

西貢區議會備忘錄  
西貢區議會交通及運輸委員會工作報告

西貢區議會交通及運輸委員會（下稱“本委員會”）二〇〇四至〇五年度第三次會議，已於二〇〇四年八月十二日舉行。會上討論的主要事項撮錄如下：

改善西貢區公共交通服務

2. 委員備悉九巴第 91M、298M、93A、93K、93M、95、95M、98A、98D、296A、296C、296D、296M、297、298E、298P、98C、98S、N293 和 91M 號線，新巴第 796X 和 694 號線，以及專線小巴第 109M 號線的服務改善情況。

西貢市北的公共交通交匯處

3. 委員會支持在西貢市北興建公共交通交匯處，但認為若可同時開放 L 3 路，便能為居民提供多一個選擇。此外，委員會認為若西貢警署對開的明渠可以加建上蓋，則第二階段的公共交通交匯處便應予延長和擴闊。

西貢市北行人專用區計劃

4. 委員普遍認為在現階段並無必要把整段 L 2 及 L 3 路闢為行人專用區，委員會因此建議暫時擱置該項建議，待日後臨時公眾停車場的三百多個泊車位及擬建的公共交通交匯處落成啓用後，再根據屆時的實際人流量再進行評估。

要求運輸署盡速重組將軍澳南的巴士路線或在翠嶺路加設巴士上落客站

5. 委員會通過要求運輸署盡速重組將軍澳南的巴士路線。至於是否在翠嶺路加設巴士上落客站，則由運輸署在評估過委員所提出的各種意見後再行深入研究。不過，有委員建議把位於調景嶺地鐵站公共交通交匯處出入口的一段景嶺路的中央分隔欄拆去，讓巴士及其他公共車輛在彩明街落客後，可以左轉入景嶺路，再直接由景嶺路右轉入交匯處，免卻考慮巴士在繞經翠嶺路時是否須要加設上落客站的問題。

### 要求九巴開設行走牛頭角地鐵站至將軍澳南的第 N296 號巴士線(循環線)

6. 委員會通過把“要求九巴開設 N296 行走牛頭角地鐵站至將軍澳南區(循環線)”的原動議修訂為“要求開設行走牛頭角地鐵站至將軍澳南區的通宵公共交通服務”，並於稍後召開本年度第二次特別會議，詳細討論有關議題。

### 要求開設由將軍澳至清水灣的巴士線

7. 委員會認為運輸署應該檢討並擴闊分段收費的涵蓋範圍，例如第 103 號線小巴在將軍澳醫院對開站點的收費仍為 8 元，應予調低。委員會決定在本年度第二次特別會議上繼續跟進分段收費事宜。

### 將軍澳設立單車位事宜

8. 委員會建議邀請警方派代表加入改善將軍澳單車使用情況工作小組。此外，委員會關注將軍澳南的警力不足，未能有效監察區內單車載人或在行人路上駕駛等違規行為。

### 西貢市中心泊車服務情況報告

9. 委員會認為，從交通角度而言，上述議題似乎並無迫切性，至於從罪案角度而言，則應該由西貢區撲滅罪行委員會自行跟進。

10. 委員會高度關注東方日報在會議當日就上述議題所作出的報導，並質疑這些報導是否可視為行政干預。委員會認為，傳媒在本委員會舉行會議之前，把將會討論的議題刊登報上，這做法可鼓勵市民更多關心區內事務，本屬可喜之事。不過，倘若有關的報導已有既定立場，則難免會對委員帶來壓力。委員會通過致函西貢區議會主席，反映委員對此事的關注，並請主席決定是否在區議會的全體會議上加以討論，或作出其他安排。

### 布袋澳村車位不足問題

11. 委員會促請運輸署把布袋澳村工程的詳細圖則遞交本委員會，以便轉交該村的村民參考。委員會又促請運輸署催促路政署盡快展開工程。

### 擴建坑口道

12. 委員備悉，坑口道的業主會指出，倘有部分業主仍未收到西貢地政處就無須理會“搬村政策規定的截算日期通知書”而發出的函件。

### 西貢區道路安全運動工作小組

13. 委員備悉，本年度的道路安全運動頒獎典禮暨花車巡遊暫定於二〇〇五年一月二十三日（星期日）在將軍澳的東港城舉行。工作小組已邀得警方的銀樂隊在頒獎典禮當天演出。此外，在典禮舉行之前三個星期，坑口地鐵站的社區畫廊會展出填色及繪畫比賽的得獎作品。

西貢區議會  
交通及運輸委員會  
二〇〇四年八月

**Memorandum of the Sai Kung District Council  
Progress Report of the Traffic and Transport Committee  
of the Sai Kung District Council**

The third meeting of the Traffic and Transport Committee (TTC) 2004-05 under the Sai Kung District Council was held on 12 August 2004. The major issues discussed at the meeting are summarised as follows:

Service Improvement to Public Transport in Sai Kung

2. Members noted the service improvements made to KMB Route Nos. 91M, 298M, 93A, 93K, 93M, 95, 95M, 98A, 98D, 296A, 296C, 296D, 296M, 297, 298E, 298P, 98C, 98S, N293 and 91M, NWFB Route Nos. 796X and 694 and GMB Route No. 109M.

Public Transport Interchange at Sai Kung Town North

3. The TTC supported the construction of a public transport interchange at the Sai Kung Town North but was of the view that residents would have one more option if Road L3 was opened at the same time. In addition, the TTC regarded that Stage 2 of the public transport interchange should be extended and widened if the nullah decking works opposite the Sai Kung Police Station could proceed.

Pedestrianisation of Sai Kung Town North

4. Members generally opined that pedestrianisation of the whole section of Roads L2 and L3 was not necessary at this stage and the TTC therefore proposed to shelve this scheme until the completion and commissioning of the 300-odd-space temporary public car park and the proposed public transport interchange. They would evaluate the scheme according to the actual pedestrian flow by then.

Request to the Transport Department (TD) for Expediting the Re-routing Arrangement of Bus Routes in Tseung Kwan O South or Adding a Bus Stop on Chui Ling Road

5. The TTC agreed to request the TD to expedite the re-routing arrangement of bus routes in Tseung Kwan O South. Regarding the addition of a bus stop on Chui Ling Road, the TD would further study the matter after taking into account members'

views. However, some members proposed to remove the central divider at the section of King Ling Road at the access of the public transport interchange at Tiu Keng Leng MTR Station, so that buses and other public transport could turn left to King Ling Road and then turned right directly from King Ling Road to the interchange after setting off passengers on Choi Ming Street. The need to consider provision of a bus stop on Chui Ling Road then no longer existed.

Request for the Introduction of KMB Route No. N296 (Circular) Running to and from Ngau Tau Kok MTR Station and Tseung Kwan O South

6. The TTC agreed to amend the original motion from "Request for the Introduction of KMB Route No. N296 (Circular) running to and from Ngau Tau Kok MTR Station and Tseung Kwan O South" to "Request for late-night public transport service to and from Ngau Tau Kok MTR Station and Tseung Kwan O South". They would discuss this issue in detail at the second special meeting of this year in due course.

Request for the Introduction of Bus Route Running from Tseung Kwan O to Clear Water Bay

7. The TTC was of the view that the TD should review and extend the coverage of sectional fares. For example, the fare of \$8 charged for boarding the GMB Route No. 103 at the location opposite the Tseung Kwan O Hospital should be lowered. The TTC decided to follow up the sectional fare issue at the second special meeting of this year.

Provision of Bicycle Parking Spaces in Tseung Kwan O

8. The TTC proposed to invite Police representatives to join the Working Group on Facilitation of Use of Bicycles in Tseung Kwan O Area. In addition, the TTC was concerned that inadequate Police presence in Tseung Kwan O South had resulted in ineffective monitoring of such irregularities as bicycles carrying passengers or cycling on footpaths.

A Report on the Car Parking Service in Sai Kung Town Centre

9. The TTC opined that from the traffic's point of view, there seemed to be no urgency about the issue, whereas from the crime's point of view, the Sai Kung District Fight Crime Committee should follow up the issue by itself.

10. The TTC was very concerned about the reports on the issue by the Oriental Daily News on the same day when the meeting was held and queried if such reports could be regarded as administrative intervention. The TTC opined that it was originally desirable for the media to report issues to be discussed before the TTC meeting as this could arouse public concern over district affairs. However, if there was already a standpoint in the relevant reports, it would inevitably exert pressure on members. The TTC agreed to write to the Chairman of the Sai Kung District Council (SKDC) to reflect their concern over the matter and urge him to decide whether to discuss the matter at the SKDC plenary meeting or to make other arrangements.

#### Insufficient Parking Spaces in Po Toi O Chuen

11. The TTC asked the Transport Department (TD) to submit the detailed plan of the Po Toi O Chuen project to the TTC for transmission to the villagers for reference. The TTC also requested the TD to urge the Highways Department to commence works as soon as possible.

#### Dualling of Hang Hau Road

12. Members noted that, as pointed out by the Owners' Association of Hang Hau Road, some of the owners had not yet received the letter of the Sai Kung District Lands Office on disregarding the "Notification of Cut-off Date under the Village Removal Policy".

#### Working Group on Road Safety Campaign in Sai Kung

13. Members noted that the Road Safety Campaign Presentation Ceremony cum Float Parade for this year was tentatively fixed on 23 January 2005 (Sunday) and would be held at East Point City, Tseung Kwan O. The Working Group had invited the Police Band to perform on that day. Besides, winning entries of the Colouring and Drawing Competition would be on display at the Community Art Gallery of Hang Hau MTR Station three weeks before the ceremony.