tseung Kwan O were connected to MTR stations with proven effectiveness. TD would actively study how to improve the minibus service, and the minibus operator also held an optimistic attitude in this regard. If further information was available, TD would report to TTC.

85. The Chairman said bus service had higher carrying capacity while minibus service had greater flexibility. The way to provide services for passengers would depend on factors such as passenger demand. The Chairman agreed to retain the above item.

**(16) Suggest the NWFB to increase the frequency and improve the lost trip problem of bus route no. 796X, and to look into providing special departures from Tiu Keng Leng to Hung Hom during rush hours
(Paragraphs 19, 76 to 81 of the minutes of last meeting)**

86. The Chairman said item 16 had been discussed together with other items earlier.

**(17) Request the Transport Department to consider relaxing the policy on residents' bus service, so as to assist the trade to improve the operating conditions and to encourage the residents to use this public transport service
(Paragraphs 82 to 86 of the minutes of last meeting)**

87. With Members' consent, the Chairman agreed to delete the above item.

(18) Request for increasing the frequency of service of the special departures of bus route no. 98D (from LOHAS Park to Tsim Sha Tsui (Nathan Road)) to cope with the

population growth
(Paragraphs 87 to 93 of the minutes of last meeting)
(SKDC(TTC) Paper No. 4/18)

88. Members noted the written reply from TD.

89. A Member said there was a growing population in the LOHAS Park area, residents had a keen demand for the special departures of the captioned route and requested TD to provide a timetable for the enhanced service and implement the proposal as soon as possible.

90. Mr. CHU Cheuk-king of TD responded that TD was discussing with KMB about the specific and detailed arrangement of the special departures of route no. 98D, so as to come up with some appropriate departure times to meet different residents' needs. He hoped that the arrangement could be implemented in the first quarter of 2018. If further information was available, TD would report to TTC.

91. The Chairman agreed to retain the above item one more time, and requested TD to report the progress at the next meeting.

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

(1) Request for the KMB route no. 296C running via Lai Chi Kok area when extending its service to the public housing development area on Lin Cheung Road in Sham Shui Po (SKDC(TTC) Paper Nos. 6/18, 28/18 and 29/18)

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

93. Members noted the written replies from TD and KMB.

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

(2) Request for increasing the service frequency of route no. 792M during rush hours on weekdays for the convenience of passengers travelling to work and school (SKDC(TTC) Paper Nos. 7/18 and 36/18)

95. The Chairman said the motion was moved by Mr. Philip LI and seconded by Mr. CHONG Yuen-tung and Mr. HIEW Moo-siew.

96. Members noted the written reply from NWFB.

97. A Member enquired about the source of data on the occupancy rate and the actual patronage figures of route no. 792M.

98. Ms. Penny CHUNG of Citybus/NWFB responded that, according to the operation statistics in mid-December 2017, the occupancy rate of route no. 792M during the busiest hour of the morning peak period was about 75%.

99. A Member opined that the patronage figures were collected by the bus company during the Christmas holidays of schools, which might not reflect the usual situation. From the Member's observation, there were always left-behind passengers for trips between 7 a.m. and 7:30 a.m.

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

**(3) Request the NWFB and Transport Department to promptly construct shelters and paint bus stop road markings at the new bus stops on Tong Chun Street and Chi Shin Street in Tseung Kwan O
(SKDC(TTC) Paper Nos. 8/18, 30/18 and 37/18)**

101. The Chairman said motion 3 had been discussed together with other items earlier and endorsed.

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

**(1) Request the Government to examine and confirm the interchange concessions offered among franchised bus companies to address the problem of lacking interchange options at the bus interchange stations so that the stations can fulfill their functions
(Please refer to SKDC meeting on 2 January 2018 – SKDC(M) Paper Nos. 24/18, 38/18 and 46/18)
(SKDC(TTC) Paper No. 34/18)**

102. Members noted the supplementary reply from TD.

103. A Member said the bus routes in the district were operated by 3 companies. Together with MTR and minibus services, the public had a keen demand for interchange concessions of public transport services (in particular long-haul bus routes), and requested TD to implement the proposal as soon as possible or to introduce a trial run.

104. Mr. CHU Cheuk-king of TD responded that bus-bus interchanges would be established at

the Tseung Kwan O Tunnel and the nearly-completed Tseung Kwan O – Lam Tin. By that time, officers of TD's Bus and Railway Branch would discuss with the bus companies the routing network, interchange arrangements, etc.

105. A Member opined that as the captioned proposal could benefit all members of the public in Hong Kong, it should not be considered only after the completion of the bus-bus interchanges. TD was responsible for coordinating different bus companies and working out the details and profit-splitting arrangements.

106. Mr. CHU Cheuk-king of TD would reflect the views of Members to the officers concerned.

107. The Chairman agreed to retain the above item one more time.

VII. Items related to minibus service

(A) Discussion and Matters Arising

(1) Request the Government to look into providing shelters and seats for the appropriate public minibus stops (Paragraphs 98 to 101 of the minutes of last meeting)

108. Members' views were consolidated as follows:

- Members asked TD about the progress of the study on the provision of shelters at minibus terminus.
- Many members of the public would wait at the minibus stop at Chung Wa Road for GMB route no. 15 (to Hong Sing Garden). Members urged TD and the minibus operator to accord priority to the provision of shelters there. If the proposal was not considered, Members suggested carrying out the proposal through District Minor Works Programme.
- It was learnt that the shelters of minibus stops for GMB route nos. 2 and 4 were constructed by the Government. In this case, the shelter of minibus stop for route no. 3 should also be constructed by the Government.

109. Mr. CHU Cheuk-king of TD gave a consolidated response as follows:

- TD planned to construct the shelters at the existing minibus termini with the government departments concerned, among which priority would be given to some locations of the items (including minibus route no. 3 terminus at Yi Chun Street in Sai Kung) in "SK-DMW121 Installation of Rainshelter at the Public Light Bus Stops in Sai Kung District", a project under District Minor Works Programme followed up by the District Facilities Management

Committee (DFMC) of SKDC. TD would also consider different factors, including priority and whether the local environment was suitable for the provision of shelters.

- TD had noted Members' proposals of constructing shelters at different minibuses stops, and would carefully study the feasibility of the proposals with the government departments concerned.
- TD had met with some minibuses operators but they reflected that due to operational difficulty in recent years, they were unable to allocate resources to construct shelters. TD would continue to encourage them to consider constructing shelters in view of future operational conditions.

110. The Chairman agreed to retain the above item.

**(2) The service level of green minibuses
(Paragraphs 254 to 258 of the minutes of last meeting)**

111. With Members' consent, the Chairman agreed to delete the above item.

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

(The meeting resumed at 1:45 p.m.)

VIII. Items related to MTR service

(A) Discussion and Matters Arising

113. The Chairman welcomed Ms. SO Yuk-yin, Assistant Public Relations Manager – External Affairs of MTR Corporation Limited (MTRCL).

**(1) Progress on the follow up of MTR service by the MTR Corporation in response to the 6th meeting of the Traffic and Transport Committee in 2017
(Paragraph 105 of the minutes of last meeting)
(SKDC(TTC) Paper No. 9/18)**

114. Members noted the meeting paper.

**(2) 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
Request the MTR to speed up the provision of seats on the platform and the installation of wide gates in the LOHAS Park Station for use by people in need
(Paragraphs 110 to 115 of the minutes of last meeting)**

115. Members' views were consolidated as follows:

- As the patronage at LOHAS Park Station was high, and with a number of passengers with disabilities and carers with babies and children, there was a keen demand for wide gates. In addition to the installation of wide gates, Members suggested MTRCL increase manpower to assist passengers and divert passenger flow near wide gates.
- The train departures at LOHAS Park Station had a headway of 12 minutes; but there were not enough seats on the platform which caused inconvenience to passengers (in particular pregnant women and the elderly). Members requested MTRCL to proactively consider providing more seats.
- A Member was once refused to use the toilet at Fanling Station, and was told on another occasion to pay the fare and get a refund afterwards in order to use the toilet at Heng On Station, which was located in the paid area. The above cases were different from the replies made by MTRCL to TTC. In addition, MTRCL was requested to provide signage to indicate the direction of toilets at customer service centres.
- MTRCL had cut frontline manpower. Some staff had reflected that the workload was much heavier, which would affect the operation at stations and passenger safety. Members requested MTRCL to attach importance to the situation.
- Members requested MTRCL to commence the signalling system upgrading works of the Tseung Kwan O line as soon as possible.

116. Ms. Rysta SO, Assistant Public Relations Manager – External Affairs of MTRCL, gave a consolidated response as follows:

- MTRCL had arranged staff to assist passengers at wide gates at LOHAS Park Station during rush hour. MTRCL also planned to install an additional wide gate within the year to improve the situation.
- The signalling system upgrading works of Tseung Kwan O line was expected for completion in 2021. When the signalling system was completed, the carrying capacity would increase by about 10%.
- Currently, seats were provided on MTR train platforms, but factors such as platform space, passenger flow, order and safety had to be considered when providing additional facilities on the platform. MTRCL currently had no plan to provide more seats at LOHAS Park Station, but would continue to keep in view of the situation.
- The installation works of toilets for passengers at Tiu Keng Leng Station and Yau Tong Station of Tseung Kwan O Line were expected to complete in the first half of 2019. For stations without toilets for passengers, passengers could use the toilets at the station upon the assistance of staff. Regarding the case that an individual Member could not use the toilets at the station, follow-up action would be taken after the meeting.

117. With Members' consent, the Chairman agreed to delete the above item, and requested MTRCL to explain why an individual Member could not use the toilets at the station.

(3) Request for renovating the covered walkway between Tong Chun Street and the MTR Station

(Paragraphs 116 to 118 of the minutes of last meeting)

(SKDC(TTC) Paper No. 39/18)

118. Members noted the written reply from MTRCL.

119. Members' views were consolidated as follows:

- The captioned walkway had been used for years. TTC had conducted a site visit with MTRCL earlier and observed that the wear and tear of the walkway was serious. Although MTRCL had carried out partial repair, and indicated in the written reply that repair would be carried out when necessary, the captioned motion was to request MTRCL to carry out comprehensive renovation. Members urged MTRCL to implement the proposal of renovating the captioned walkway.
- Members asked MTRCL to carefully consider whether to keep the captioned walkway. If so, Members requested MTRCL to ensure that its condition was good.

120. Ms. Rysta SO of MTRCL responded that MTRCL had been keeping a watch over the condition of the temporary covered walkway at Tong Chun Street, and the walkway was in good condition at present. MTRCL had recently completed some improvement works, and would continue to carry out the remaining works to provide the public with a safe and clean temporary covered walkway with lighting facilities.

121. The Chairman agreed to retain the above item one more time.

IX. Items related to other public transport services

(A) Discussion and Matters Arising

(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

(Paragraphs 122 to 125 of the minutes of last meeting)

(SKDC(TTC) Paper No. 4/18)

122. Members noted the written reply from TD.

123. A Member said GMBs rarely picked up passengers at Pak Wai and Pak Sha Wan with empty vehicles according to their observation. From 7:15 a.m. to 9:15 a.m. on weekdays, residents of Pak Wai, Pak Sha Wan and Pak Kong had difficulty in getting on board. Therefore, TD was urged to take note of the situation and make improvement.

124. Mr. CHU Cheuk-king of TD responded that TD had recently discussed the improvement measures with the operators of GMB route nos. 1A and 101M. Among them, the special departures of route no. 1A from Pak Sha Wan and Marina Cove could also meet the needs of residents in Pak Wai. For route no. 101M, in addition to Pak Sha Wan and Marina Cove, there were departures from Pak Wai at 7:45 a.m. and 8:05 a.m. every day. Where resources permitted, the operator would increase the frequency. Besides, the number of 19-seater minibus for route no. 1A was increased to 7, whereas the number of 19-seater minibus for route no. 101M was increased to 12. The operator would continue to procure 19-seater minibuses to run the route to further increase the carrying capacity. TD and the operators would closely monitor the service demand and introduce improvement measures.

125. The Chairman agreed to retain the above item one more time.

X. 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 126 of the minutes of last meeting) (SKDC(TTC) Paper No. 10/18)

126. Members noted the paper.

(2) The Main Traffic Improvement items and timetable from Highways Department (Sai Kung and Tseung Kwan O) Request the SKDC Traffic and Transport Committee, which has been following up the expansion works of the bus stop at Fu Ning Garden, and relevant departments to enhance and continue to follow up the works (Paragraphs 127 to 130 of the minutes of last meeting) (SKDC(TTC) Paper No. 11/18)

127. Members noted the paper.

128. A Member enquired about the progress of expansion works of the bus stop at Fu Ning Garden and the ways to deal with the trees.

129. Mr. NG Kin-fung, District Engineer/Tseung Kwan O of HyD, responded that the design proposal had been updated. HyD would commence the advance works in accordance with the mechanism and the works were expected to commence in the second quarter of 2018. HyD was dealing with the Excavation Permit and requested the contractor to make temporary traffic arrangements. Tree-related application was also submitted to the government department concerned. HyD had conducted tree assessment earlier, and the 4 trees affected by the works would be removed. HyD would plant 5 trees in the district as a compensatory measure.

130. The Chairman agreed to retain the above item.

(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 131 to 135 of the minutes of last meeting)

(SKDC(TTC) Paper No. 40/18)

131. Members noted the written reply from TD.

132. Mr. WOO Kwong-ming, Engineer/Special Duties 1 of TD, reported that the design plan had been completed. TD consulted the government departments concerned and residents' representatives through SKDO on 15 January 2018. TD would inspect the geographical environment with HyD later.

133. Members' views were consolidated as follows:

- TTC had raised the proposal for many years and was pleased to know that the proposal was implemented by TD to provide convenience to residents of O Tau Village. Members asked when the works would be completed.
- In early years, Tsui Lam Road was changed from two-way two-lane traffic to one-way two-lane traffic without consultation. Members hoped that the proposal would be implemented as early as possible, so that Tsui Lam Road could resume two-lane two-way traffic.
- A Member said many vehicles would travel via Tsui Lam Road from Po Lam Road North on their way to Kowloon during the morning peak hours. As TD planned to convert one lane to opposite direction, the Member enquired about the number of vehicles that could drive past in every traffic light cycle and requested TD to provide an additional lane or just widen some road sections. Yet, the Member also requested TD to ensure that the traffic flow from Tsui Lam Road to Kowloon would not be affected; otherwise, the Member would not support the proposal.

134. Mr. WOO Kwong-ming of TD responded that Tsui Lam Road was constructed on the hillside, which made it quite difficult to carry out large-scale works, such as providing an additional lane; and therefore, the proposal could not be implemented due to a delay. For the current proposal, TD had carried out data analysis, such as traffic flow, and found that the impact on traffic flow would not be great.

135. The Chairman opined that the proposal put forth by TD could be implemented at this stage and requested TD to follow up in case of any problem in future. The Chairman agreed to retain the above 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 136 to 139 of the minutes of last meeting)

136. Mr. NG Kin-fung of HyD reported that the works at the northbound lane of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) had commenced on 27 November 2017 and were expected to complete in mid-2018.

137. Members' views were consolidated as follows:

- TD had earlier said the government departments concerned would carry out a feasibility study on housing development in Tseung Kwan O and long-term traffic assessment and planning for Ying Yip Road and its roundabout. Members asked about the progress of the study.
- The measures taken by TD were piecemeal in nature. In the long term, Members requested the construction of subway to solve the problem.
- The Government had earlier planned to convert five pieces of green belt sites in Tseung Kwan O into residential sites. SKDC had indicated that it would not support the proposal. However, assuming the Government would implement the proposal, Members asked TD about the measures to improve the traffic congestion problem in the roundabout of Ying Yip Road.
- A number of traffic accidents had occurred at the roundabout of Ying Yip Road in recent months, Members were concerned about the situation and requested the government department concerned to follow up.

138. Mr. Daniel MA of TD responded that the works at the northbound lane of Ying Yip Road (the section between Chap Fuk Road and Po Ning Road) could alleviate traffic congestion.

After the completion of works, TD would review the traffic condition there and the effectiveness of works, and study other improvement measures when necessary. In addition, developer or government department had to submit study reports to TD for every development project, and would consider the impact on the surrounding environment. When it was found that the project would affect the roads nearby, they would put forward improvement plans. TD had not received any development proposal in the vicinity of Ying Yip Road so far. If there was further information, TD would report to TTC.

139. The Chairman asked TD and HyD to follow up the above issue and agreed to retain the above item.

(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 140 to 152 of the minutes of last meeting)

140. Mr. TSE Leung-yau, District Engineer/Sai Kung of HyD, reported that the road widening works at Clear Water Bay Road near the roundabout at Silverstrand Beach Road were underway, and the underground facilities were being relocated and replaced with good progress. It was expected that the works could be completed on schedule.

141. Ms. Rica LAW, Engineer/Sai Kung of TD, reported that regarding the proposal of changing the signalling control of traffic lights at the junction of Ngan Ying Road, TD had issued the Works Request Form to the Electrical and Mechanical Services Department in December 2017, and the vehicular green time at Clear Water Bay Road northbound would be extended. Regarding the issue on the bus stop at Ngan Ying Road, a Member suggested painting yellow boxes at the lane off the bus stop at the last meeting. Generally speaking, yellow boxes were used at road junctions to prevent traffic congestion at one direction from affecting the vehicular movement of other directions. TD could not consider the proposal for the time being.

142. Mr. CHU Cheuk-king of TD reported that regarding the proposal of relocating the bus stop at Ngan Ying Road, the bus company considered the proposal technically feasible, but there might be underground facilities at the new location. TD worried that shelters could not be reinstalled after the relocation of the bus stop. Despite so, TD would continue to study the proposal with the bus company.

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

Request for exploring the possibility of providing an additional carriageway for one-way traffic (Sai Kung bound and Kowloon bound) near the roundabout of Silverstrand Beach Road to alleviate traffic pressure at the roundabout and achieve traffic diversion (SKDC(TTC) Paper No. 17/18)

144. The Chairman said the motion was moved by Mr. YAU Yuk-lun and seconded by Mr. Philip LI, Mr. HIEW Moo-siew and Mr. Peter LAU.

145. Ms. Rica LAW of TD responded that there would be housing development in Tseung Kwan O including Ying Yip Road, the government department concerned would carry out traffic impact assessment on the roads in the district. TD would advise on the traffic aspect to formulate long-term traffic planning in the district. The traffic at Clear Water Bay Road was busy in the morning peak hours, and since 11 December 2017, TD had adjusted the traffic lights at the pedestrian crossing at Tai Po Tsai to extend the vehicular green time during the morning peak hours, and expected to alleviate the vehicular flow at Clear Water Bay Road.

146. Members' views were consolidated as follows:

- The road section indicated in the motion had allowed vehicle access in the past, and Members therefore expected that TD could proactively consider implementing the proposal.
- Traffic congestion was serious from about 7:15 a.m. to 9 a.m. every day at the section of Clear Water Bay Road and New Clear Water Bay Road from the roundabout near Silverstrand Beach Road to Choi Wan Estate. Following the resident intake of residential development projects en route including Anderson Road, Tai Po Tsai and Sai Kung, TD should consolidate the views raised by TTC all along to make long-term planning as soon as possible and formulate improvement measures to alleviate traffic congestion at Clear Water Bay Road and New Clear Water Bay Road.
- Members asked the government department concerned to explain the definition of traffic black spots, and enquired about whether the roundabout at Clear Water Bay Road near Silverstrand Beach Road and the roundabout at Ying Yip Road were traffic black spots. A Member supplemented that it was learnt that traffic accidents often occurred at the latter location, but it did not fall within the definition of traffic black spot. In any case, TTC was very concerned about the issue and raised a lot of opinions, and expected the government department to follow up and study how to improve the situation by ways such as improvement of road design.
- Members opined that TD and the bus company should coordinate the arrangement of

underground facilities in relocating the bus stop at Ngan Ying Road to provide a solution to the problem of reinstalling bus shelters, and expected TD and the bus company to study the solution proactively.

147. Mr. Daniel MA of TD responded that when 9 or more traffic accidents involving fatalities and injuries had occurred at any location in the past year, the location would be included as a traffic black spot.

148. Mr. Boris CHU, OC District Traffic Team (Tseung Kwan O) of Hong Kong Police Force (HKPF), supplemented that if any location (1) at which 2 or more traffic accidents had occurred with fatalities within the past 5 years; (2) at which 6 or more traffic accidents had taken place with fatalities or injuries of pedestrians in the past year; or (3) at which 9 or more traffic accidents had taken place with fatalities or injuries in the past year, then it would be included as a traffic black spot. Currently, there was no traffic black spot in Tseung Kwan O, and there was not any location that had the potential of becoming a traffic black spot. In addition, the Kowloon East Police District had organised a meeting of Traffic Accident Reduction Co-ordination Committee once every 3 months, the attendees included the District Council representatives and representatives of the Traffic Branch of the Police to discuss the causes of traffic accidents in the district and the special cases.

149. Ms. Rica LAW of TD said New Clear Water Bay Road was under the purview of Kowloon district and she was therefore unable to give response to the views at the meeting. Despite so, in the long run, Route 6 would alleviate the traffic between Kowloon and Sai Kung after completion. Moreover, TD had collected traffic data at Clear Water Bay Road near the roundabout at Silverstrand Beach Road in October 2017, the results showed that the roundabout still had sufficient capacity. TD understood that the traffic at Clear Water Bay Road northbound was busy in the morning peak hours, and had adjusted the vehicular green time of the pedestrian crossing at Tai Po Tsai. TD had also issued the Works Request Form for changing the signalling control of traffic lights at Ngan Ying Road and believed that the above measures could alleviate the traffic congestion in the district.

150. Members' views were consolidated as follows:

- TTC had discussed many issues involving Clear Water Bay Road and New Clear Water Bay Road at its meeting, and the above measures were piecemeal in nature. With the growing population in the neighbouring areas, the situation was believed to be further aggravated. Members suggested writing to TD to request the government department to make long-term planning and also formulate short-term and long-term measures. At the same time, as some sections of Clear Water Bay Road and New Clear Water Bay Road were located at other

districts, Members would discuss with members of other District Councils on the improvement measures.

- On a site visit in the past, the staff of TD had told individual Members that the roundabout at Ying Yip Road was a traffic black spot. Members enquired about the actual situation.
- There were two fatal traffic accidents within four and a half years at a road in Tseung Kwan O, but the accidents occurred at two junctions of the road respectively, which did not fall within the definition of traffic black spot. When a location became a traffic black spot, the government department concerned would erect a warning sign there and would deploy more resources to improve the situation, which would in turn reduce the occurrence of traffic accidents.

151. Mr. Daniel MA of TD responded that TD understood and noted the concerns of Members over traffic issues in the district, and would take follow-up action accordingly.

152. The Chairman said there were 5 exits at the roundabout of Clear Water Bay Road near Silverstrand Beach Road. The proposal in the above motion could allow vehicles to travel to and from Sai Kung or Kowloon via Ying Yip Road and Clear Water Bay Road smoothly. It was expected that the government department would show concern over the congestion there during peak hours. There being no amendment or objection from Members, he declared that the motion was carried and requested TD to follow up the views of Members. With Members' consent, he agreed to delete the item "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" and retain the other two items.

(Note: Please also refer to paragraphs 162 to 165)

(6) 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 153 to 158 of the minutes of last meeting)**

153. Mr. WOO Kwong-ming of TD reported that TD had commenced consultancy study in December 2017 to review and improve the assessment mechanism for hillside escalator link and elevator systems established by the Government in 2009, and on this basis to carry out initial screening and assessment for about 110 new proposals (including the proposal of hillside escalator link system extending from Tsui Lam Estate and King Ming Court in Tseung Kwan O to To Lok Road) received in past years. Feasible and justified proposals would be shortlisted

and the priority of the selected proposals would be determined, so as to draw up a timetable for implementing these proposals in future. It was expected that the Government would report the latest progress of the escalator link system in early/mid-2018.

154. Members' views were consolidated as follows:

- Members asked whether TD would deploy staff to take part in the assessment to ensure the views of TTC would be relayed to the officers concerned for reference.
- As the public transport services in the uphill area were not comprehensive, Members hoped that the escalator link system could improve the livelihood of residents and requested the government departments to proceed with the studies as soon as possible.

155. Mr. WOO Kwong-ming of TD responded that the Task Force/Walkability of TD was responsible for the consultancy study, and he would relay the views of TTC to the engineers concerned.

156. The Chairman agreed to retain the above item.

**(7) 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 159 to 163 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 12/18 and 13/18)**

157. Members noted the written replies from TD and MTRCL.

158. With Members' consent, the Chairman agreed to delete the above item.

(8) 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 164 to 170 of the minutes of last meeting)

159. A Member said the existing footpath at Fei Ngo Shan Road was not connected and some road sections were covered with rubble. TD had implemented the measures by degrees and effective improvement to the current condition was yet to be made. The Member requested TD to carry out the works as soon as possible.

160. Ms. Rica LAW of TD responded that Fei Ngo Shan Road was built on the hillside and some road sections were enclosed by slopes and trees, the scale of works would be large. TD and the HyD had provided traffic signs and markings at Fei Ngo Shan Road to remind motorists to take note of pedestrians on the road, and would continue to monitor the conditions of pedestrians and

vehicles there. In fact, motorists had the duty to be aware of pedestrian safety.

161. The Chairman agreed to keep the above item one more time.

(9) 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 174 to 178 of the minutes of last meeting) (SKDC(TTC) Paper No. 41/18)

162. Members noted the written reply from TD.

163. Members' views were consolidated as follows:

- The request for constructing a footbridge was rejected by TD on the grounds of low pedestrian flow. Members considered that the pedestrian flow was inevitably low as it was dangerous to cross the road section without having a footbridge there.
- The speed of vehicles driving past the road section was very fast, and therefore, the risk of traffic accidents was high, particularly when the visibility was low.
- Currently, there was no barrier-free access at Pak Shek Wo Tsuen and Pak Shek Terrace. Members hoped that the Government could provide barrier-free access to those in need.
- The captioned motion aimed to provide barrier-free access to those in need. Members suggested writing to the Equal Opportunities Commission to reflect the request and seek its advice.
- As “Universal Accessibility” Programme and barrier-free access were introduced by the Chief Executive, it was suggested to write to the Office of the Chief Executive at the last meeting, but it was a pity that there was no direct reply.
- Other requests relating to construction of pedestrian crossing facilities raised by TTC were not considered by the government department concerned, and Members felt disappointed.
- Vehicles were often found illegally parked at the lay-by of Clear Water Bay Road (Kowloon bound) near Pak Shek Wo Tsuen, which would obstruct the traffic and easily give rise to traffic accidents. Members requested the Police to step up law enforcement efforts.

164. Ms. Rica LAW of TD responded that in reviewing the captioned motion, TD had checked the records of traffic accidents at the location and considered pedestrian flow, appropriate crossing was provided at the road section. In addition, TD would arrange a review of speed limit of the road section and would report the review outcome to TTC in a timely manner. Furthermore, TD said in its written reply that barrier-free access referred to an access in the area under the

management of TD. The access in Pak Shek Wo Tsuen and Pak Shek Wo San Tsuen was not managed by TD.

165. The Chairman said the Office of the Chief Executive had forwarded the letter from TTC to the Transport and Housing Bureau for TD to give a reply. He agreed to write to the Equal Opportunities Commission to express the request of Members. With regard to the traffic congestion at Clear Water Bay Road and New Clear Water Bay Road, TTC would write to TD to request long-term planning and formulation of improvement measures. Finally, the Chairman agreed to retain the above item one more time.

(Note: Please also refer to paragraphs 140 to 152)

**(10) Request the Transport Department to pave a footpath on the slope next to the Tsui Lam Estate near Po Lam Road North
(Paragraphs 179 to 182 of the minutes of last meeting)**

166. Mr. WOO Kwong-ming of TD reported that based on the preliminary estimate of HyD, the project cost would be around \$1 million, but it would not be cost-effective given that the pedestrian flow was not high. Furthermore, TD was considering replacing the crash barriers of the road section, and it would review whether the issue of footpath could be dealt with together.

167. A Member said passengers of GMB route nos. 12 and 105 alighting at the Tsui Lam Estate stop would usually cross the road illegally. He worried that the situation would worsen after completion of the footpath. Therefore, the Member requested TD to consider corresponding ancillary facilities (such as pedestrian crossing) in studying the proposal to prevent the occurrence of accidents.

168. Mr. WOO Kwong-ming of TD responded that, in studying each improvement project, TD would explore various feasible options, and pedestrian safety was one of the factors to be considered. Where necessary, he would have a site visit with the Member concerned.

169. The Chairman agreed to retain the above item.

**(11) Request for providing motorcycle parking spaces in the vicinity of Kwong Ming Court and Sheung Tak Estate
Request the Transport Department and the Lands Department to proactively identify sites in the vicinity of Tseung Kwan O Area 85, LOHAS Park and the Beaumont for the provision of additional parking meters and parking spaces for private cars in response to the resumption of land for development of data centre by the Government early next year, and to tackle the problem of undersupply of parking spaces in the coming few years**

Request to adopt effective measures to increase the supply of parking spaces to alleviate the shortage problem
(Paragraphs 183 to 191 and 221 to 225 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 14/18 and 15/18)

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

171. Mr. WOO Kwong-ming of TD reported that in studying the proposal of providing additional motorcycle parking spaces in the vicinity of Kwong Ming Court and Sheung Tak Estate, TD would first study the feasibility of providing additional parking spaces at the current roadside motorcycle parking spaces, and then study the feasibility of providing additional motorcycle parking spaces at the 3 locations suggested by Members. TD would report the latest progress at the next meeting.

172. Mr. Daniel MA of TD said TD had given a written reply on the proposal of providing additional parking spaces in Tseung Kwan O Area 85 and had nothing to add at this stage.

173. Members' views were consolidated as follows:

- Members did not agree that there were sufficient parking spaces in Tseung Kwan O Area 85 as claimed by TD. The problem of illegal parking was serious in LOHAS Park area which reflected that there was a shortage of parking spaces.
- The Government planned to resume the land, initially earmarked for provision of parking meters, in Tseung Kwan O Area 85 in March this year for the development of data centre. It involved more than 30 meters and worsened the situation of insufficient parking spaces. Members requested TD to provide additional metered parking spaces in Tseung Kwan O Area 85, LOHAS Park and The Beaumont or provide other feasible options.
- Members asked whether the illegal parking problem in LOHAS Park was serious when compared with other districts.

174. Mr. Daniel MA of TD responded that TD noted the views of Members and was studying with the government department concerned to identify suitable vacant sites in the vicinity of Wan O Road and Wan Po Road for use as car parks on short-term tenancy. If there was further progress, TD would report to TTC.

175. Mr. Boris CHU of HKPF responded that the Police would continue to combat against illegal parking in the vicinity of Shek Kok Road and Lohas Park Road.

176. The Chairman agreed to retain the above item and would write to the Transport and Housing Bureau to request the provision of additional metered parking spaces in Tseung Kwan O Area 85,

LOHAS Park and The Beaumont to cope with the shortage of parking spaces caused by resumption of the site in Tseung Kwan O Area 85 by the Government for development of data centre.

**(12) 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
(Paragraphs 192 to 194 of the minutes of last meeting)**

177. Ms. Rica LAW of TD reported that TD had earlier referred the proposal of widening the road off Tai Ping Village into dual lanes to HyD for a feasibility study.

178. Mr. TSE Leung-yau of HyD reported that HyD had carried out a land survey and found that there was a certain degree of difficulty in carrying out the works there. HyD was collecting the data and would study whether there was feasible improvement proposal with the government department concerned.

179. A Member requested the government departments concerned to arrange a meeting with village representatives when the study findings were available.

180. The Chairman agreed to retain the above item.

**(13) 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
(Paragraphs 195 to 200 of the minutes of last meeting)
(SKDC(TTC) Paper No. 16/18)**

181. Members noted the written reply from TD.

182. With Members' consent, the Chairman agreed to delete the above item.

**(14) Implementation of Water Intelligent Network (WIN), Stage 2 (Works within Sai Kung District)
(Paragraphs 4 to 7 of the minutes of last meeting)**

183. With Members' consent, the Chairman agreed to delete the above item.

**(15) Request the Transport Department to reinstall the "turn left green arrow" signal aspect at the junction of Tsui Lam Road and Po Lam Road North, so as to increase the traffic flow thus alleviating road congestion
(Paragraphs 209 to 216 of the minutes of last meeting)**

184. Members' views were consolidated as follows:

- TD planned to install a pedestrian pushbutton at the pedestrian crossing at the junction of Tsui Lam Road and Po Lam Road North. Members hoped that TD could step up publicity and education for the public to know the installation of the device and how to use it.
- Members suggested TD consider providing a video pedestrian detection device at the above pedestrian crossing and the device for extending the pedestrian flashing green time by holders of Elder Octopus Cards or Personalised Octopus Cards with "Persons with Disabilities Status".

185. Mr. WOO Kwong-ming of TD said the views of Members would be referred to the Traffic Control Division of TD to follow up. TD would also step up publicity with HKPF. He continued to say that after installing a pedestrian pushbutton at the pedestrian crossing, the vehicular green time at Po Lam Road North (Kowloon bound) would be extended in the morning peak hours while the vehicular green time at Po Lam Road North (Tseung Kwan O bound) would be extended in the evening peak hours.

186. The Chairman agreed to retain the above item one more time.

(16) Request for the provision of charging stations for electric vehicles at suitable sites in Tseung Kwan O (South) or the Tseung Kwan O Industrial Estate (Paragraphs 217 to 220 of the minutes of last meeting)

187. Members' views were consolidated as follows:

- There were recent reports that some charging stations for electric vehicles were not connected to electric power and failed to charge electric vehicles. Members requested the government department concerned to carry out inspection in the district regularly to ensure that the charging stations for electric vehicles under its management operated properly.
- The Government granted concessions to the developers on gross floor area for car parks with charging stations for electric vehicles, but some charging facilities failed to function. Members requested the government department concerned to monitor and improve the situation.

188. With Members' consent, the Chairman agreed to delete the above item, and requested the Environmental Protection Department (EPD) to give response to the views of Members.

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

(1) Request for exploring the possibility of providing an additional carriageway for one-way

traffic (Sai Kung bound and Kowloon bound) near the roundabout of Silverstrand Beach Road to alleviate traffic pressure at the roundabout and achieve traffic diversion (SKDC(TTC) Paper No. 17/18)

189. The Chairman said item 1 had been discussed together with other items earlier and endorsed.

(2) Request for re-opening and optimising the road between Po Lam Road South and Po Hong Road for the convenience of residents visiting the Tseung Kwan O Heritage Information Centre as well as Mau Wu Tsai villagers travelling to and from the urban area of Tseung Kwan O (SKDC(TTC) Paper Nos. 18/18 and 31/18)

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

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

192. Mr. WOO Kwong-ming of TD supplemented that the captioned road was not managed by TD and the repair works were not undertaken by HyD. TD could give advice on the traffic aspect of the proposal.

193. Members' views were consolidated as follows:

- The captioned road was open to the public at first, but it was subsequently closed for some unknown reasons. Members requested re-opening and optimising the road for use by pedestrians to facilitate the public's access to and from the urban area of Tseung Kwan O and the Tseung Kwan O Heritage Hiking Trail and Heritage Information Centre ("Information Centre") which would be commissioned soon. In addition, Members hoped that the government departments concerned could manage the road to ensure pedestrian safety.
- The captioned road was also initially open to private cars; but later, the Government blocked the junction at both Po Lam Road South and Po Hong Road to prohibit entry of vehicles. It was believed that when the road was re-opened in future, residents of the C&ED quarters and Mau Wu Tsai Village would use the road, but Members were concerned that the design of Po Lam Road South might not comply with the latest road design standard. As most sections of the road were narrow, together with wear and tear of road surface, and the lack of lay-by and crash barriers that conformed to the requirements, vehicles might hurtle down the slope easily. Members urged the government departments concerned to first optimise and widen Po Lam Road South, and apply anti-skid surface dressing to the road. A Member said DFMC of SKDC had earlier discussed the repair works of Po Lam Road South, but at that time, DFMC only agreed to repair the central part of some road sections, of which the surface

area was only enough for use by pedestrians.

- The Town Planning Board had recently suggested zoning some sections of Po Lam Road South for coach parking. However, considering the current condition of Po Lam Road South, the zoning would probably lead to overloading of the road in terms of vehicular traffic flow, Members therefore objected to the proposal accordingly.
- The weeds at the two sides of the roads near the Information Centre was not cut regularly and extended to the footpath. Members requested the government department to follow up.
- As C&ED was about to construct quarters near Po Lam Road South, Members suggested C&ED consider seeking additional resources to deal with the issue of the section of Po Lam Road South between the Information Centre and Mau Wu Tsai Village. However, another Member opined that as there was a certain distance between the quarters and Po Lam Road South, it might not be suitable for C&ED to deal with the issue.
- Members opined that the painting of double yellow lines at roadside would not be effective in solving illegal parking at Po Lam Road South. Members suggested considering the provision of metered parking spaces.
- In the past, vehicles could travel to Ling Hong Road from Po Lam Road South via Haven of Hope Road after passing through the gate of Haven of Hope Hospital (or vice versa). Some members of the public reflected that vehicles were recently prohibited from driving to Haven of Hope Road to access to and from Po Lam Road South and Ling Hong Road. Members requested LandsD to clarify whether Haven of Hope Road was a private road and whether the arrangement was appropriate.
- Members asked which government department(s) would monitor the roads that were not managed by TD and whether the Police could take law enforcement actions at those roads.

194. Mr. Marco CHU, Assistant District Officer (Sai Kung)² of SKDO, responded that it was learnt that the road was classified as unleased Government land. SKDO would carry out a preliminary study on whether it would be appropriate for the works to be carried out through the District Minor Works Programme.

195. Mr. WOO Kwong-ming of TD responded that two-way one-lane traffic was implemented in most sections of Po Lam Road South with the provision of lay-bys, but there was no footpath. Some road sections were not managed by TD and repair works were not undertaken by HyD. TD had to study which government department was responsible for the widening works proposed by Members.

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

(3) Suggest examining the introduction and installation of “double-deck bicycle parking

**rack” at appropriate locations in Tseung Kwan O and Sai Kung
(SKDC(TTC) Paper Nos. 19/18 and 38/18)**

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

198. Members noted the written reply from TD.

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

**(4) Request the Government to include the footbridge across King Ling Road near the Hong Kong Design Institute in the “Universal Accessibility” Programme
(SKDC(TTC) Paper Nos. 20/18 and 32/18)**

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

201. Members noted the written reply from HyD.

202. Members’ views were consolidated as follows:

- According to statistics, there was a high pedestrian flow at the captioned footbridge. Following the completion of neighbouring projects including the elevated footbridge connecting Tiu Keng Leng Public Library and Park Central, and Tseung Kwan O Government Buildings, it was believed that pedestrian flow would continue to increase. Members requested HyD to include the above project in the “Universal Accessibility” Programme.
- Members enquired about the progress of the projects included in the next phase of the “Universal Accessibility” Programme and the traffic arrangements during the works period.

203. Mr. NG Kin-fung of HyD responded that it was learnt that HyD staff had appointed a consultant to carry out the technical feasibility study.

204. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested HyD to follow up the views of Members. He said he believed HyD and the consultant would report to TTC after the feasibility study was completed. If the feasibility study revealed any project that was not technically feasible, Members would then select replacement from the list of proposed lift retrofitting projects in the district.

XI. Others

(A) Discussion and Matters Arising

- (1) Progress on the follow up of Others by the Transport Department in response to the 6th meeting of the Traffic and Transport Committee in 2017
(Paragraph 227 of the minutes of last meeting)
(SKDC(TTC) Paper No. 21/18)**

205. Members noted the paper.

- (2) In response to the repeated occurrences of bicycle accidents at the Pet Garden in Area 77 near the cycle track at the Tseung Kwan O Waterfront Promenade, request the Government to review the position of the gate of the Pet Garden and look for improvement option
(Paragraphs 239 to 241 of the minutes of last meeting)
(SKDC(TTC) Paper Nos. 22/18 and 35/18)**

206. Members noted the written replies from EPD and TD.

207. The Chairman said the gate indicated in SKDC(TTC) Paper No. 22/18 was the final design, and quoted the statement of EPD that the design was the same as the preliminary design submitted to TTC in September 2017. With Members' consent, EPD would carry out the preparatory work for tendering. In addition, to tie in with relocation of the gate by EPD, TD would also relocate the pedestrian crossing on the cycle track and the layout plan was set out in SKDC(TTC) Paper No. 35/18.

208. Members' views were consolidated as follows:

- Bicycle accidents occurred at the captioned location quite often. EPD planned to move the gate about 50 metres to the south and believed that it would help reduce bicycle accidents. Members supported the gate design proposal and hoped that it could be implemented soon. Furthermore, Members requested the government department concerned to arrange site visit for Members before the works completion.
- Members requested providing a pedestrian crossing on the cycle track off the new gate and repaving anti-skid materials, and provide stairs to facilitate pedestrians' access to the footpath at the waterfront promenade.

209. Mr. NG Kin-fung of HyD responded that HyD noted Members' views regarding the wear and tear of the cycle track and would take follow-up action and carry out repair works.

210. The Chairman concluded that TTC agreed to the design and requested EPD and TD to implement the works as soon as possible and arrange a site visit for Members before the works completion. He agreed to retain the above item.

(3) Dangerous tree problem
(Paragraph 259 of the minutes of last meeting)

211. Mr. TSE Leung-yau of HyD reported that HyD and the government departments concerned would deal with the dangerous trees under their respective purview.

212. A Member requested HyD to handle the problem of Acacia confusa in the district and the dangerous tree at Clear Water Bay Road near the roundabout at Ngan Ying Road.

213. Mr. TSE Leung-yau of HyD responded that HyD would obtain more information on the situation after the meeting.

214. With Members' consent, the Chairman agreed to delete the above item.

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

(1) Request for reviewing the speed limit and looking into other options to combat speeding and overloading of heavy vehicles on Wan Po Road as well as promptly repaving a road section
(SKDC(TTC) Paper Nos. 23/18 and 33/18)

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

216. Members noted the written reply from HKPF.

217. Mr. Daniel MA of TD responded that TD considered the speed limit at Wan Po Road appropriate. The captioned proposal requested carrying out a study on restricting heavy vehicles to keep to the left or drive with speed limit on Wan Po Road. However, when heavy vehicles had to make a right turn, vehicles must first drive to the right lane. In addition, if there were different speed limits for different types of vehicles along the same road section, it would give rise to confusion to drivers and law enforcement officers would encounter difficulty in discharging their duties. Regarding the proposed installation of speed enforcement cameras at the crossroad between Wan Po Road and Shek Kok Road, there was no traffic accident arising from speeding in the past year at the road section. In this regard, TD had reservation over the

proposal.

218. Mr. NG Kin-fung of HyD responded that HyD had been concerned about the situation at Wan Po Road and carried out inspection from time to time. Where there was wear and tear of the road surface, HyD would arrange repair works. Among which, HyD had repeatedly and would continue to arrange repair works for the section of Wan Po Road between Shaw Movie City and The Capitol. HyD would closely monitor the conditions of the road section and take follow-up action as soon as possible if any problem arose.

219. Members' views were consolidated as follows:

- Members enquired about the distribution of speed limits at various sections of Wan Po Road. Members agreed that it would give rise to confusion to drivers when there were frequent changes in speed limit on a single road, and requested TD to comprehensively review the speed limit on Wan Po Road.
- The condition of the road surface of the section of Wan Po Road between Pak Shing Kok and Tseung Kwan O Industrial Estate was not satisfactory. The road section was bendy and slippery, together with the speed limit of 70 km per hour, a number of traffic accidents had occurred. With several sets of traffic lights at the road section and many housing estates in the vicinity, Members urged TD to study the change of speed limit to 50 km per hour.
- Speed enforcement cameras should be installed to prevent traffic accidents caused by speeding and rather than after accidents had occurred there. Members opined that the statement of TD was putting the cart before the horse.
- The wear and tear problem of the surface of Wan Po Road had persisted for a long time. The anti-skid road surface dressing on the road section between Shaw Movie City and The Capitol was almost entirely worn out and the road surface was uneven, which would increase the risk of traffic accidents. Members requested HyD to repave the road surface immediately and provide the timetable. If necessary, Members suggested HyD and EPD to coordinate overnight road repaving works.

220. Mr. Daniel MA of TD responded that in view of the topography and design of Wan Po Road, different speed limits were set at different road sections. TD had provided signs and road markings at appropriate locations for drivers to know the changes in speed limits. As regards the distribution of speed limits at various road sections, TD could provide the information after the meeting.

221. Mr. NG Kin-fung of HyD responded that the staff of the Maintenance Section of HyD had been monitoring the conditions of Wan Po Road, including anti-skid surface dressing, and had arranged repair works. In fact, there were traffic restrictions if repair works had to be carried

out at the road section. Currently, repair works were normally carried out on weekends, so it was not possible to arrange large-scale road repaving works at such time. HyD noted the views of Members and would relay the views to the staff concerned. If there was any road repaving project, HyD would report to TTC.

222. There being no amendment or objection from Members, the Chairman declared that the motion was carried and requested TD, HyD and HKPF to follow up the views of Members and requested HyD to provide a timetable for road surface repaving works.

XII. Progress Report of Major Works of the Sai Kung District Council
(Paragraph 245 of the minutes of last meeting)
(SKDC(TTC) Paper No. 24/18)

223. Members noted the paper.

XIII. Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(Paragraphs 246 to 248 of the minutes of last meeting)
(SKDC(TTC) Paper No. 25/18)

224. Members noted the paper.

225. Mr. Marco CHU of SKDO reported that the working group had carried out 4 clearance operations from November to December 2017 and cleared 228 illegally parked bicycles, among which 28 were automated rental bicycles, covering 36 streets and bicycle parking areas in the district. The working group would carry out clearance operations in Sai Kung on 19 January 2018 and in Sheung Tak and Tiu Keng Leng on 26 January 2018.

226. A Member said the problem of illegal parking of bicycles in Sheung Tak Estate and Kwong Ming Court was serious. Recently, a number of operators of the automated bicycle rental service placed bicycles in the district and the problem aggravated. In addition, automated rental bicycles from different operators were maliciously damaged and most incidents occurred near Tong Tak Street. The Member asked SKDO to follow up.

227. The Chairman asked SKDO and TD to continue following up the matter.

XIV. Statistics on cycling accidents
(Paragraphs 249 to 251 of the minutes of last meeting)
(SKDC(TTC) Paper No. 26/18)

228. Members noted the paper.

XV. Any Other Business

(A) Issue of traffic light at Ngan O Road near Chiu Shun Road

229. A Member said the “turn left green arrow” signal at Ngan O Road near Chiu Shun Road recently ceased lighting up properly and asked whether there was any change of the signalling system.

230. The Chairman asked the government department concerned to monitor the above situation.

(B) Relocating the bus stop of the bus route no. 796X at Le Prestige on Wan Po Road

231. A Member said after the re-routing of route no. 796X, many passengers would cross the road by jumping over the central divider on Wan Po Road after getting off the bus at the bus stop opposite Le Prestige. TD was requested to move the bus stop northwards so that it would be nearer the pedestrian crossing at the junction of Shek Kok Road to avoid accidents.

232. Mr. CHU Cheuk-king of TD said it would deploy staff for site inspection to understand the situation.

(Note: Please also refer to paragraph 9)

XVI. Date of Next Meeting

233. The Chairman said the second meeting of 2018 would be held at 9:30 a.m. on 22 March 2018 (Thursday).

XVII. End of Meeting

234. The meeting adjourned at 4:35 p.m.

Traffic and Transport Committee
Sai Kung District Council
March 2018