

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

Date : 23 May 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 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 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 HUNG Fei-yi, Fei	Liaison Officer (Youth Development/Tseung Kwan O(C))2, Sai Kung District Office
Miss WONG Wai-ming, Mandy	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
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 TSUI Chun-yiu, Terence	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force
Mr CHENG Tsz-wah	OC District Traffic Team, Tseung Kwan O District, 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
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 Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited
Mr Kelvin KWOK	Manager - External Affairs, MTR Corporation Limited

} For agenda item
IV(C)

Absent

Ms YU Natasha

Member of Sai Kung District Council

Welcome Remarks

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

2. The Chairman said that Ms Natasha YU was unable to attend the meeting as she was out of town for an event of a national institution, and had submitted a Notification of Absence from Meeting prior to the meeting as required. There being no objection from Members, the Chairman declared that the application for absence was approved under Order 64(5) of the Sai Kung District Council Standing Orders.

I. Confirmation of Minutes of the 2nd Traffic and Transport Committee Meeting held on 21 March 2024

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

II. Matters Arising

(A) 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**
(Paragraphs 81 to 86 of the minutes of the last meeting)

4. Members noted the written reply from the Transport Department (TD) (SKDC(TTC) Paper No. 28/24).

5. The Vice-Chairman's views were consolidated as follows:

- She suggested that service of route no. 91S of the Kowloon Motor Bus Company (1933) Limited (KMB) should be regularised.
- She suggested expediting the improvement works at the roundabout of Silverstrand Beach Road.

- She suggested retaining this item.
6. Members suggested reducing the size of the flower bed in the centre of the roundabout of Silverstrand Beach Road to increase road space.
7. The Chairman's views were consolidated as follows:
- He suggested that TD or the Highways Department (HyD) should provide the schedule for implementation of the temporary traffic arrangements and that for the expected improvement works. Relevant information such as the progress of the works, design direction, scale and scope, time and resources required, technical conditions and constraints, and impacts on the surrounding environment should also be provided.
 - He suggested assessing the traffic flow and appropriately optimising the work plan and measures before the commencement of the works to minimise its impact.
 - He suggested regularising the service of KMB route no. 91S and converting the route into a circular one that passed through the inner section of Clear Water Bay and reached Hang Hau or Tseung Kwan O MTR Station. Another option was to extend KMB route no. 91 so that it passed through Tseung Kwan O before reaching the Hong Kong University of Science and Technology (HKUST) and Diamond Hill.
8. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD responded that TD, in conjunction with HyD, was exploring options to improve the roundabout on Clear Water Bay Road near Ying Yip Road, including the feasibility of temporary traffic arrangements during the works.
9. Mr David AU, District Engineer/Tseung Kwan O, HyD responded that HyD had been in close liaison with TD to study feasible solutions and temporary traffic arrangements during the works. They would also trial the temporary traffic arrangements to observe their impact on the traffic at the above location.
10. The Chairman requested TD to provide a specific timetable.
11. Mr David AU of HyD responded that a trial of the temporary traffic arrangements would be carried out at the above location within the next one or two months. HyD would consider the way forward based on the trial results.
12. The Chairman enquired whether TD would provide layout plans or invite Members for site visits.

13. Mr Johnathan BOEDIHARDJO of TD responded that the Department would take forward the improvement measures subject to the trial results. Before implementation of the works, the Department would conduct consultations.

14. The Chairman further suggested widening the road before conducting the trial in order to avoid traffic congestion.

15. Mr Johnathan BOEDIHARDJO of TD further responded that during the road widening works, temporary traffic arrangements and enclosure of the relevant areas were required for safety and construction needs. Therefore, HyD would in advance arrange for a trial to assess the impact on the existing road conditions during the works.

16. The Vice-Chairman relayed residents' views and suggested that an exclusive left-turn lane should be provided at the roundabout as soon as possible.

17. The Chairman shared the view that the provision of an exclusive left-turn lane at the roundabout of Silverstrand Beach Road would be a medium-term measure, and suggested that in the long run, additional traffic lanes that connected to the Tseung Kwan O New Town should be provided on Clear Water Bay Road in order to divert the traffic flow and alleviate the traffic pressure.

18. The Chairman said that the above item was retained.

- (2) **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”**
(Paragraphs 105 to 113 of the minutes of the last meeting)

19. Members noted the written reply from TD (SKDC(TTC) Paper No. 29/24).

20. Members' views were consolidated as follows:

- They thanked TD for adjusting the pedestrian phase at the intersection at Bauhinia Garden in Tseung Kwan O (the junction of Tong Chun Street and Po Yap Road) and the intersection at Sheung Tak Estate (the junction of Tong Chun Street and Tong Ming Street) during peak hours, which had facilitated crossing of the road.
- They suggested extending the pedestrian phase of traffic lights at the intersection at Bauhinia Garden (the junction of Tong Chun Street and Po Yap

Road), the junctions of Tong Yin Street and Tong Tak Street, Tong Yin Street and Po Yap Road, and Tong Chun Street and Tong Tak Street to allow sufficient time for pedestrians to cross the road.

- They suggested adjusting the traffic light sequence at the junction of Tong Chun Street and Po Yap Road to facilitate crossing of the road.
- They enquired whether the results of the pilot scheme on diagonal crossings in Tsim Sha Tsui and Sha Tin would be available in September 2024, and whether the scheme would be implemented in Sai Kung and Tseung Kwan O.
- They suggested installing pedestrian traffic light countdown devices to remind members of the public of the remaining green light time for crossing the road.

21. The Vice-Chairman welcomed the Department's extension of the pedestrian phase of traffic lights, and suggested widening the refuge island at the junction of Tong Chun Street and Po Yap Road to ensure pedestrian safety.

22. The Chairman agreed with Members' suggestions to install pedestrian traffic light countdown devices, extend the pedestrian phase of traffic lights and widen the refuge islands in the district.

23. Mr Peter SHEN, Engineer/Special Duties 1, TD gave a consolidated response as follows:

- He noted Members' views. The Department would further study the feasibility of increasing the pedestrian green time or widening the refuge islands.
- The Department would evaluate the effectiveness of diagonal crossings by observing their operation in Sha Tin and Tsim Sha Tsui. Feedback from both pedestrians and drivers would be considered before deciding on the way forward.

24. Members requested TD to provide a timetable after the meeting and enquired whether the timing of implementation of diagonal crossing in other districts could be provided after the results of the trials were announced in September 2024.

25. Mr Peter SHEN of TD noted Members' views and had nothing to supplement at the current stage.

26. The Chairman further suggested that TD should provide more pilot diagonal crossings in different districts. With the consent of Members, the Chairman 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 March 2024 to 30 April 2024

(SKDC(TTC) Paper No. 30/24)

27. Members noted the paper.

- (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. 31/24)

28. Members noted the paper.

29. The Vice-Chairman's views were consolidated as follows:

- She requested TD to provide the number and locations of on the installation of parking meters at the Clear Water Bay Second Beach Car Park.
- For practicality, the bicycle parking spaces at LOHAS Park should adopt a new design of bicycle parking racks.

30. Members' views were consolidated as follows:

- They welcomed TD's study on the provision of a cycle track outside the Tseung Kwan O Sports Ground on Po Hong Road.
- They requested TD to provide a preliminary proposal on the provision of a cycle track outside the Tseung Kwan O Sports Ground on Po Hong Road. The specific design, the progress, and follow-up actions in response to any opposing views received during the consultation stage of the project should be included.
- They enquired if the Police would exercise on site flexibility in their enforcement before the completion of the cycle track.
- They suggested that TD should invite members of the Sai Kung District Council (SKDC) for a site inspection.

31. Mr Johnathan BOEDIHARDJO of TD responded that parking meters had been installed at most of the parking spaces at the Clear Water Bay Second Beach Car Park, including those for tourist coaches. Further information could be provided after the meeting if necessary.

32. Mr Peter SHEN of TD responded that regarding the provision of a cycle track

outside the Tseung Kwan O Sports Ground, TD would collect views by conducting a consultation through the Sai Kung District Office (SKDO). In response to public request, the proposal was to restore part of the existing pavement as a cycle track and connect it with the existing cycle track in the vicinity. Regarding enforcement actions, the Police could provide supplementary information later. For the project schedule, TD was in discussion with HyD at the moment, and the relevant works would be carried out as soon as possible upon the completion of consultation.

33. Members' views were consolidated as follows:

- The project was necessary to avoid unnecessary conflicts and complaints.
- They requested TD to provide information on the targets and timetable of the consultation, and the follow-up actions on any opposing views received.

34. Mr Peter SHEN of TD gave a consolidated response as follows:

- TD was currently discussing with HyD on the details of the project.
- TD had yet to formally engage SKDO to conduct public consultation. If the consultation was launched, SKDO would inform District Council (DC) members for their participation and assistance.
- The improvement works would make the traffic signs clearer and bring about convenience to cyclists and road users, and could be welcomed by the majority of the public.

35. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, SKDO gave a consolidated response as follows:

- TD and HyD were still in discussion, and SKDO had not yet been engaged.
- Once formally engaged, SKDO would notify all DC members and the relevant local parties for consultation.
- If any opposing views from the public were received during the consultation period, it is believed that the departments would assess the feasibility, and conduct further study and evaluation.

36. Members requested TD to provide a preliminary proposal of providing a cycle track outside the Tseung Kwan O Sports Ground on Po Hong Road for them to assess whether the design would easily lead to accidents.

37. Mr Johnathan BOEDIHARDJO of TD responded that he was unable to provide the information at the meeting, and would refer Members' suggestion to the relevant division.

38. The Vice-Chairman enquired if alternative designs could be adopted for the bicycle parking spaces at Lohas Park Road to improve their practicality.

39. Mr Johnathan BOEDIHARDJO of TD responded that he was unable to provide the information at the meeting, and would refer Members' suggestion to the relevant division.

40. The Chairman shared the views of the Vice-Chairman and Members, and suggested that Members could notify the Department if they identified suitable designs for the relevant facilities.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 32/24)

41. Members noted the paper.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 33/24)

42. Members noted the paper.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 34/24)

43. Members noted the paper.

44. Members' views were consolidated as follows:

- Illegal parking of bicycles on the roadside was serious, for example, outside Yung Ming Court. They suggested that in addition to the illegally parked bicycles at the bicycle parking spaces, those on the roadside should also be cleared in order to combat the problem to the core.
- TD should review the necessity of providing additional bicycle parking spaces in the district to prevent worsening of illegal parking and related abuse cases.
- They suggested that TD and the bicycle-sharing operator LocoBike should review the current situation of illegal parking and abandonment of shared bicycles in the district.
- They suggested that the relevant departments should step up joint clearance operations against illegal parking and abandoned bicycles.

- They suggested making reference to the existing approach of only demarcating parking spaces for motorcycles in Hong Kong. Bicycle racks could be omitted when providing bicycle parking spaces.

45. The Vice-Chairman shared Members' views on simplifying the design of bicycle parking spaces and suggested that reference could be made to the designs of bicycle parking spaces in the Mainland.

46. The Chairman suggested that Members could inform the relevant departments if they identified suitable locations for bicycle parking spaces.

47. Mr Johnathan BOEDIHARDJO of TD noted Members' views on the design of bicycle parking spaces and said that further study would be conducted.

48. Mr Simon HUI, Senior Executive Officer (District Management), SKDO responded that Members' views on joint operations were noted, and he would explore with the relevant departments on how to increase the frequency of bicycle clearance operations against illegal bicycle parking with the existing resources.

49. The Chairman suggested that Members should pay closer attention to illegal bicycle parking in the district and notify the relevant departments for improvement if they found that the problem was persistently serious at specific locations.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 35/24)

50. Members noted the paper.

51. Members enquired whether the statistics in the paper included accidents involving electric mobility devices, and how the Police and TD followed up on those accidents.

52. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, Hong Kong Police Force (HKPF) gave a consolidated response as follows:

- He had to check if the statistics included accidents involving electric mobility devices.
- The Police attached great importance to the problem of illegal use of electric mobility devices in Tseung Kwan O, and had arranged targeted enforcement operations every one or two months. In particular, many delivery couriers used electric bicycles in the vicinity of Tong Chun Street and PopCorn, where pedestrian flows were high, thus posing danger to pedestrians. A few weeks ago, the Police had arrested about 10 people during a routine patrol.

53. Members suggested strengthening efforts to combat illegal use of electric mobility devices in the district, including stepping up patrols and enforcement actions, and put forward blackspots, such as Wan Po Road and Lohas Park Road. They also enquired of TD about the specific measures to reduce accidents involving electric mobility devices.

54. Mr Johnathan BOEDIHARDJO of TD responded that, as the Police had mentioned, the use of electric mobility devices on public roads might contravene the law.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 36/24)

55. Members noted the paper.

56. Members enquired whether the statistics in the paper included cases that involved motorcycles parked at free motorcycle parking spaces for over 24 hours.

57. The Chairman thanked the Police for taking on board Members' earlier advice. He noticed that frontline officers had adopted a "advice first, enforcement later" approach during traffic enforcement, which reduced conflicts and complaints.

58. Mr Ian COWIESON of HKPF responded that the paper included the statistics on parking at free motorcycle parking spaces for over 24 hours. For vehicles parked at the free parking spaces for over 24 hours, including motorcycles, the Police would post notices. If the vehicles remained there after 24 hours, the owners would be prosecuted. Although those who were prosecuted would usually be liable to a small fine rather than heavy penalties, the Police still took the matter seriously.

IV. Motions Raised by Members (Total seven motions)

(A) One motion related to bus service

(1) Request extending the routing of bus route no. 96 to Liantang Port (SKDC(TTC) Paper No. 37/24)

59. The Chairman said that the motion was moved by Mr WONG Wang-to and seconded by Mr WONG Yuen-hong, Ms SZE Pan-pan, Ms KI Lai-mei, Mr CHEUNG Man-tim, Mr TSANG Kwok-ka, Mr CHENG Yu-hei, Mr CHAN Kwong-fai, Mr Philip LI, Mr CHAU Ka-lok, Mr CHAN Chi-ho, Mr Kelvin YAU, Mr WAN Kai-ming, Mr LI

Tin-chi, Mr YAU Ho-lun, Ms LI Ka-yan, Mr CHAN Kuen-kwan, Mr CHEUNG Chin-pang, Ms Angel CHONG, Ms KAN Tung-tung, Ms TAM Chuk-kwan, Mr CHONG Yuen-tung, the Vice-Chairman and himself.

60. Members noted the written replies from TD and KMB (SKDC(TTC) Paper Nos. 44/24 and 45/24).

61. Members' views were consolidated as follows:

- KMB should review the positioning of route no. 96 and enhance the service frequency, including providing non-peak hour service and additional evening service on holidays.
- They suggested introducing special departures (skipping the vicinity of Science Park and Ma Liu Shui) of route no. 96 that directly reached Tai Po and Liantang Port on weekends and public holidays.
- They suggested introducing a new direct bus route from Tseung Kwan O to the North District and Liantang Port to provide point-to-point service.
- They enquired if interchange concessions were available for the existing routes to Liantang Port.
- TD should arrange a site visit to the bus terminus at MCP CENTRAL in Po Lam (i.e. Po Lam Public Transport Interchange) for Members to explore the feasibility of providing additional pick-up/drop-off points for cross-boundary coaches at the above location.

62. The Chairman shared Members' views, and hoped that the transport links between Tseung Kwan O and various control points could be strengthened.

63. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD gave a consolidated response as follows:

- He noted Members' views on the transport to Liantang Port (Heung Yuen Wai Control Point (HYWCP)) from Tseung Kwan O.
- The Government had taken into account the need of residents in different districts for cross-boundary commuting trips when planning the public transport services for the control points. However, in view of the capacity constraints of the roads and control point facilities, the public was encouraged to choose the existing public transport services and interchange arrangements for travelling to and from different districts and HYWCP.
- Currently, residents in Tseung Kwan O enjoyed interchange concession when taking the MTR to Tai Wai, Fanling and Sheung Shui Stations and transferring to Citybus Limited (Citybus) route nos. B8 and B7, and Green

Minibus (GMB) route no. 59S respectively to HYWCP; or taking Citybus route no. 798 to Greenfield Court in Sha Tin and transferring to Citybus route no. B8 at the Regal Riverside Hotel.

64. Mr Eric LEE, Officer, Operations Support, KMB gave a consolidated response as follows:

- Regarding Members' suggestion to extend KMB route no. 96 to Liantang Port, KMB was mindful that extension of the route would increase travel time, thereby affecting the operational efficiency of the route.
- KMB was open to Members' suggestion of introducing a direct route from Tseung Kwan O to Liantang Port and would actively study the proposal with TD.

65. Members' views were consolidated as follows:

- Cross-boundary coach operators should introduce point-to-point routes from Tseung Kwan O to Liantang Port by, for example, providing additional pick-up/drop-off points at MCP CENTRAL in Po Lam and PopCorn in Tseung Kwan O.
- They suggested introducing new direct bus routes from Tseung Kwan O to the West Kowloon Station.

66. Mr Donald LEE of TD noted Members' views. He would relay the suggestions of introducing direct routes from Tseung Kwan O to different control points and the views about private cross-boundary coach operators to the relevant divisions.

67. Mr Eric LEE of KMB noted Members' views and gave the following responses:

- At present, KMB offered interchange concessions, and members of the public could choose some of the routes departing from Tseung Kwan O and then transfer to route no. W2 for direct access to the West Kowloon Station.
- KMB would continue to study and follow up with TD on introducing new direct routes from Tseung Kwan O to the West Kowloon Station.

68. Ms Penny CHUNG, Corporate Communications Manager, Citybus gave a consolidated response as follows:

- As a franchised bus operator providing the most comprehensive services for control points, Citybus currently provided route nos. B8 and B7 to HYWCP.
- Residents in Tseung Kwan O could take Citybus route no. 798 to the stop "Greenfield Court" in Sha Tin and transfer to Citybus route no. B8 at the stop

“Regal Riverside Hotel” with interchange concession.

- Citybus was open to Members’ suggestion of introducing a direct route from Tseung Kwan O to Liantang Port (HYWCP) or other control points, and would actively study and follow up on the proposal with TD.

69. The Chairman’s views were consolidated as follows:

- Residents in the district were experiencing inconvenience when they had to interchange with other routes for the ports.
- He suggested introducing special routes during holidays or special times for the convenience of the residents.

70. Members further added that at present, passengers from Tseung Kwan O who were interested in crossing the boundary to Shenzhen were mainly elderly people, who generally attached more importance to direct access to the ports and overall convenience rather than journey duration.

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 on Members’ views. With the consent of Members, the Chairman said that the item would be deleted at the next meeting.

(B) One motion related to minibus service

(1) Request installing seat belt fastening detection screens for all minibuses in the district

(SKDC(TTC) Paper No. 38/24)

72. The Chairman said that the motion was moved by Mr CHENG Yu-hei and seconded by Mr WONG Yuen-hong, Mr WONG Wang-to, Ms Natasha YU, Mr YAU Ho-lun, Mr CHEUNG Chin-pang, Ms TAM Chuk-kwan and Mr CHONG Yuen-tung.

73. Members noted the written reply from TD (SKDC(TTC) Paper No. 46/24).

74. Members’ views were consolidated as follows:

- They thanked TD for its proactive response to Members’ views by requiring all newly registered public light buses (PLBs) to be installed with a Seat Belt Fastening Detection and Alert System (seat belt system) from 1 September 2023.
- They requested TD to provide an installation timetable for the seat belt system on PLBs that were not newly registered.
- They suggested that TD provide subsidies and offer more choices of seat belt

system for PLB operators to install to ensure passenger safety; and that a seat belt system with wireless internet access would be more suitable for Sai Kung District.

- They requested TD to provide data on the usage of passenger seat belts before and after installation of the seat belt system so as to understand its effectiveness.

75. Mr Donald LEE of TD responded that after consulting the PLB trade and relevant stakeholders, such as vehicle suppliers and manufacturers, the Department would require all newly registered PLBs to be installed with a seat belt system. These systems should comply with TD's specification under the revised PLB licensing conditions with effect from 1 September 2023. The results of the on-site trial conducted earlier showed that the system was effective in enhancing PLB passengers' awareness of wearing seat belts.

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

(C) One motion related to MTR service

(1) Request providing an MTR Fare Saver in O'South Coast
(SKDC(TTC) Paper No. 39/24)

77. The Chairman said that the motion was moved by Mr WONG Yuen-hong and seconded by Mr CHENG Yu-hei, Ms SZE Pan-pan, Mr CHEUNG Man-tim, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr CHAN Kwong-fai, Mr Chris CHEUNG, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr YAU Ho-lun, Ms Angel CHONG, Ms KAN Tung-tung, Mr CHONG Yuen-tung and the Vice-Chairman.

78. Members noted the written reply from the MTR Corporation Limited (MTRCL) (SKDC(TTC) Paper No. 47/24).

79. Members asked MTRCL for the reasons why MTR Fare Savers could not be provided at, for example, Yung Ming Shopping Centre and O'South Coast in Tseung Kwan O South and Well On Garden in Po Lam, and requested MTRCL to provide solutions.

80. Mr Kelvin KWOK, Manager - External Affairs, MTRCL responded that the "MTR Fare Savers" was a commercial promotional scheme. Among factors for consideration, including the walking distance between MTR stations and the proposed installation locations, safety and technical feasibility, the foremost consideration was whether commercial incentive was sufficient. Furthermore, passengers from Tseung Kwan O South could currently enjoy interchange discount of \$0.5 by taking GMB route no. 114A

to Tseung Kwan O Station, along with discounts such as the Monthly Pass and Early Bird Discount, which MTRCL believed could cater to the needs of passengers.

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

(D) The four motions related to road works / facilities

(1) Suggest the Government to improve ancillary facilities for Hong Kong UNESCO Global Geopark

(SKDC(TTC) Paper No. 40/24)

82. The Chairman said that the motion was moved by Mr Philip LI and seconded by Mr CHONG Yuen-tung, Mr WAN Kai-ming, Mr Kelvin YAU, Mr CHAN Kwong-fai, Ms KAN Tung-tung, Mr LI Tin-chi, Mr CHENG Yu-hei, Mr CHEUNG Chin-pang, Mr WONG Yuen-hong, Mr CHAN Kuen-kwan, Mr CHAU Ka-lok, Ms Angel CHONG, Mr CHEUNG Man-tim, Ms SZE Pan-pan, Mr YAU Ho-lun, the Vice-Chairman and himself.

83. Members noted the written replies from the Agriculture, Fisheries and Conservation Department (AFCD), the Water Supplies Department (WSD) and TD (SKDC(TTC) Paper Nos. 48/24 to 50/24).

84. Members' views were consolidated as follows:

- The High Island Reservoir being a major tourist attraction in Hong Kong, they suggested improving the traffic flow by providing a lay-by on Man Yee Road for safe, orderly and smooth access of tourists.
- They proposed installing charging facilities for electric vehicles in the Hong Kong UNESCO Global Geopark to meet the charging need of public transportation.
- They suggested that optimisation of the facilities should comply with the certification standards of the Hong Kong UNESCO Global Geopark.

85. Mr Johnathan BOEDIHARDJO of TD responded that Man Yee Road in Sai Kung was not under the management of TD. If the relevant departments had improvement plans, TD would provide traffic engineering comment as necessary.

86. The Chairman suggested that SKDO should coordinate the follow-up with the relevant departments.

87. Miss Lacus CHENG of SKDO noted Members' relevant views, which would be relayed to the relevant departments by the Secretariat. SKDO would work with the

relevant departments to study the feasibility of optimising the facilities and consider bringing it up for discussion in the District Management Committee if necessary.

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

(2) Suggest improving the design of the pedestrian crossing on Chi Shin Street

(SKDC(TTC) Paper No. 41/24)

89. The Chairman said that the motion was moved by Ms Angel CHONG and seconded by Ms SZE Pan-pan, Mr CHEUNG Man-tim, Ms KAN Tung-tung, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr CHAN Kai-wai, Mr CHAU Ka-lok, Mr CHENG Yu-hei, Mr CHAN Kwong-fai, Mr Chris CHEUNG, Mr WONG Yuen-hong, Mr CHONG Yuen-tung, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr LI Tin-chi, Mr YAU Ho-lun, Ms LI Ka-yan, Mr CHAN Kuen-kwan, Mr CHEUNG Chin-pang, the Vice-Chairman and himself.

90. Members noted the written reply from TD (SKDC(TTC) Paper No. 51/24).

91. Members suggested that additional traffic signs and road markings should be provided at the bends off Yee Ming Estate and Chi Shin Activity Centre on Chi Shin Street.

92. Mr Peter SHEN of TD noted Members' views, and said that the Department would review when appropriate whether the traffic signs and road markings in the vicinity of the pedestrian crossings on Chi Shin Street need to be improved.

93. Members suggested converting the existing cautionary crossings on Chi Shin Street to a zebra crossing to reduce the risk of traffic accidents and ensure pedestrian safety. If the zebra crossing option was not feasible, TD might consider installing speed humps or speed enforcement cameras.

94. The Chairman shared Members' views, and suggested that TD should step up follow-up to ensure pedestrian safety.

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

(3) Suggest increasing the number of motorcycle parking spaces in Tseung Kwan O South

96. The Chairman said that the motion was moved by Ms SZE Pan-pan and seconded by Ms KI Lai-mei, Mr CHEUNG Man-tim, Mr CHONG Yuen-tung, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr CHAU Ka-lok, Mr CHENG Yu-hei, Mr CHAN Kwong-fai, Mr Chris CHEUNG, Mr Philip LI, Mr WONG Yuen-hong, Mr LAM Chun-ka, Mr CHAN Chi-ho, Mr Kelvin YAU, Mr WAN Kai-ming, Mr YAU Ho-lun, Ms LI Ka-yan, Mr CHAN Kuen-kwan, Mr CHEUNG Chin-pang, Ms Angel CHONG, Ms KAN Tung-tung, Ms TAM Chuk-kwan and the Vice-Chairman.

97. Members noted the written reply from TD (SKDC(TTC) Paper No. 52/24).

98. Members' views were consolidated as follows:

- The distribution of motorcycle parking spaces in Tseung Kwan O South was uneven, which were mainly located in the peripheral area.
- They suggested reviewing the location, distribution and quantity of motorcycle parking spaces in Tseung Kwan O to understand their current usage.
- The demand for motorcycle parking spaces in the district was high. They suggested increasing the number of parking spaces near the existing on-street motorcycle parking spaces where road conditions permitted.
- They suggested that the Department should identify new suitable locations for provision of new motorcycle parking spaces, such as the vicinity of Chi Shin Activity Centre on Chi Shin Street or that of the French International School on Tong Yin Street.

99. The Vice-Chairman shared Members' views and suggested that the Department could consider formation of part of the land in Yau Yue Wan for providing motorcycle parking spaces there.

100. Members conveyed that there were also insufficient motorcycle parking spaces in Tseung Kwan O North, which easily led to illegal parking. They suggested exploring the possibility of increasing the number of motorcycle parking spaces in Tseung Kwan O North.

101. The Vice-Chairman added that some motorcycles were parked near fire service facilities or at main passages, such as near St. Andrew's Parish. TD should increase the number of motorcycle parking spaces at various suitable locations to prevent the public from parking motorcycles at inappropriate places.

102. Members suggested writing to Link REIT to enquire about the number and occupancy rate of and the waiting time for motorcycle parking spaces in car parks under its management in Tseung Kwan O.

103. The Chairman's views were consolidated as follows:

- He requested the Secretariat to write to Link REIT for enquiry.
- He suggested that Members could identify suitable locations before seeking professional advice from the Department.

104. Mr Peter SHEN of TD noted Members' views and gave a consolidated response as follows:

- Without compromising traffic flow, road safety or the loading and unloading of other vehicles, TD had been increasing the number of on-street motorcycle parking spaces at suitable locations in the district in order to meet the short-term parking demand of motorcyclists.
- With the assistance of the Lands Department, TD had also been identifying suitable government land for designation as temporary fee-paying car parks in various areas with parking demand. TD would continue to provide more motorcycle parking spaces at other suitable locations.
- At present, the open-air car park on Chui Shin Street (Short Term Tenancy (STT) No. SX5148) and that opposite Tseung Kwan O Station (STT No. SX5307) provided a certain number of motorcycle parking spaces.
- In addition, in accordance with the "single site, multiple use" principle, TD had increased the number of public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects. Examples were the Tseung Kwan O Government Offices and the Joint-user Complex with Market in Area 67, Tseung Kwan O that were under construction, as well as the planned Town Park cum Public Vehicle Park project in Area 66, Tseung Kwan O. TD had requested the proponents of the projects to reserve a certain number of motorcycle parking spaces for use by the public.

105. The Chairman suggested that the Department should provide the location, distribution and quantity of motorcycle parking spaces in Tseung Kwan O so that Members could have more information for reference and suggest suitable locations for additional motorcycle parking spaces.

106. Members' views were consolidated as follows:

- Consideration should be given to converting the spaces where new bicycle parking spaces would be provided in the district into motorcycle parking spaces.
- Fitting a new "time plate" at some of the motorcycle parking spaces to

indicate the prohibited or permitted parking hours or dates so as to prevent long-term occupation and abuse.

107. Mr Peter SHEN of TD acknowledged Members' views and said that factors including road conditions and safety at different locations had to be assessed in considering the suitability for change of use, and would refer the suggestion to relevant colleagues for consideration.

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

(4) Urge the Administration to expedite the construction of the escalator link system between Hong Sing Garden and Po Hong Road to facilitate access of residents living in the uphill area of Po Lam Road North
(SKDC(TTC) Paper No. 43/24)

109. The Chairman declared that the motion was moved by the Vice-Chairman and seconded by Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr CHENG Yu-hei, Mr CHAN Kwong-fai, Mr Chris CHEUNG, Mr Ken CHAN, Mr CHAU Ka-lok, Mr WONG Yuen-hong, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr LI Tin-chi, Mr YAU Ho-lun, Ms LI Ka-yan, Mr CHAN Kuen-kwan, Mr CHEUNG Chin-pang, Ms KAN Tung-tung, Ms TAM Chuk-kwan, Mr CHONG Yuen-tung and himself.

110. Members noted the written reply from HyD (SKDC(TTC) Paper No. 53/24).

111. Members' views were consolidated as follows:

- They enquired about the lead department of the works, and why the works for the escalator link system between Hong Sing Garden and Po Hong Road had not been implemented.
- The relevant government departments could make reference to the design of the high-rise lift tower on Anderson Road or that at HKUST when finalising the design proposal.

112. The Chairman suggested that a project schedule for the construction of the escalator link system between Hong Sing Garden and Po Hong Road should be confirmed. If the escalator link system was not feasible, alternative designs such as a lift tower could be adopted.

113. Mr David AU of HyD gave a consolidated response as follows:

- At present, the preliminary technical feasibility study for the project had been

completed. Investigation and preliminary design work were also underway. The project had various constraints and technical challenges, including the need to overcome a near 80 m between Po Lam Road North and Po Hong Road, and the fact that the project alignment had to cross Tseung Kwan O Tunnel Road and a fresh water main with a diameter of 900 mm on the slope.

- The Department had been in close liaison with the Transport and Logistics Bureau (TLB) and TD to discuss the progress of the project and examine various factors in order to study the project costs and develop a feasible solution.

114. The Vice-Chairman's views were consolidated as follows:

- She requested HyD to provide detailed information about the project, such as its progress, design direction, scale and scope, time and resources involved, technical conditions and constraints, and the surrounding environment.
- She suggested that the Secretariat should write to TLB to enquire about the progress of the project and to relay the concerns and suggestions of the local community regarding the motion.

115. Mr David AU of HyD noted Members' views. Regarding the progress of the geotechnical study and the bridge design, he was unable to provide information at the meeting, and would refer the request to the relevant project teams. Further information would be reported to Members as and when available.

116. The Chairman suggested that HyD should expedite the follow-up on the above project and arrange a site visit for Members with the Department.

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

V. Any Other Business

(A) Water accumulation at open-air car parks in Tseung Kwan O

118. Members' views were consolidated as follows:

- Soil erosion caused by heavy rains over days resulted in persistent water accumulation in the low-lying area of some of the open-air car parks in Tseung Kwan O.
- They suggested that the District Lands Office, Sai Kung (DLO/SK) should write to the contractors of the car parks at LOHAS Park and on Shek Kok

Road, requesting that the land should be formed as soon as possible to avoid water accumulation.

119. The Chairman suggested giving the car park tenants a period of 30 days to deal with the problem.

120. Mr CHOW Kin-keung, Administrative Assistant/Lands, DLO/SK responded that regarding Members' concern about water accumulation in the car parks, DLO/SK would write to the car park contractors concerned, requesting appropriate measures to be taken to prevent the problem.

121. Members suggested reviewing the existing contracts between DLO/SK and the contractors of the car parks at LOHAS Park and Shek Kok Road.

(B) Provision of additional pick-up and drop-off points for East Kowloon Express

122. Members suggested providing additional pick-up/drop-off points for East Kowloon Express at MCP CENTRAL (Po Lam Public Transport Interchange) in Po Lam to facilitate direct access of the residents of Tseung Kwan O North to Shenzhen Bay.

123. The Chairman suggested that TD should arrange a site visit for Members with the Department and Members should communicate more with the relevant stakeholders.

(C) Project on the Anderson Road Quarry Site

124. Members suggested that meetings of the relevant government departments on the Anderson Road Quarry Site project should be held alternately in Kwun Tong and Sai Kung Districts.

125. The Chairman added that stakeholders in this district were represented at the meetings on the Anderson Road Quarry Site project.

126. Miss Lacus CHENG of SKDO responded that SKDO had invited all DC members to join the Civil Engineering and Development Department and District Officer (Sai Kung), as the Chairman of SKDC, in a site visit to the vicinity of Anderson Road on 21 June to better understand the development in the region.

(D) Arrangements for motorcycle parking spaces during Sai Kung Tin Hau Festival (the Festival)

127. Members relayed residents' views on the suspension of motorcycle parking spaces on Yi Chun Street during the Festival. They suggested that short-term motorcycle parking spaces should be provided at other locations in the Sai Kung town centre, such as near the police station on Mei Yu Street, for the convenience of the affected residents.

128. The Chairman shared Members' views, and suggested that the vicinity of the Tang Shiu Kin Sports Ground was also a suitable location.

129. Mr Johnathan BOEDIHARDJO of TD noted and would follow up on Members' views.

VI. Date of Next Meeting

130. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 18 July 2024 (Thursday).

131. The meeting ended at 12:34 p.m.

Sai Kung District Council Secretariat
June 2024