

Sai Kung District Council
Traffic and Transport Committee
Minutes of the Second Meeting in 2024

Date : 21 March 2024 (Thursday)
Time : 10:00 a.m.
Venue : Conference Room of the Sai Kung District Council

Present

Mr LAU Kai-hong (Chairman)	Member of Sai Kung District Council
Ms FONG Kwok-shan, Christine (Vice-Chairman)	Member of Sai Kung District Council
Mr LI Tin-chi	Member of Sai Kung District Council
Mr LI Ka-leung, Philip, MH	Member of Sai Kung District Council
Ms LI Ka-yan	Member of Sai Kung District Council
Mr CHAU Ka-lok	Member of Sai Kung District Council
Mr LAM Chun-ka	Member of Sai Kung District Council
Ms KI Lai-mei, MH	Member of Sai Kung District Council
Mr YAU Siu-hung, Kelvin, MH	Member of Sai Kung District Council
Mr YAU Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai	Member of Sai Kung District Council
Mr CHAN Kuen-kwan, MH	Member of Sai Kung District Council
Mr TSANG Kwok-ka	Member of Sai Kung District Council
Mr WAN Kai-ming	Member of Sai Kung District Council
Mr WONG Wang-to, MH	Member of Sai Kung District Council
Mr WONG Yuen-hong	Member of Sai Kung District Council
Ms KAN Tung-tung	Member of Sai Kung District Council
Mr CHENG Yu-hei	Member of Sai Kung District Council
Ms TAM Chuk-kwan	Member of Sai Kung District Council
Miss LEE Wai-lam, Vivian (Secretary)	Executive Officer (District Council)2, Sai Kung District Office

In Attendance

Miss MA King-fan, Kathy, JP	District Officer (Sai Kung), Sai Kung District Office
Miss LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Mr CHUNG Kai-yin	Senior Executive Officer (District Council), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Ms TONG See-ming, Abigail	Liaison Officer i/c (Hang Hau), Sai Kung District Office
Miss YIM Chiu-wing, Clio	Liaison Officer (Youth Development/Tseung Kwan O (Central))2, Sai Kung District Office
Miss HO Kit-ying, Florence	Senior Transport Officer/Sai Kung, Transport Department
Mr LEE Sui-kit, Donald	Senior Transport Officer/Sai Kung & Public Pier, Transport Department
Mr BOEDIHARDJO Johnathan, Ding Chian	Engineer/Sai Kung, Transport Department
Ms HUI Yi-lam, Eunice	Engineer/Pedestrian Improvements, Transport Department
Mr SHEN Yue, Peter	Engineer/Special Duties 1, Transport Department
Mr AU Chun-wai, David	District Engineer/Tseung Kwan O, Highways Department
Mr CHAN Siu-yan	District Engineer/Sai Kung, Highways Department
Mr Ian COWIESON	District Operation Officer, Tseung Kwan O District, Hong Kong Police Force
Mr CHAN Lok-him	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force
Mr TSUI Chun-yiu, Terence	Assistant Divisional Commander (Operations) (Designate), Sai Kung Division, Hong Kong Police Force
Mr CHOI Kin-fung, Stephen	Acting Station Sergeant of District Traffic Team, Tseung Kwan O District, Hong Kong Police Force
Mr TAM Ka-kuen	Sub-unit Commander (Operations Support), Sai Kung Division, Hong Kong Police Force
Mr CHOW Kin-keung	Administrative Assistant/Lands, District Lands Office, Sai Kung

Mr Brian YEUNG	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited	For agenda item II
Mr Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited	
Mr Eric LEE	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited	
Ms LIU Tung-ye, Virginia	Senior Transport Officer/Bus/New Territories East 2, Transport Department	
Mr HUI Yin-hang, Daniel	Transport Officer/Bus/New Territories East 2, Transport Department	
Mr Carson FUNG	Operations Manager (Kowloon & New Territories), Citybus Limited	For agenda items II, III(A)
Mr Calvin WONG	Manager (Planning), Citybus Limited	
Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited	

Welcome Remarks

The Chairman said that a quorum was present and the second meeting of the Traffic and Transport Committee (TTC) in 2024 commenced officially. He welcomed all Members, representatives of government departments and organisations to the second meeting of TTC in 2024.

I. Confirmation of Minutes of the 1st Traffic and Transport Committee Meeting held on 5 January 2024

2. The Chairman said the Secretariat had not received any proposed amendment before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the captioned minutes were confirmed.

II. New Item

(A) Bus Route Planning Programme 2024-2025 for Sai Kung District
(SKDC(TTC) Paper No. 1/24)

3. The Chairman welcomed the following representatives:

- Ms Virginia LIU, Senior Transport Officer/Bus/New Territories East 2, Transport Department (TD)
- Mr Daniel HUI, Transport Officer/Bus/New Territories East 2, TD

4. Members noted the paper.

5. Ms Virginia LIU, Senior Transport Officer/Bus/New Territories East 2, TD introduced the programme.

6. Members' views and enquiries were consolidated as follows:

Bus route nos. 796P/790/793/797

- After bus route no. 796P was truncated to Tseung Kwan O Station, bus route nos. 796P and 790 would serve Tseung Kwan O North and South separately. However, under this approach, there would be one less direct bus route for residents of LOHAS Park to reach Tseung Kwan O South and its vicinity. Therefore, Members suggested that bus route no. 790 should provide full-day service before the programme was implemented.
- They enquired whether there would be an alternative route. The relevant bus company could consider arranging for bus route no. 793 to travel via LOHAS Park and introducing special departures of bus route no. 797 to facilitate residents' travelling.
- They welcomed the provision of an additional stop of bus route no. 797 at Kai Tak, but the existing service frequency was inadequate. They suggested enhancing its service frequency to meet residents' needs.

Bus route nos. 690S/694

- The occupancy rate of bus route no. 690S was over 80% in the morning, they thus enquired about the reason for not increasing its service frequency.
- They were concerned about the lost trips of bus route no. 694.

Bus route no. A28

- Since the route was rather circuitous, it was suggested to be truncated.

Bus route no. 792M

- They suggested the route should be further extended to LOHAS Park.
- The trips from Sai Kung to Tseung Kwan O were always fully loaded during the morning peak hours. They thus proposed increasing the service frequency.

Bus route nos. 91S/98B

- They suggested that upon the amalgamation of bus route nos. 91S and 98B, the service frequency should be enhanced, or that full-day service should be provided.

Bus route no. 290E

- Concerns were raised that the additional stops in the vicinity of Tseung Kwan O South would increase the overall journey time and affect some passengers.

Bus route no. 795X

- For trips in Tseung Kwan O bound, the stop at Bauhinia Garden would be removed, causing inconvenience to the nearby residents. They suggested

that the bus route should travel via the vicinity of TKO Plaza as an alternative option.

- Concerns were raised about the lost trips of this route.
- Regarding the service frequency, they suggested introducing an additional departure at 7:50 a.m. or 7:55 a.m. for the service need of the local residents.

Other/General matters

- They recommended that the bus route maps in the Annexes should specify the adjustments made to the departures and return trips separately. The locations of the adjusted bus stops should also be indicated, instead of listing the street names only.
- They suggested that TD should introduce full-day service for bus route no. 96.
- They suggested enhancing the bus services in the Tiu Keng Leng area and introducing section fare arrangements.

7. The Chairman's views and enquiries were consolidated as follows:

- He suggested regularising the service of bus route no. 91S, or re-routing bus route no. 91 to travel via Hang Hau.
- He suggested that the bus routes operating via Po Lam Road North should be re-routed. For example, bus route no. 95M could be amalgamated with the relevant routes and extended to Kwun Tong or the Kowloon Bay Business Area.
- Buses of route no. 91M were often fully loaded with students and teachers of the Hong Kong University of Science and Technology (HKUST), making it difficult for the nearby residents to board the buses. He proposed increasing the service frequency to facilitate residents' travelling.
- Passengers heading to Liantang Port from Tseung Kwan O would have to wait for a long time at Tai Po to interchange with bus route no. B8. In this regard, he suggested that TD should provide a direct bus route from Sai Kung District to Liantang Port.

8. The response of Ms Virginia LIU of TD was consolidated as follows:

Bus route nos. 796P/790/793/797

- TD noted Members' concerns regarding the proposed truncation of bus route no. 796P to Tseung Kwan O Station. The relevant changes would be more effective in centralising bus resources to serve the residents near Tseung Kwan O Station and Tiu Keng Leng.
- Under the proposed changes, the service hours of bus route no. 790 would be extended accordingly. Residents of LOHAS Park could take bus route no. 790 to travel between Oscar by the Sea and Tsim Sha Tsui and the vicinity. Following the successive population intake at LOHAS Park, it

was expected that the relevant bus company would consider further service enhancement of bus route no. 790 in response to the passenger demand.

- As observed during TD's site investigation for bus route no. 796P, for the trip departing from LOHAS Park at 7:20 a.m., around 39 passengers (mostly students) alighted at the bus stop of Alto Residences. TD suggested that the special departure of Citybus Limited (Citybus) route no. 797 from Tseung Kwan O Station at 7:20 a.m. should be extended to LOHAS Park to provide service for the affected passengers.
- In addition to the special departure of bus route no. 797, Citybus also provided interchange concessions for bus route nos. 793 and 796P. Passengers could also take bus route no. 793 or 796X and other routes to travel to the Tseung Kwan O South area.

Bus route nos. 690S/694/96

- As regards the suggested provision of full-day service of bus route nos. 690S and 96, TD would review the service schedules with the bus companies based on the actual patronage.

Bus route nos. A28/792M

- TD noted Members' suggestions to truncate the routing of bus route no. A28 and extend the routing of bus route no. 792M to LOHAS Park. TD would continue to explore and review the service arrangements with the relevant bus company.

Bus route nos. 91S/98B

- Under the proposal regarding bus route nos. 98B and 91S, bus route no. 91S would be extended to Kwun Tong Road for passengers in the areas near Clear Water Bay Road and Hang Hau. TD and the relevant bus company would closely monitor the service level, including changes in patronage, and review the service schedules.

Bus route nos. 290E/290B

- TD noted Members' concerns about the proposed amalgamation of bus route nos. 290E and 290B. The relevant changes could better utilise the spare capacity of bus route no. 290E for passengers near Po Yap Road to travel to Tsuen Wan and Kwai Chung via Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel). The journey time of bus route no. 290E within the district would increase by around 7 minutes, but it could save passengers up to 10 to 15 minutes compared to the existing service of bus route no. 290B travelling via Po Lam Road. This was expected to provide more direct bus routes for passengers in Tseung Kwan O South to travel to and from Tsuen Wan. TD would continue to monitor the service arrangements of the route.
- TD noted Members' views on enhancing bus services in the area of Tiu Keng Leng. She explained that the planned re-routing of bus route

no. 290E could better facilitate the travelling of residents in Tiu Keng Leng to Tsuen Wan and Kwai Chung.

Bus route no. 795X

- The proposed re-routing of bus route no. 795X aimed to reduce overlapping routes and provide direct bus service for passengers near Tseung Kwan O Station travelling between Tseung Kwan O Tunnel and urban areas in Kowloon. Passengers in Tseung Kwan O South could use the en-route stop at Evangel College.

Other/General matters

- TD noted Members' views on how the details on the bus route maps should be shown, and would review the presentation of information in its consultation papers.
- TD encouraged the bus companies to provide different types of fare concessions, such as section fare arrangements.
- TD noted Members' concerns about the public transport services provided at Tseung Kwan O to Liantang Port. At present, residents in Tseung Kwan O could take bus route no. 798 and interchange in the Sha Tin area to head to Liantang Port via bus route no. B8, with interchange concession provided. TD encouraged the public to make use of the existing public transport services and interchange arrangements. TD would duly review the existing service arrangement with the bus companies if necessary to meet the commuting needs of the public.

9. Miss Florence HO, Senior Transport Officer/Sai Kung, TD noted Members' concerns about the situation of lost trips and service level of bus route nos. 797, 694 and 795X, and would follow up with the relevant bus company.

10. The response of Mr Calvin WONG, Manager (Planning), Citybus was consolidated as follows:

- He understood Members' concerns about the impact on passengers by the proposed shortening of bus route no. 796P. According to the site investigation conducted by Citybus, most of the passengers travelling from LOHAS Park to Alto Residences took the trip of bus no. 796P departing at 7:20 a.m. Therefore, Citybus suggested extending the special trip of bus route no. 797 departing from Tseung Kwan O Station at 7:20 a.m. to LOHAS Park for the affected passengers.
- Citybus would review the feasibility of adding an en-route stop at LOHAS Park for bus route no. 793 as suggested.
- The daily average occupancy rate of bus route no. 690S was around 60% to 70%. Citybus would continue to monitor the situation and review the service level with TD in due course.
- Regarding Members' suggestion on introducing section fare arrangements in Tiu Keng Leng, Citybus would review the fare mechanism of bus

services for Tseung Kwan O area as a whole. Currently, Citybus had offered section fare arrangements for short trips of bus route no. 793 heading towards the urban areas.

11. The response of Mr Eric LEE, Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited (KMB) was consolidated as follows:

- He noted Members' views regarding bus route nos. 690S, 91S and 96. KMB would pay attention to the patronage of these routes and make service adjustments when necessary.
- As regards Members' views on the increased journey time of bus route no. 290E, KMB would continue to follow up the matter with TD.
- As for Members' proposed re-routing of bus route nos. 95M and 91, KMB would keep following up the matter with TD.

12. Members' views and enquiries were consolidated as follows:

- There was only one special departure of bus route no. 797 (Alto Residences bound) during the morning peak hours. They suggested increasing the number of trips to provide service for the affected residents.
- As the occupancy rate of bus route no. 690S in the morning was quite high, they asked the bus companies or TD about the reason for not increasing the service frequency.
- They agreed with the amalgamation of relevant bus routes and proposed increasing the service frequency and enhancing the relevant promotion efforts.
- They agreed that bus route no. 91S should be extended and suggested increasing the number of trips.
- They proposed adjusting the departure time of the afternoon trips of bus route no. 97, such as arranging a departure from Hong Sing Garden at 6:15 p.m.
- With the traffic diversion achieved by TKO-LT Tunnel, the service of bus route no. 790 had been enhanced, allowing passengers to reach Tsim Sha Tsui directly in around 30 minutes.
- The service frequency of minibus routes along Po Lam Road North was not stable. They suggested consolidating and enhancing the bus routes in the said area to facilitate residents' travelling.

13. The Chairman added that bus route no. 91B currently served as special departures during the morning peak hours on school days, which could help divert the passengers of bus route no. 91M and facilitate residents' travelling. Furthermore, he hoped that TD and the bus companies could gather more opinions from the stakeholders on the bus routes at Po Lam Road North. He also suggested optimising or extending the destination of relevant bus routes to the Kowloon Bay Business Area.

14. The response of Ms Virginia LIU of TD was consolidated as follows:

- Members' views had been taken into account when drawing up the Bus Route Planning Programme 2024 - 2025. TD hoped that the consolidation of the existing routes and the enhancement of service frequency could benefit passengers at LOHAS Park and Wan Po Road, as well as improving the overall bus network in Tseung Kwan O.
- As for Members' views on the alternative choices under the truncation proposal for bus route no. 796P, the site investigation conducted by TD revealed that there were comparatively more passengers alighting at the stop of Alto Residences for the 7:20 a.m. departure. After discussing with Citybus, TD suggested providing special departure of bus route no. 797 at the relevant period as an alternative. TD would review the situation in due course and, if necessary, consider enhancing the frequency of special departures of bus route no. 797.
- The relevant bus company would provide interchange concessions for the affected passengers to interchange between bus route nos. 793 and 796P. TD would also continue to review the relevant service arrangements.
- TD noted Members' views regarding the bus routes at Po Lam Road North, and would discuss with the bus companies to review the relevant routes considering passengers' demand. In the past few years, new routes, such as bus route nos. 97 and 96 providing bus service to Wu Kai Sha and Tai Po, had been introduced successively. These new routes could strengthen the bus services in the vicinity of Po Lam Road North. Recently, bus route no. 95 had also been extended to Kowloon Station, showing continuous optimisation of the bus network in the area around Po Lam Road North.

15. The response of Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD was consolidated as follows:

- For the increase in the service frequency of bus route no. 690S proposed by Members, TD's site investigation showed that the overall occupancy rate was around 65% to 70%. TD would continue to monitor the passenger demand for the relevant bus service.
- Regarding the adjustment to the nighttime service hours of bus route no. 97 suggested by Members, TD would review its feasibility with the relevant bus company based on the passenger demand.
- He responded to Members' views on the relatively high occupancy rate of individual trips of bus route no. 91M during the school days of HKUST and the relatively low passenger demand for bus route no. 91B (Hang Hau towards HKUST) operating on a trial basis. To facilitate passengers' commuting from the area near Choi Hung to HKUST during the morning peak hours, five additional trips of bus route no. 91P were arranged during school days travelling from Diamond Hill Station to HKUST, which could assist in diverting and sharing the passenger load of bus route no. 91M. TD and the relevant bus company would closely monitor the situation and explore service adjustments in a timely manner.

16. The response of Mr Eric LEE of KMB was consolidated as follows:

- In reply to Members' views on the service enhancement of bus route no. 690S, he said the current average occupancy rate of the route was around 70%. KMB would continue to monitor the patronage and make service adjustments if necessary.
- He noted Members' proposed adjustment to the departure time of bus route no. 97 and consolidation of bus routes along Po Lam Road North. KMB would continue to follow up with TD.
- Concerning the bus service to HKUST, KMB had operated a new special bus route no. 91B travelling from Hang Hau Station to HKUST since 1 February this year. KMB would review the situation and follow up with TD based on the passenger demand and the impact on traffic.

17. The response of Ms Penny CHUNG, Corporate Communications Manager, Citybus was consolidated as follows:

- Citybus had considered Members' previous proposals, such as the service enhancement of bus route no. 790, consolidation of the bus route no. 798 series and extension of the routing of bus route no. 797 to Kai Tak.
- She noted Members' suggestions on truncating the routing of bus route no. 796P and providing additional special departures of bus route no. 797. Citybus would continue to monitor the situation and review with TD when necessary.
- As to Members' comments on enhancing the service of bus route no. 690S, Citybus had already strengthened the service many times, and would actively review the service level and re-evaluate the situation.
- Regarding Members' views on increasing the service frequency of bus route no. 798P after consolidation, Citybus would consider arranging more trips based on the passenger demand.

18. Members said that the bus fare would be increased after the amalgamation of bus route nos. 91S and 98B, and suggested introducing section fare arrangements. The Chairman and the Vice-Chairman suggested that TD should send representatives to attend the meeting more frequently for better communication.

19. The response of Ms Virginia LIU of TD was consolidated as follows:

- There were standing representatives from TD to attend the meeting regularly and would maintain close communication with Members and the bus companies.
- The bus fare for bus route no. 91S (from Ming Tak Estate in Hang Hau towards Kwun Tong) would be \$6.8, which was same as the existing fare of bus route no. 98B.

20. The Chairman asked TD, KMB and Citybus to note and follow up Members' views, and said that the item would be deleted at the next meeting.

III. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 September 2023 to 29 February 2024
(SKDC(TTC) Paper No. 2/24)

21. Members noted the paper.

22. Members' views were consolidated as follows:

Bus routes

- They welcomed TD's decision to increase the frequency of special departures of bus route no. 298E to facilitate the commuting of the residents in Pak Shing Kok.
- Once again, they suggested truncating the routing of bus route no. A28 or providing a special route towards the airport via TKO-LT Tunnel to shorten the journey.
- Once again, they proposed enhancing the service of bus route no. 690S.

Kaito ferry (kaito)

- They appreciated TD's proactive efforts in listening to the locals' views and introducing a new kaito service plying between Tseung Kwan O South and Sai Wan Ho in January this year. They enquired about the statistics of patronage during weekdays and holidays.
- According to the results of Members' site investigation, the patronage of the morning kaito service was relatively low, whereas the patronage was higher during weekday afternoons and holidays. This indicated that the kaito service might be primarily used for sightseeing currently.
- They suggested introducing new routes or extending the service to other locations, such as from Tseung Kwan O to Wan Chai, so that the kaito service could be an alternative to the land and railway transportation to divert passengers.
- They suggested arranging a designated location as the kaito pier and improving the pier facilities, such as installing handrails to facilitate boarding and alighting, providing queuing facilities, covers and directional signs.
- They suggested providing online reservation services for the convenience of passengers in planning their schedules.
- They suggested introducing new sightseeing routes, such as from Tseung Kwan O to Tung Lung Island.

23. Mr Donald LEE of TD replied that according to the results of the site investigation, the occupancy rate of bus route no. 690S during the afternoon peak hours

was around 50%. TD would continue to closely monitor the passenger demand during peak hours with the bus companies and adjust the service when appropriate. He also noted Members' concerns about the kaito service from Tseung Kwan O South to Sai Wan Ho. TD would continue to communicate with the operator, such as proposing the use of larger ferries during holidays or periods with a higher usage rate.

24. Miss Florence HO of TD noted Members' concerns about the public transportation services in the Pak Shing Kok area. At present, the residents therein could travel to and from the Tseung Kwan O town centre and its vicinity by taking KMB bus route no. 298E series and Green Minibus (GMB) route no. 116. TD would continue to keep in view the passenger demand for the relevant service and consider enhancing the service level when necessary. TD also noted Members' views as regards bus route no. A28 operating since the end of last year, and would continue to monitor its operation closely and review the service as appropriate.

25. Members reflected residents' concern that there were no railings at the existing Tseung Kwan O (South) Landing. They suggested installing railings at the staircase to ensure safety. In addition, Members suggested introducing new kaito routes, such as those travelling from Tseung Kwan O towards Central or Tsim Sha Tsui.

26. The Chairman added that works were in progress on the construction site of the Chinese Medicine Hospital, so there would be a large number of construction workers queuing at the bus stops between 4:00 p.m. and 6:00 p.m. on weekdays and holidays. Yet, the newly introduced minibus service was still unable to divert passenger flow effectively. He hoped that TD could provide bus service for these workers or the nearby residents.

27. Miss Florence HO of TD understood that construction was underway at Pak Shing Kok and that most construction workers would leave work starting from 4:00 p.m. Therefore, TD had reminded the operator of GMB route no. 116 to pay close attention to the passenger demand during the relevant period, and to increase service frequency based on the availability of manpower and vehicles when necessary. TD would monitor the transport services in Pak Shing Kok and the changes in the passenger demand. TD would also closely communicate with the bus companies and explore the feasibility of enhancing the frequency of bus services during peak hours, such as bus route no. 298, when necessary.

28. Mr Donald LEE of TD noted Members' views on the landing facilities and would relay their views to the relevant department for follow-up.

29. The response of Mr Eric LEE of KMB was consolidated as follows:

- KMB would continue to monitor the patronage of bus route no. 690S and consider increasing the service frequency based on passengers' needs.
- For the transport services in Pak Shing Kok, KMB would continue to monitor the service level in the area, closely communicate with TD and

review whether an increase in service frequency was required based on the demand.

30. The response of Ms Penny CHUNG of Citybus was consolidated as follows:

- Citybus would review the routing of bus route no. A28 with TD.
- Citybus would continue to monitor the patronage of bus route no. 690S and review the feasibility of increasing the frequency of round trips.
- For the transport services in Pak Shing Kok, Citybus had been monitoring the development of the area. At present, individual trips of bus route no. 793 would travel via Pak Shing Kok. Citybus would maintain close communication with TD to review the possibility of increasing the frequency of trips travelling via Pak Shing Kok or providing other services to facilitate the commuting of construction workers in the area, as well as to align with the future development of the area upon the commissioning of the Chinese Medicine Hospital.

31. Members proposed providing a direct bus route from Hang Hau (North) towards North District to cater for the public's travelling needs. Members also suggested increasing the service frequency of the existing cross-harbour bus routes during non-peak hours.

32. Miss Florence HO of TD noted Members' views and would duly consider the relevant proposals.

(B) Transport Department's report on the follow up of the traffic works/facilities in Sai Kung and Tseung Kwan O
(SKDC(TTC) Paper No. 3/24)

33. Members noted the paper.

34. The Vice-Chairman welcomed TD's addition of 15 bicycle parking spaces in the vicinity of MALIBU, LOHAS Park. She also suggested that TD should study the feasibility of providing additional bicycle parking spaces at LOHAS Park Bus Terminus.

35. Members' views and enquiries were consolidated as follows:

- They opposed the proposed addition of five bicycle parking spaces at Choi Ming Street, Tiu Keng Leng. At present, the bicycle parking spaces were often occupied by defective and abandoned bicycles for a prolonged period, affecting the cityscape and environmental hygiene. Instead, they suggested providing five additional motorcycle parking spaces and hoped that TD would follow up the matter.
- They suggested installing parking meters at existing motorcycle parking spaces to prevent abuse.

- They suggested that TD should promote bicycle sharing to discourage bicycle purchases.
- They suggested that TD should install parking meters for motorcycles at appropriate locations in Tseung Kwan O, such as King Ling Road and roads around French International School.
- They suggested that TD should provide motorcycle parking spaces near Chiu Shun Road, Hang Hau.

36. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD noted Members' suggestions on the addition of motorcycle parking spaces. TD would study the suggestions proactively and plan accordingly if feasible.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 4/24)

37. Members noted the paper.

38. Members' views and enquiries were consolidated as follows:

- They enquired about details of the projects under planning, including the improvement works of the road signs at the public transport interchange (PTI) of Sheung Tak Estate and the cycle tracks near Yung Ming Shopping Centre.
- They reflected that many people parked their cars at the PTI to patronise the stalls near Sheung Tak Estate at night, leading to road obstruction. Affected motorists would honk their horns, which in turn caused nuisance to the nearby residents. They suggested that relevant departments should put up additional warning signs with text such as "any illegally parked vehicles will be towed away or be subject to penalties", so as to address the issue of illegal parking.
- They opposed the proposed addition of bicycle parking spaces outside Tseung Kwan O PTI. In view of the high pedestrian flow thereat, they opined that the bicycle parking racks might result in prolonged illegal parking and cause obstruction on the pedestrian walkway. If necessary, they suggested that the department should consider providing additional bicycle parking spaces at the open area on Po Yap Road outside Exit A of Tseung Kwan O MTR Station (off The Wings). They believed that the alternative proposal would have a smaller impact on pedestrians.

39. The response of Mr David AU, District Engineer/Tseung Kwan O, Highways Department (HyD) was consolidated below:

- The improvement works of the road signs at Sheung Tak Estate PTI would provide new directional signs. Information about the actual locations and drawings of the new directional signs was not available at the moment.

He could provide supplementary information on this matter after the meeting if necessary.

- The improvement works of the cycle tracks near Yung Ming Shopping Centre would provide a pedestrian crossing connecting the waterfront promenade and Yung Ming Shopping Centre.
- Enquiries regarding the provision of bicycle parking spaces and road signs would have to be addressed by the relevant departments.

40. The Vice-Chairman enquired about the details of the projects around Pik Uk, including those with trial hole excavation works and removal of road markings, hoping that relevant departments would provide more information. In addition, she asked whether the improvement works of the road markings on Pak Shing Kok Road would include the provision of a minibus stop near the Fire Services Department Pak Shing Kok Married Quarters for residents' convenience.

41. The Chairman recommended that Members should pay more attention to the dilapidated road signs in rural areas and inform the departments concerned to carry out improvement works. Besides, he suggested providing a "No U-turn" warning sign at the junction of Pak Shing Kok Road, so as to prevent motorists from unintentionally violating the law.

42. Mr Johnathan BOEDIHARDJO of TD noted Members' views and would continue to study and follow up the matter.

43. Members added that project details should be included in the paper for reference. For instance, drawings and plans should be provided for projects involving the addition or removal of road signs.

44. The response of Mr CHAN Siu-yan, District Engineer/Sai Kung, HyD was consolidated below:

- The reason for carrying out trial hole excavation works at Hiram's Highway near Pik Uk was to install new traffic lights. The works were tentatively scheduled for April.
- Regarding the removal of road markings, HyD was progressively removing the road markings of "Look Left" and "Look Right".
- He noted Members' suggestion on providing project details in the paper and would follow up the matter.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 5/24)

45. Members noted the paper.

(E) Progress Report of the Working Group on Facilitation of Use of Bicycles in TKO Area

46. Members noted the paper.

47. Members' views and enquiries were consolidated as follows:

- They appreciated the departments' efforts in conducting a joint clearance operation against illegally parked bicycles left unattended for a long period every two weeks. However, the clearance operations in some areas were inadequate. For instance, the bicycle parking area off Choi Ming Shopping Centre in Tiu Keng Leng was a black spot of illegal parking of bicycles. The departments should consider increasing the frequency of clearance operations thereat.
- According to the paper, the average number of seized bicycles per operation was around 50, indicating that there were insufficient bicycle parking spaces in the district. Therefore, they suggested providing more bicycle parking spaces.
- They suggested changing the mode of management for bicycle parking spaces, such as putting up notices to inform the public that the bicycle parking areas would be cleared once every three months. Such practice could facilitate cleansing work, improve environmental hygiene and combat prolonged occupation of bicycle parking spaces.

48. The Vice-Chairman agreed that the mode of management for bicycle parking spaces needed to be changed. She suggested introducing a bicycle registration system to prevent prolonged occupation of bicycle parking spaces. Besides, in view of the relatively high numbers of notices posted for illegally parked bicycles and seized bicycles as stated in the paper, she suggested providing more bicycle parking spaces to effectively mitigate the problem of illegally parked bicycles in the long run.

49. The Chairman agreed with Members' suggestion that bicycle parking areas should be cleared once every three months. He recommended that the departments should enhance publicity efforts to educate the public on the proper use of bicycle parking spaces.

50. Mr Simon HUI, Senior Executive Officer (District Management), Sai Kung District Office responded that the Sai Kung District Office would study with the departments concerned the feasibility of enhancing the efforts and frequency of bicycle clearance operations with the existing resources. Regardless of the frequency of the operations, the departments must follow the established procedures to issue notices before clearing the bicycles.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 7/24)

51. Members noted the paper.

52. Members said that cyclists would often ride at an excessively high speed on the pavements of Wan Po Road. They hoped that the Hong Kong Police Force (HKPF) would keep monitoring Lohas Park Road near the PTI and the pavements of Wan Po Road during patrol. The cyclists riding at an excessively high speed would also play loud music at late night in the entire Tseung Kwan O South, LOHAS Park and Tiu Keng Leng, causing nuisance to the residents.

53. The Vice-Chairman suggested installing facilities serving as obstacles to cyclists next to the bus stop at The Capitol and stepping up HKPF's enforcement actions to reduce cycling accidents.

54. Mr Stephen CHOI, Acting Station Sergeant of District Traffic Team, Tseung Kwan O District, HKPF responded that HKPF would continue to step up enforcement actions in the vicinity of Wan Po Road and LOHAS Park.

55. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD noted Members' suggestion on installing facilities serving as obstacles to cyclists next to the bus stop at The Capitol and would re-examine its feasibility.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 8/24)

56. Members noted the paper.

57. Members said that when they set up street counters at Beverly Garden, they noticed that HKPF was taking frequent enforcement actions. Nevertheless, the problem of illegal parking in the district was still prevalent. As the "sky eye" system was set up in Kwun Tong and Central at present, they enquired about the effectiveness of the system, and whether it would be set up in Sai Kung District to combat illegal parking.

58. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, HKPF responded that with limited resources, HKPF would proactively tackle the problem of illegal parking at Beverly Garden. For the "sky eye" system, HKPF would have to wait for TD to release the results of the trial runs in Kwun Tong and Central. HKPF would support the installation of such system in the district.

59. Members' views and enquiries were consolidated as follows:

- Frontline police officers were suggested to pay more attention to their etiquette when conducting traffic enforcement actions. They should receive more training to avoid conflicts and complaints.
- They asked whether HKPF could exercise discretion when handling illegal parking or offer suitable assistance to car owners in the event of inclement weather.

- HKPF was suggested to step up traffic enforcement actions at trunk roads, e.g. Lohas Park Road.
- They recommended that HKPF should review and adjust the practice of conducting frequent enforcement actions around rural areas or private land.
- To alleviate traffic congestion, they recommended that traffic enforcement actions should be stepped up at Sai Kung town centre during holidays (especially during summer vacation). Additional pick-up/drop-off areas should be provided at Sai Kung town centre, for instance, areas around Sai Kung Tang Shiu Kin Sports Ground. They also suggested that relevant departments should improve the design of roads in Sai Kung town centre to alleviate the problem of traffic congestion in the long run.
- There were excessive minibuses parked at the designated parking areas at the bus stop on Ngan O Road near Yuk Ming Court, Hang Hau. The problem became even more serious after 10:00 p.m., such that buses were unable to stop at the bus stop for boarding and alighting of passengers. Passengers had no choice but to alight at the carriageway. They hoped that HKPF would step up enforcement actions to tackle the problem of illegal parking of minibuses.
- There were insufficient parking spaces for commercial vehicles. They suggested that HKPF should exercise discretion and carry out enforcement actions against commercial vehicles less often, provided that the traffic would not be affected.

60. The Chairman suggested that HKPF should give advice before taking enforcement actions in rural areas to reduce conflicts and complaints. Moreover, he suggested that TD should step up publicity efforts to address the problem of illegal parking, such as putting up banners at traffic black spots.

61. The Vice-Chairman suggested that TD and HyD should study the feasibility of providing additional short-term tenancy parking spaces, such as installing parking meters on non-rural government land. Besides, she suggested adopting the arrangement for Sai Kung Government Offices to open the parking spaces at government venues (e.g. Sai Kung Tang Shiu Kin Sports Ground) for public use at night during holidays.

62. The response of Mr Ian COWIESON of HKPF was consolidated below:

- The current number of tickets issued per month in the Tseung Kwan O District was less compared to last year and two years ago. The current number of tickets issued per month was around 2 800 to 3 000, whereas the numbers of tickets issued per month last year and two years ago were around 4 000 to 5 000. HKPF would normally instruct frontline police officers to exercise discretion when handling traffic matters, especially in rural areas, where officers would divert on-site traffic first and only take enforcement actions when there was serious road obstruction.

- In the event of inclement weather, such as typhoons or when the Black Rainstorm Warning Signal was in force, HKPF would normally avoid issuing multiple tickets to the same drivers.
- HKPF would step up enforcement actions at Ngan O Road after 10:00 p.m. to alleviate road obstruction.

63. The response of Mr CHAN Lok-him, Assistant Divisional Commander (Operations), Sai Kung Division, HKPF was consolidated below:

- In rural areas of Sai Kung, HKPF would usually divert the traffic first. For instance, HKPF would communicate with villagers and only take enforcement actions when there was serious road obstruction.
- As for Sai Kung town centre, HKPF would also divert the traffic first. HKPF noted that a lot of members of the public would travel to Sai Kung town centre during holidays. During peak periods, HKPF would deploy additional manpower to divert traffic flow around the town centre. Enforcement actions would be taken only when there was serious road obstruction.
- As regards the etiquette of frontline police officers, training materials including case sharing and scenario study would be offered in each quarterly training session for frontline officers.

IV. Motions Raised by Members (Total seven motions)

(A) One motion related to bus service

- (1) Request for calling of KMB bus route no. 299X at the bus stop of Sha Kok Mei on a full-day basis
(SKDC(TTC) Paper No. 9/24)

64. The Chairman said that the motion was moved by Mr Philip LI and seconded by Mr YAU Ho-lun, Mr CHAN Kuen-kwan and Mr LI Tin-chi.

65. Members noted the written replies from TD and KMB (SKDC(TTC) Paper Nos. 16/24 and 17/24).

66. Members' views and enquiries were consolidated as follows:

- There were only two regular routes operating at the bus stop of Sha Kok Mei, including bus route no. 94 towards Wong Shek Pier and bus route no. 99 towards Heng On. If residents in Sha Kok Mei wanted to travel to other locations, they had to interchange with other bus routes at Tai Wan, which caused inconvenience to their access. Therefore, the service frequency of bus route no. 299X should be enhanced.
- They suggested re-introducing stops of bus route no. 299X at Sha Kok Mei and Muk Min Shan, and adopting the original routing of bus route no. 299

to facilitate the access of residents in the vicinity of Fuk Man Road, Po Tung Road and Sha Kok Mei.

67. The Chairman agreed that the original routing of bus route no. 299 should be adopted to increase the usage rate.

68. Mr Donald LEE of TD noted Members' views as regards bus route no. 299X. TD would monitor the passenger demand and explore service adjustments with the bus company as appropriate.

69. Mr Eric LEE of KMB noted Members' views and would continue to communicate closely and follow up with TD.

70. The Chairman supplemented that a large-scale public consultation exercise could be conducted in the district if necessary. Further, he suggested encouraging the use of the existing public parking spaces at Sha Kok Mei during holidays. For the return trip, members of the public could just send a representative to retrieve their cars by taking a bus ride, who could then drive back to the town centre to pick up their companions.

71. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested TD and KMB to follow up Members' views. With the consent of Members, the Chairman said that the motion would be deleted at the next meeting.

(B) One motion related to minibus service

(1) Request for improvement to the service of GMB route no. 108A
(SKDC(TTC) Paper No. 10/24)

72. The Chairman said that the motion was moved by Mr WONG Yuen-hong and seconded by Mr WONG Wang-to and Mr CHENG Yu-hei.

73. Members noted the written reply from TD (SKDC(TTC) Paper No. 18/24).

74. Members' views and enquiries were consolidated as follows:

- They urged TD to follow up the problems of lost trips and stop-skipping of GMB route no. 108A, such as by issuing warning letters to the GMB operator.
- They noted a lack of traffic options in the waterfront area and the absence of covered walkways to the MTR station. It was difficult for members of the public to access the MTR station under special weather conditions. Since the terminus of GMB route no. 108A was located at Tseung Kwan O Hospital, and this route was intended to serve the elderly or people in need, they requested the provision of additional pick-up/drop-off points along the route. Some examples were en-route stops on Chi Shin Street and Tong

Yin Street, which would cater for the needs of residents near the waterfront area.

- They understood that GMB operators were facing the problems of manpower shortage and insufficient training for drivers. They enquired whether TD had alternative ways to address the problem of lost trips on top of issuing warning letters.
- They suggested that GMB operators should consider importing foreign workers, and asked whether TD could provide relevant information.

75. The Chairman remarked on the seriousness of lost trips of minibuses in the rural areas of Sai Kung District. Despite the issuance of warning letters by TD, the GMB operators had not taken proactive actions to improve the situation. He thus expected TD to suggest other options for improvement. He also hoped that TD could assist in expediting the process for importing foreign workers to cope with the shortage of minibus drivers.

76. The Vice-Chairman said that the minibus termini of GMB route nos. 105 and 15 outside King Ling College were cluttered with miscellaneous items, leading to poor hygiene conditions and an unpleasant environment for parking thereat. She also relayed GMB operators' views on the lack of parking spaces, and suggested adding parking spaces for minibuses. She suggested exploring a short-term tenancy option of the vacant area at Yau Yue Wan, with a view to tackling illegal parking of minibuses.

77. The response of Miss Florence HO of TD was consolidated as follows:

- As stated in the reply, TD had checked the operation record of GMB route no. 108A, and found that some trips deviated from the scheduled routing and/or skipped stops. TD had instructed the GMB operator to provide service in accordance with the Schedule of Service in writing.
- Having taken follow-up actions, the GMB operator replied that relevant improvement measures had been carried out. Subsequently, TD conducted random checks on its recent operation. The findings showed improvements, particularly in addressing the problems of deviated routing and/or stop-skipping near Ocean Shores, as mentioned in this motion. TD had also arranged for a follow-up investigation in due course. If the investigation results indicated that the GMB operator failed to rectify the situation promptly, TD would consider issuing a warning letter.
- TD would carry out regular assessments of GMB routes, evaluating areas such as whether the GMB operators had received warnings for violating the terms and conditions in the Passenger Service Licence, and other relevant factors. These factors would be considered to decide whether to extend the relevant GMB operators' Passenger Service Licence. If the operators' overall performance was unsatisfactory during the assessment period, TD would require the operators to make improvements for a re-assessment. If the situation was not improved, the operators' existing Passenger Service Licence would not be extended upon its expiry. TD would continue to

monitor GMB services, including GMB route no. 108A, under the above mechanism.

- She noted Members' concerns about the transport services in Tseung Kwan O South, such as those travelling to and from Tseung Kwan O Hospital. TD would take into account these concerns when planning the relevant transport services.
- TD had been closely monitoring the operation and manpower deployment of GMB route no. 108A, and had encouraged the relevant operator to actively recruit more staff to improve the service level. Previously, TD was informed by the operator that it had considered easing its manpower shortage through the Labour Importation Scheme. TD would pay close attention to the relevant situation.
- Regarding the lack of parking spaces for minibus services including GMB route no. 113 mentioned by Members, TD had all along maintained close communication with GMB operators and understood that the operator of GMB route nos. 112A/M also had similar demands. TD was actively exploring whether there were suitable locations nearby to provide parking spaces for the relevant operators to facilitate their daily operations.

78. Members said they understood TD had done its utmost under the existing procedures, but the problems of lost trips and stop-skipping had not improved over the years. They enquired whether other operators had submitted tenders for operating this route in the past, and also suggested that TD should introduce routings of single-deck buses to foster healthy competition.

79. The response of Miss Florence HO of TD was consolidated as follows:

- There was no information available at the meeting on whether other operators had previously submitted tenders for this route.
- At present, there were various public transport services operating between Tiu Keng Leng, Tseung Kwan O town centre and/or areas of Hang Hau/Tseung Kwan O Hospital (Hang Hau (North)). For example, the series of KMB route no. 290 and Citybus route nos. 793 and 795X, some of which offered one-way or two-way section fares.
- TD noted Members' views regarding the service level and the passenger demand of GMB route no. 108A and it would closely monitor the situation of the relevant service.

80. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested TD to follow up Members' views. With the consent of Members, the Chairman said that the motion would be deleted at the next meeting.

(C) The five motions related to road works / facilities

- (1) Request for provision of a driveway on Clear Water Bay Road, improvement to the facilities at the roundabout of Silverstrand Beach Road and conversion of KMB bus route no. 91S into a permanent route to improve the traffic condition along Clear Water Bay Road
(SKDC(TTC) Paper No. 11/24)

81. The Chairman said that the motion was moved by himself and seconded by the Vice-Chairman, Mr YAU Ho-lun, Mr CHAN Kuen-kwan, Mr Philip LI and Mr LI Tin-chi.

82. Members noted the written replies from TD, HyD and KMB (SKDC(TTC) Paper Nos. 19/24 to 21/24).

83. The Vice-Chairman suggested enhancing the bus services in rural areas, for example, regularising bus route no. 91S and increasing the service frequency of bus route no. 792M.

84. The Chairman's views and enquiries were consolidated as follows:

- To alleviate congestion at Ying Yip Road, he suggested enhancing the existing traffic facilities, such as increasing the provision of traffic signs to direct vehicles to use Hang Hau Road. He also proposed widening the existing roads and increasing the number of traffic lanes, such as providing an exclusive left-turn lane at the roundabout of Silverstrand Beach Road. He hoped that TD could provide a timetable for implementation.
- He suggested devising a timetable for regularising bus route no. 91S.
- He suggested providing a driveway connecting Clear Water Bay Road and the Tseung Kwan O New Town in the long run, with a view to diverting traffic to alleviate the traffic pressure thereat.

85. The response of Mr Johnathan BOEDIHARDJO of TD was consolidated as follows:

- Noting Members' views, he would continue to discuss with HyD to study the enhancement of the traffic condition at Clear Water Bay Road, the roundabout at Ying Yip Road and the nearby areas. He would also actively explore the feasibility of implementing temporary traffic arrangements during the construction period.
- As to the proposal regarding the connection to the Tseung Kwan O New Town, it would be conveyed to the relevant department for consideration.

86. There being no amendment or objection from Members, the Chairman declared that the above motion was passed. He requested TD, HyD and KMB to follow up Members' views, and said that the above item would be retained.

- (2) Request for provision of a barrier-free ramp at the roadside of Sheung Tak Bus Terminus towards Kwong Ming Court
(SKDC(TTC) Paper No. 12/24)

87. The Chairman said that the motion was moved by Mr CHENG Yu-hei and seconded by Mr WONG Yuen-hong and Mr WONG Wang-to.

88. Members noted the written replies from the District Lands Office, Sai Kung, the Housing Department (HD) and TD (SKDC(TTC) Paper Nos. 22/24 to 24/24).

89. Members pointed out that as there was a wheelchair user pick-up/drop-off point (a reserved waiting area for persons with disabilities) provided at the stop of bus route no. 296D, they suggested that a barrier-free ramp should be provided next to the relevant bus stop in Sheung Tak Bus Terminus (towards Kwong Ming Court) for the convenience of wheelchair users and physically disabled persons. Members also suggested that the title and ownership of the relevant location should be clarified.

90. The Chairman asked the Secretariat to arrange a site inspection at Sheung Tak Bus Terminus for Members and the relevant departments and organisations, in order to explore the feasibility of providing a barrier-free ramp at the above location.

91. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested HD to follow up Members' views. With the consent of Members, the Chairman said that the above item would be deleted at the next meeting.

[Post-meeting note: A site inspection had been arranged for Members and the representatives of relevant departments and organisations to visit Sheung Tak Bus Terminus on 30 April 2024. TD would follow up the matter.]

- (3) Request for provision of the “sky eye” system to combat illegal parking
(SKDC(TTC) Paper No. 13/24)

92. The Chairman said that the motion was moved by Mr WONG Wang-to and seconded by Mr WONG Yuen-hong and Mr CHENG Yu-hei.

93. Members noted the written reply from TD (SKDC(TTC) Paper No. 25/24).

94. Members suggested installing the “sky eye” system to assist HKPF in law enforcement and address the problem of illegal parking. In the long run, they suggested increasing the number of parking spaces to resolve the problem of illegal parking.

95. Mr Ian COWIESON of HKPF responded that there was a need to draw reference from the results of the trial runs in Kwun Tong and Central before Tseung Kwan O could follow suit.

96. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested HKPF and TD to follow up Members' views. With the consent of Members, the Chairman said that the motion would be deleted at the next meeting.

- (4) Suggest extending the pedestrian phase of the traffic lights on Man Nin Street off Mona Fong Clinic in Sai Kung town centre
(SKDC(TTC) Paper No. 14/24)

97. The Chairman said that the motion was moved by Mr LI Tin-chi and seconded by Mr CHAN Kuen-kwan.

98. Members noted the written reply from TD (SKDC(TTC) Paper No. 26/24).

99. Members thanked TD for their active response and suggested installing smart devices to extend the flashing green time for the elderly and the disabled, in order to facilitate the use by those in need.

100. The Vice-Chairman appreciated TD's efforts to take into serious consideration the extension of the pedestrian phase of the traffic lights.

101. Members asked whether the pedestrian green time or the pedestrian flashing green time had been extended.

102. The Chairman further suggested that TD should provide new auxiliary devices to enhance pedestrian safety at road crossings, such as projecting a red light onto the waiting area of a road crossing and adding signs to ensure safety.

103. Mr Johnathan BOEDIHARDJO of TD responded that TD had suitably extended the pedestrian phase of the traffic lights.

104. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested TD to follow up Members' views. With the consent of Members, the Chairman said that the motion would be deleted at the next meeting.

- (5) Strive to expedite the implementation of exploration work on the provision of diagonal zebra crossings at the intersection of Bauhinia Garden in Tseung Kwan O (at the junction between Tong Chun Street and Po Yap Road) and the intersection of Sheung Tak Estate (at the junction between Tong Chun Street and Tong Ming Street), and to provide a pilot "diagonal crossing"
(SKDC(TTC) Paper No. 15/24)

105. The Chairman said that the motion was moved by Ms SZE Pan-pan and seconded by Mr WONG Yuen-hong, Mr CHONG Yuen-tung, Mr Chris CHEUNG, Mr Wong

Wang-to, Ms Angel CHONG, Mr CHENG Yu-hei, Mr CHAN Kai-wai, Mr CHEUNG Chin-pang, Mr WAN Kai-ming and Mr CHAU Ka-lok.

106. Members noted the written reply from TD (SKDC(TTC) Paper No. 27/24).

107. The Vice-Chairman suggested that, if a pilot “diagonal crossing” could not be provided at the intersection of Bauhinia Garden in Tseung Kwan O (at the junction of Tong Chun Street and Po Yap Road) and the intersection of Sheung Tak Estate (at the junction of Tong Chun Street and Tong Ming Street) (the said locations) in the short run, TD should consider extending the pedestrian phase of the traffic lights thereat.

108. Members’ views and enquiries were consolidated as follows:

- Apart from the said locations, a number of junctions in Tseung Kwan O South could also introduce “diagonal crossing” on a pilot basis, for example, at the junction of Tong Chun Street and Tong Tak Street, the junction of Tong Yin Street and Tong Tak Street, and the junction of Tong Yin Street and Po Yap Road.
- They suggested drawing references from the road planning practices in the Mainland and Macao.
- They understood that the feasibility of the proposal could only be reviewed after the completion of the two pilot schemes in Sha Tin and Tsim Sha Tsui. Nevertheless, they hoped that TD could provide an implementation schedule as soon as possible.
- They suggested including the intersection of Bauhinia Garden in Tseung Kwan O (at the junction of Tong Chun Street and Po Yap Road) as a location for the pilot “diagonal crossing”. As the vehicular flow thereat was relatively low, TD would not need to concern about traffic congestion due to the extension of pedestrian green time.
- If the roads were too wide at the said locations and therefore unsuitable for implementing a pilot “diagonal crossing”, they suggested that TD should identify other suitable locations in the district, for example, the junction of Tong Yin Street and Po Yap Road and the junction of Tong Chun Street and Chi Shin Street.

109. The Chairman supplemented that TD could first implement a pilot “diagonal crossing” at intersections with lower pedestrian and vehicular flow in the district, such as the junction of Tong Chun Street and Chi Shin Street. Moreover, he hoped that the pilot schemes in Sha Tin and Tsim Sha Tsui could be completed within one or two quarters, and then be extended to Tseung Kwan O with a relevant implementation schedule.

110. Mr Peter SHEN, Engineer/Special Duties 1, TD noted Members’ views and provided consolidated responses as follows:

- Upon the implementation of the pilot schemes in Sha Tin and Tsim Sha

Tsui, TD would monitor the operation of the junctions for around six to nine months, and carefully consider the views from pedestrians and drivers before reviewing the effectiveness of the diagonal crossings.

- Regarding Members' views on the extension of the green time for pedestrians at the relevant junctions, their views would be relayed to the Traffic Control Division under TD for consideration.
- Longer pedestrian green time would be required at a diagonal crossing, and it would be infeasible to provide a refuge island in the middle of the road. Therefore, prudent consideration was needed to determine the location for implementation in order to avoid traffic congestion.

111. The Chairman added that apart from the road crossing situation of pedestrians, drivers' views should also be taken into account when adjustments were made to the pedestrian phase of the traffic lights.

112. Members stated that the existing pedestrian phase of the traffic lights was too short, leading to frequent dangerous traffic conditions. They suggested that the relevant department should proactively improve the ancillary transport facilities to address the problem.

113. There being no amendment or objection from Members, the Chairman declared that the above motion was passed. He requested TD to follow up Members' views and said the motion would be retained at the next meeting.

V. Any Other Business

114. No other business was raised.

VI. Date of Next Meeting

115. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 23 May 2024 (Thursday).

116. The meeting ended at 1:03 p.m.

Sai Kung District Council Secretariat
April 2024