

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

The second meeting (2020) of the Sai Kung District Council (SKDC) Traffic and Transport Committee (TTC) was held on 12 March 2020. The major issues discussed at the meeting were summarised as follows:

**Working Groups under TTC**

2. TTC endorsed the establishment of the following three working groups and their terms of reference:

<u>Working Group</u>	<u>Convener</u>
Working Group on Bus Routes in Sai Kung District (Standing working group)	Mr LAI Wai-tong
Working Group on Road Safety in Sai Kung District (Standing working group)	Mr YU Tsun-ning
Working Group on Illegal Parking in Sai Kung District (Non-standing working group)	Mr LAM Siu-chung, Frankie

**Bus Route Planning Programme 2020-2021 for Sai Kung District**

**Request the Transport Department to introduce bus routes between Tiu Keng Leng and Ma On Shan as soon as possible**

**Proposal to provide a stop of the newly introduced bus route no. 797 in Tiu Keng Leng**

**Proposal to provide a stop of the newly introduced KMB route no. 98 in Tiu Keng Leng**

**Request for diverting the planned route nos. 98 and 797 via Hang Hau or Tseung Kwan O South**

**Request for providing whole-day services of the planned bus routes operating between Wu Kai Sha and Hong Sing Garden and between Shek Mun and Choi Ming Public Transport Interchange**

**Request for introducing bus service between Wu Kai Sha and Tseung Kwan O and retaining the planned route in the Bus Route Planning Programme 2018-19**

**Request Citybus to propose a truncated routing of route no. A28 for shortening journey time and increasing bus frequency**

**Request for providing whole-day service of NWFB route no. 796S and diverting the route via Tseung Kwan O South**

**Request KMB to introduce whole-day bus service connecting Po Lam with Hang Hau and operating trips to and from Kwun Tong via Tseung Kwan O Tunnel**

3. The Transport Department (TD) introduced the Bus Route Planning Programme 2020-2021 for Sai Kung District. TTC asked TD and the bus companies to follow up on Members' views.

4. TTC endorsed that the above items would be discussed together and the motions "Proposal to provide a stop of the newly introduced bus route no. 797 in Tiu Keng Leng", "Proposal to provide a stop of the newly introduced KMB route no. 98 in Tiu Keng Leng", "Request for diverting the planned route nos. 98 and 797 via Hang Hau or Tseung Kwan O South", "Request for providing whole-day services of the planned bus routes operating between Wu Kai Sha and Hong Sing Garden and between Shek Mun and Choi Ming

Public Transport Interchange”, “Request for introducing bus service between Wu Kai Sha and Tseung Kwan O and retaining the planned route in the Bus Route Planning Programme 2018-19”, “Request Citybus to propose a truncated routing of route no. A28 for shortening journey time and increasing bus frequency”, “Request for providing whole-day service of NWFB route no. 796S and diverting the route via Tseung Kwan O South” and “Request KMB to introduce whole-day bus service connecting Po Lam with Hang Hau and operating trips to and from Kwun Tong via Tseung Kwan O Tunnel” were carried. TTC noted the written replies from TD, Kowloon Motor Bus (KMB) and Citybus/New World First Bus (NWFB) regarding the above motions.

5. TTC endorsed that the item “Request the Transport Department to introduce bus routes between Tiu Keng Leng and Ma On Shan as soon as possible” would be deleted and the remaining items would be referred to the Working Group on Bus Routes in Sai Kung District for follow-up work.

**Request to improve the traffic problem of the area between Clear Water Bay and Tseung Kwan O**

**Request for service enhancement of KMB route no. 91S**

6. TTC endorsed that the above items would be discussed together and the motion “Request for service enhancement of KMB route no. 91S” was carried. TTC noted the written replies from TD and KMB regarding the above motion and endorsed that the item “Request to improve the traffic problem of the area between Clear Water Bay and Tseung Kwan O” would be deleted.

**Request for solving the problem of Sai Kung residents encountering difficulties in commuting on public transport during weekends and public holidays**

7. KMB expressed that additional special departures were operated during weekends and public holidays for visitors travelling to Sai Kung in order to divert visitors and alleviate the problem of Sai Kung residents encountering difficulties in taking public transport during weekends and public holidays.

**Request the Transport Department to study the introduction of ferry, “water taxi” or other waterborne transport services from Sai Kung and Tseung Kwan O to Hong Kong Island and vice versa**

8. TD noted the views of TTC on the proposal to introduce waterborne transport services and would consider factors such as passenger demand, operational feasibility, etc. in studying the introduction of a new ferry route.

**Problems related to the noise and air quality at public transport interchanges**

9. TD expressed that the views of TTC would be reflected to the Electrical and Mechanical Services Department and would study some measures for further improving the air quality. For the details of the Indoor Air Quality Certification Scheme, TTC endorsed that request for following up on the matter would be made to the Environmental Protection Department (EPD) in writing.

**Proposed bus service arrangement for Tseung Kwan O Tunnel Bus-bus Interchange  
Condemn the Transport Department for disregarding and not properly following up  
the motion “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” carried at the full council meeting of SKDC on 2 January 2018 and for ignoring the bus service demand of passengers at Po Lam, Tsui Lam, Hong Sing, Hang Hau, Sheung Tak, Tseung Kwan O Station, Tiu Keng Leng, Wan Po Road, LOHAS Park, Tseung Kwan O Industrial Estate, Clear Water Bay Road and Hiram’s Highway, causing the interchange to merely exist in name; and strongly request that the problem be solved as soon as possible**

10. The bus companies expressed that they were discussing the details of the interchange arrangements with TD. After the details were confirmed, TD would be responsible for central dissemination of the information.

**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 Highways Department (HyD) had received the works request form from TD and was carrying out preparatory work.

**Request the Transport Department to provide a shelter and seats at the Kowloon-bound bus stop of route nos. 290, 290A, 290X and 93M at Tsui Lam Estate**  
**Request for constructing a shelter at the bus stop in Nam Wai (Kowloon bound) as soon as possible**

12. KMB reported that technical constraints of the proposal had been found after deploying staff to conduct a site investigation, and the bus company would study some remedies with TD.

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

13. TD expressed that the department would continue to follow up on the matter and would urge the project developer of the relevant location to make arrangements for setting up a bus stop.

**Request for adjusting the frequency of bus route no. 94**

14. TD and KMB expressed that they would continue to review whether the service could meet the passenger demand and study the feasibility of resource deployment.

**Request for diverting KMB route no. 296D to Tiu Keng Leng and introducing special departures to reach Tsim Sha Tsui East directly**

15. TD expressed that the department had no plan for the above proposal, but it would conduct a review of bus services in the district with the bus companies after commission of the Tseung Kwan O Tunnel Bus-bus Interchange.

**Request for enhancing the bus service from Tseung Kwan O South to West Kowloon, extending route nos. 296P and 796C to Kom Tsun Street in Cheung Sha Wan, deploying additional resources to operate new departures of route no. 796E and arranging a route to serve Tai Kok Tsui**

16. Citybus/NWFB expressed that the service of route no. 796E had been enhanced, which provided four departures in the morning and one departure in the afternoon. The

bus company would continue to study the proposal for service enhancement of the route with the use of additional resources. TD would review the data and study the feasibility of further service enhancement with the bus company.

**Request for improving public transport services in Tseung Kwan O South and introducing new transport routes to reach different destinations**

**Request for providing franchised bus service between Tseung Kwan O South and Central**

17. TTC endorsed that the above items would be discussed together and the motion “Request for providing franchised bus service between Tseung Kwan O South and Central” was carried. TTC noted the written replies from TD and Citybus/NWFB regarding the above motion and endorsed that the item “Request for improving public transport services in Tseung Kwan O South and introducing new transport routes to reach different destinations” would be deleted.

**Request for implementing the proposal to change the name of the bus stop at Po Lam Road North in front of Tseung Kwan O Village from “Po Lam Fire Station” to “Tseung Kwan O Village”**

18. Citybus had changed the bus stop name from “Po Lam Fire Station” to “Po Lam Fire Station (Tseung Kwan O Village)” and KMB would study the above adjustment from a technical perspective. TTC endorsed that the above item would be deleted.

**Proposal to introduce express cross-harbour bus service of route no. 690X between Hong Kong Island and Tseung Kwan O**

**Request for resuming the bus frequency of cross-harbour route no. 690 at 20 minutes during non-peak hours**

19. TTC agreed that the above items would be discussed together and the above two motions were carried. TTC noted the written replies from TD and Citybus regarding the above two motions and the items would be referred to the Working Group on Bus Routes in Sai Kung District for follow-up work.

**Request the Government to look into the provision of shelters and seats for public minibus stops as appropriate**

20. TD expressed that the department would continue to encourage the operators to install relevant facilities at appropriate locations under practicable circumstances.

**Suggest increasing the number of vehicles of the New Territories GMB route no. 15M to enhance the service frequency**

21. TD expressed that the department had been monitoring the patronage of the above route and would continue to study the actual passenger demand with the operator.

**Request for studying the relocation of some minibus stops of route nos. 114A and 114B to locations less close to carriageways to prevent accidents**

**Request the Transport Department to enhance supervision of service operation by the minibus operators especially the routing and locations of minibus stops as well as to optimise the licensing mechanism**

22. TD expressed that the department would urge the relevant green minibus (GMB)

operators to provide services in accordance with the routing in the Schedule of Service and would continue to follow up on the matter. Staff would be deployed to conduct site inspections to monitor the operation of GMB service.

**Proposal to provide stops of New Territories GMB route no. 10M in King Lam**

23. The above motion was carried, and TTC noted the written reply from TD.

**Enquiry about the low service frequency of New Territories GMB route no. 17M**

24. TTC discussed the above question and noted the written reply from TD.

**Enquiry about the progress of the tendering procedure for New Territories GMB route no. 106**

25. TTC discussed the above question, noted the written reply from TD and requested TD to expeditiously provide the service details of the route before its introduction.

**To increase the train frequency at LOHAS Park Station throughout the day and optimise the facilities at LOHAS Park Station**

**TTC urges MTR to increase the train frequency of Tseung Kwan O Line in view of the population growth in Tseung Kwan O and invites MTRCL to explain to TTC and the public the short, medium and long-term plans of service enhancement**

**Request for increasing the number of ticket gates at Tseung Kwan O MTR Station and installing additional ticket gates at the 3 exits as well as reviewing the existing crowd management measures implemented during hours after work**

**Enhancement of facilities and provision of toilets and additional gates at Po Lam Station and Tseung Kwan O Station**

**Request for implementing the proposal to set up MTR Fare Savers in Po Lam as soon as possible**

26. MTR Corporation Limited (MTRCL) expressed that the company would follow up on the matter with individual Members and would conduct site inspections at proposed locations for setting up MTR Fare Savers. Regarding the progress of upgrading the new signalling system on Tseung Kwan O Line, MTRCL would provide information to TTC for reference.

**Condemn MTR for serving political interests by arbitrarily suspending train service and closing MTR stations which seriously affect people's livelihood**

**Strongly condemn MTR for service suspension of Tseung Kwan O Line on 31 August which seriously affected residents; and condemn the Station Master of Tiu Keng Leng Station for calling the Police unjustifiably**

**Condemn MTR for failing to restore all equipment and facilities up to now, request MTR to provide the progress of repair works for all stations along the Tseung Kwan O Line and disband the MTR Special By-laws Enforcement Team**

27. TTC endorsed that the above items would be discussed together. TTC also requested MTRCL to follow up on Members' views and provide a written reply as soon as possible. TTC endorsed that the items "Condemn MTR for serving political interests by arbitrarily suspending train service and closing MTR stations which seriously affect people's livelihood" and "Strongly condemn MTR for service suspension of Tseung Kwan O Line on 31 August which seriously affected residents; and condemn the Station Master of Tiu Keng Leng Station for calling the Police unjustifiably" would be deleted.

**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**

**Strongly request converting Tsui Lam Road back to a dual two-lane carriageway**

28. TD reported that a trial test had been conducted at Tsui Lam Road in November 2019, but the traffic data collected could not reflect the actual situation due to a public event and protest on that day. Another trial test would be conducted when appropriate and after the traffic condition resumed normal.

**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 uphill connectivity 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)**

**Enquire about the details of technical planning, financial arrangements and works schedule for providing the escalator link to connect Hong Sing Garden, King Ming Court and Tsui Lam Estate with Po Lam area**

29. HyD expressed that the department was studying some feasible proposals for the associated works projects of the escalator link system between Hong Sing Garden and Po Hong Road. It would report to SKDC and consult Members when appropriate.

**Request for improving safety of residents crossing 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 and improving their living environment**

**Strongly request the Government to make a special arrangement of relaxing the restrictions of the Universal Accessibility Programme and barrier-free access to provide a footbridge and a lift at Clear Water Bay Road, so as to ensure the safety of residents who cross the road and prevent the occurrence of accident again**

**Request for enhancing publicity before the commission of the new traffic lights at Pak Shek Wo and providing signs or markings in order to ensure safety of motorists and pedestrians; and request for providing a footbridge or pedestrian subway with lifts as a long-term measure**

30. TTC endorsed that the above items would be discussed together and the motion “Request for enhancing publicity before the commission of the new traffic lights at Pak Shek Wo and providing signs or markings in order to ensure safety of motorists and pedestrians; and request for providing a footbridge or pedestrian subway with lifts as a long-term measure” was carried. TTC noted the written reply from TD regarding the above motion and endorsed that the items “Request for improving safety of residents crossing 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 and improving their living environment” and “Strongly request the Government to make a special arrangement of relaxing the restrictions of the Universal Accessibility Programme and barrier-free access to provide a footbridge and a lift at Clear Water Bay Road, so as to ensure the safety of residents who cross the road and prevent the occurrence of accident again” would be deleted.

**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**

31. HyD expressed that the department was following up on the application for excavation permit with the Civil Engineering and Development Department in order to handle matters related to soil investigation.

**Strongly request the Government to alleviate the problem of serious traffic congestion at Clear Water Bay Road (the section at Tai Po Tsai Village) as soon as possible**

**Request the Government to prevent accidents by making early improvements to the existing road facilities on Clear Water Bay Road, including provision of a roundabout or traffic light at the crossroads, for vehicles entering or leaving Mount Pavilia**

**Follow up the suggestions previously raised for improving the current road facilities at Clear Water Bay Road for vehicles to enter or exit Mount Pavilia in view of an additional lane to be provided on the carriageway during construction of a school funded by Shaw Foundation near Mount Pavilia in Clear Water Bay**

32. In examining the arrangement of using a permanent central traffic island at Clear Water Bay Road near the crossing at Ngan Ying Road, TD had received different views during the district consultation and was consolidating the views and reviewing the design. The department would report to TTC and invite comments on the design when appropriate.

**Suggest rezoning part of the pavement outside Tseung Kwan O Sports Ground as cycling path and improving the entrance and exit arrangement of Tseung Kwan O Sports Ground Car Park**

33. TTC endorsed that liaison with the Leisure and Cultural Services Department would be conducted to follow up on its reply regarding the above matter.

**Request the government departments to provide facilities, namely 1. hillside escalator or lift; and 2. construction of an emergency vehicular access between Shui Bin Village Refuse Collection Point and the Co-operative Society, for bringing convenience to villagers of Shui Bin Village in Hang Hau and improving their access to other areas as well as for emergency service vehicles to gain direct access to the village**

34. The Sai Kung District Office expressed that staff of the Works Section were working on the drawings for the ramp works and would subsequently discuss the plan and design with relevant Members. District consultation would be carried out before commencement of the works.

**Request the Highways Department to lay drain covers along the pavement near Hong Sing Garden bus stop at Po Lam Road North (Kowloon bound)**

35. HyD expressed that the above works had been completed in November 2019. TTC endorsed that the above item would be deleted.

**Request the Government to review the existing traffic and transport facilities near the junction of Po Tung Road and Mei Yu Street and to provide a public car park, so as to reduce the traffic flow in Sai Kung Town Centre**

36. The above motion was carried. TTC noted the written replies from TD and the Planning Department and endorsed that the motion would be referred to the Working

Group on Illegal Parking in Sai Kung District for follow-up work.

**Request for installing noise barriers at Chiu Shun Road**

**Request for using low noise road surface material at Po Ning Road, Chiu Shun Road and Ngan O Road**

**Enquiry about the works progress of installing noise barriers at Po Ning Road and invite representatives of relevant government departments to attend and report at the meeting of TTC**

37. TTC endorsed that the above items would be discussed together. The motions “Request for installing noise barriers at Chiu Shun Road” and “Request for using low noise road surface material at Po Ning Road, Chiu Shun Road and Ngan O Road” were carried and the question “Enquiry about the works progress of installing noise barriers at Po Ning Road and invite representatives of relevant government departments to attend and report at the meeting of TTC” was discussed. TTC noted the written replies from EPD regarding the above motions and question and would refer the above motions and question to the Environmental Hygiene, Climate Change, Agricultural and Fisheries Committee for follow-up work.

**Strongly condemn the Transport Department for failing to handle and solve the problems of illegal parking and nuisance caused by honking at the roundabout outside Beverly Garden on Tong Tak Street**

**Request for improving the problem of illegal parking at Kan Hok Lane roundabout near Ming Yu House**

**Request for stepping up efforts in tackling illegal parking at Tong Tak Street and Tong Yin Street**

**Request for inter-departmental efforts to holistically combat illegal parking at Tong Tak Street roundabout near Beverly Garden**

**Request for inter-departmental efforts to holistically combat illegal parking outside Sheung Tak Bus Terminus**

**Request for improving the problem of illegal parking and road safety at Mau Tai Road and Yuk Nga Lane in Po Lam as soon as possible**

**Question on how the Police and Transport Department would tackle the problem of illegal parking in Tseung Kwan O South**

38. TTC endorsed that the above items would be discussed together. The five motions “Request for improving the problem of illegal parking at Kan Hok Lane roundabout near Ming Yu House”, “Request for stepping up efforts in tackling illegal parking at Tong Tak Street and Tong Yin Street”, “Request for inter-departmental efforts to holistically combat illegal parking at Tong Tak Street roundabout near Beverly Garden”, “Request for inter-departmental efforts to holistically combat illegal parking outside Sheung Tak Bus Terminus” and “Request for improving the problem of illegal parking and road safety at Mau Tai Road and Yuk Nga Lane in Po Lam as soon as possible” were carried and the question “Question on how the Police and Transport Department would tackle the problem of illegal parking in Tseung Kwan O South” was discussed. TTC noted the written replies from the Hong Kong Police Force and TD regarding the above five motions and question and also the written replies from the Housing Department and the Link Asset Management Limited regarding the motion “Request for inter-departmental efforts to holistically combat illegal parking outside Sheung Tak Bus Terminus”. TTC endorsed that the above items would be referred to the Working Group on Illegal Parking in Sai Kung District for follow-up work.



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Sai Kung District Council  
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