

**Progress Report of Sai Kung District Council**  
**Traffic & Transport Committee**

The second meeting (2017) of the Sai Kung District Council (SKDC) Traffic & Transport Committee (TTC) was held on 23 March 2017. The major issues discussed at the meeting were summarised as follows:

**Next Phase of the “Universal Accessibility” Programme**

2. The Highways Department (Hy D) briefed Members on the project. The TTC requested the Hy D to follow up the views of the Members.

**Bus Route Planning Programme 2017-2018 of Sai Kung District**

3. The TTC requested the Transport Department (TD) to follow up on the views of the Members, and to improve the Programme.

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

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

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

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

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

4. The TTC endorsed the above four motions, discussed one question and agreed to discuss the above issues together with the “Bus Route Planning Programme 2017-2018 of Sai Kung District”. Moreover, the TTC noted the written replies from the Kowloon Motor Bus Company (KMB) and the New World First Bus Services Limited (NWFB).

**Subsidising the Installation of Seats and Real-time Bus Arrival Information Display Panels at Covered Bus Stops by Franchised Bus Companies**

5. The TTC asked the TD to take forward the project as soon as possible.

**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**

6. The TTC agreed to discuss the above motion together with “Subsidising the Installation of Seats and Real-time Bus Arrival Information Display Panels at Covered Bus Stops by Franchised Bus Companies” and “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”.

**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**

7. The TTC discussed the above question, and agreed to discuss it together with “Subsidising the Installation of Seats and Real-time Bus Arrival Information Display Panels at Covered Bus Stops by Franchised Bus Companies” and “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”. In addition, the TTC noted the written reply from the KMB.

**The operation of the related bus routes upon the commissioning of the Kwun Tong Line extension**

8. Members noted the written reply from the TD. The TTC asked the TD and the bus companies to study the feasibility of increasing the frequency of services on a trial basis.

**Object to the Transport Department’s proposed frequency reduction of the route no.**

**796X, and request for increasing the frequency in response to the rise in patronage**  
**Request for increasing the frequency of route no. 796X in rush hours, advancing the**  
**first departure, and improving the lost trip problem during the morning and afternoon**  
**rush hours**

9. The TTC endorsed the above two motions, and agreed to discuss it together with “The operation of the related bus routes upon the commissioning of the Kwun Tong Line extension”. Besides, the TTC noted the written reply from the NWFB.

**Request the Kowloon Motor Bus Company to review the routing of route no. 290/290A,**  
**and explore setting up bus termini for each of the above routes in the northern and**  
**southern parts of Tseung Kwan O**

10. The TTC endorsed the above motion, and agreed to discuss it together with “Request to improve bus route no. 290 / 290A, to launch two-way stage fare and to allocate additional resources to launch more departures from LOHAS Park”. The TD said that there was no plan to split Route No. 290 / 290A into separate routes.

**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**

11. The TD said that it was studying the details with the staff of the relevant works division.

**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**

12. The TD said that the preliminary result of the trial run showed that the proposed re-routing arrangement would increase the journey time by at least 4 to 5 minutes. The TD had no plan to change the routing for the time being.

**Request to increase the service frequency of route no. 792M during morning peak hours**  
**to address the needs of students and office workers**

13. The Citybus Limited and the New World First Bus Services Limited (Citybus/NWFB) said that according to the recent number of passengers of Route No. 792M, the service provided was enough to meet passengers’ demand.

**Request for increasing the special departures from LOHAS Park of route no. 98D**

14. The TTC endorsed the above motion, and noted the written reply from the KMB.

**Request the New World First Bus Services Limited to extend the operating hours at night time of route no. 798 (towards Tiu Keng Leng station)**

15. The TTC endorsed the above motion, and noted the written reply from the NWFB.

**Suggest extending the operating hours at night time of the cross-boundary coaches from Shenzhen Bay Port to Tiu Keng Leng**

16. The TTC endorsed the above motion. The TD said that the existing frequency of coaches running from Shenzhen Bay Port to East Kowloon and Tseung Kwan O could generally meet the demand.

**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**

17. The TTC endorsed the above motion, and noted the written reply from the Citybus / NWFB. The TD said that the captioned proposed routing required very careful consideration because it was lengthy.

**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**

18. The TTC discussed the above question, and noted the written reply from the Citybus.

**Urge to paint lines on the ground at the Hau Tak Market station of green minibus route no. 113 to facilitate passengers to queue up for the service orderly**

19. The TTC endorsed the above motion. The TD said that it had relayed Members' views to the operators, and would continue encouraging public transport operators to provide more facilities that could bring convenience to passengers.

**Request the Transport Department to implement the provision of an MTR station at the Hong Kong University of Science and Technology to cope with the population growth and alleviate the traffic congestion in the district**

20. Members noted the written replies from the Transport and Housing Bureau (THB), the

Development Bureau (DEVB) and the Planning Department (Plan D).

**Suggest to provide a cover for the escalator near Kai King Road and a lift at Po Lam MTR Station**

21. Members noted the written replies from the Goodwill Management Limited and the property management office of Metro City Phase 2. The MTR Corporation Limited (MTR) said that it had no plan to install a lift at the location concerned. The TTC endorsed writing another letter to the Goodwill Management Limited.

**Suggest to provide an MTR station at Hong King area on the East Kowloon Line to facilitate residents of Tsui Lam Estate, Hong Sing Garden and King Ming Court**

22. Members noted the written reply from the THB.

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

23. The TTC endorsed the above motion, and noted the reply from the MTR.

**Request for completely covering the open road section between the LOHAS Park Station and the Pak Shing Kok Tunnels so as to reduce noise nuisance**

24. The TTC endorsed the above motion, and noted the reply from the MTR.

**Urge the Mass Transit Railway to review the contingency plans for the Tseung Kwan O Line signaling equipment fault, and to upgrade the LOHAS Park Station so that its station services need not be handled by the Tseung Kwan O Station**

25. The TTC discussed the above question, and noted the written reply from the MTR.

**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**

26. Members noted the written reply from the TD. At this stage, the TD was consolidating the views of the public on extending the bus stop at Fu Ning Garden, Po Ning Road, Tseung

Kwan O for 25 metres.

**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**

27. The TD said that it had consolidated the public views collected and made replies accordingly. The TTC requested the TD to take follow-up actions promptly.

**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**

28. Members noted the written replies from the DEVB, the TD, the Plan D, and the Civil Engineering and Development Department (CEDD).

**Enquire about the works progress regarding the provision of a footpath between the existing footbridge of Hong Sing Garden and To Lok Road footpath**

29. Members noted the written reply from the Hy D. The Hy D said that the works was expected to be commenced in end-March for completion in end-December.

**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)**

30. The TD said that it had conducted a site visit at the Tsui Lam Bus Terminus on 3 March in respect of the short-term proposal, and found that the services of the buses and the green minibus route no. 17M were generally normal and were enough to meet the demand. As for the medium-term proposal, the TD had, on 7 March, requested the Sai Kung District Office to

consider constructing on the hillsides near Tsui Lam Estate a footpath connecting to the existing footbridge of Hong Sing Garden and To Lok Road footpath, which led to Po Lam. Regarding the long-term proposal, the Hy D had, after examining its manpower resources, conducted preliminary technical feasibility studies on the proposals ranked 11<sup>th</sup> and 12<sup>th</sup>.

**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**

31. Members noted the written replies from the Lands Department, the DEVB, the Plan D, the THB, the CEDD and the MTR.

**Request the Civil Engineering and Development Department to increase the height of the glass on both sides of the footbridge connecting the Grandiose with Bauhinia Garden**

32. Members noted the written reply from the CEDD.

**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**

33. The TD responded that it noted Members' views on the proposal for enhancing Fei Ngo Shan Road, and would consider adding traffic signs to remind drivers to be aware of pedestrians first. The TD would also continue studying the feasibility of linking up the pedestrian ways.

**Request for improving the traffic aids in Tseung Kwan O**

34. The TTC endorsed the above motion. The TD said that a sign could only show the name of a region and sub-region (e.g. Po Lam, Hang Hau and Tsui Lam), therefore, the King Lam Estate, which was an estate, could not be shown on the relevant signs.

**Request that the noise barrier for Po Lam Road be connected to the junction of On Sau Road and extended to Ma Yau Tong Village**

35. Members noted the above motion, and noted the written reply from the Environmental Protection Department (EPD).

**Request for stepping up enforcement actions against speeding at the entrance to the Wong Chuk Wan Village on Tai Mong Tsai Road, and improving the road layout to**

**protect the safety of pedestrians crossing the road**

36. The TTC endorsed the above motion. The TD said that it would continue considering the proposal for adding a pedestrian crossing at the location concerned. In addition, appropriate signs had been erected at the location concerned to remind the drivers to be aware of pedestrians.

**Where the original works design will be followed and there will be no cost overrun, the Government should promptly construct the Southern Bridge at the Eastern Channel of Junk Bay**

37. The TTC endorsed the above motion, and noted the written reply from the CEDD.

**Request the Government to face up to the problems about skips occupying the streets and the regulation of heavy vehicles**

38. The TTC endorsed the above motion, and noted the written reply from the EPD.

**Request the Government to strengthen the regulation of late-night motor vehicle noise, and combat illegal motor racing or converted vehicles**

39. The TTC endorsed the above motion, and noted the written reply from the Hong Kong Police Force (HKPF).

**Request the Police to strengthen the prosecution against illegal parking at the pick-up/drop-off points of school buses in Tseung Kwan O so as to protect the safety of students getting on and off the school buses**

**Request the Police to strengthen enforcement actions against illegal parking of vehicles at bus stops in Tseung Kwan O**

**The illegal parking of vehicles at Ngan O Road bus stop in Tseung Kwan O**

40. The TTC endorsed the above two motions, discussed one question, and noted the written reply from the HKPF.

Traffic & Transport Committee  
Sai Kung District Council  
April 2017