

(Confirmed minutes)

(Translation)

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

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Date : 18 July 2024 (Thursday)

Time : 10:00 a.m.

Venue : Conference Room of the Sai Kung District Council

**Present**

Mr LAU Kai-hong, MH (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 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, MH	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
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
Ms CHAN Ka-man, Carmen	Liaison Officer i/c (Tseung Kwan O) C, 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
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 AU Kai-lun	District Operation Officer, Tseung Kwan O District (Temp), 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 Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), Sai Kung District Office	For agenda item II
Mr CHOW Chun-pong, Bond	Chief Engineer 5/Major Works, Highways Department	
Mr CHENG Man-wai, Marcus	Senior Engineer 1/Hiram's Highway, Highways Department	
Mr WU Chin-fai, Wilson	Senior Engineer 2/Hiram's Highway (Acting), Highways Department	
Ms HO Ka-yin, Catherine	Senior Land Executive/Acquisition, District Lands Office, Sai Kung	
Mr TAM Chi-kin	Land Executive/Acquisition 2, District Lands Office, Sai Kung	
Mr WAN Wai-keung, Emeric	Project Manager, WSP (Asia) Limited	For agenda items III, IV(A)
Ms LING Ho-ting, Stella	Principal Engineer, WSP (Asia) Limited	
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	For agenda item V(B)
Mr Kelvin KWOK	Manager - External Affairs, MTR Corporation Limited	

### **Absent**

Mr YAU Siu-hung, Kelvin, MH      Member of Sai Kung District Council

### **Welcome Remarks**

The Chairman said that a quorum was present and the fourth meeting of the Traffic and Transport Committee (TTC) in 2024 commenced officially. He welcomed all Members, representatives of government departments and organisations to the fourth meeting of TTC in 2024, in particular Mr AU Kai-lun, District Operation Officer, Tseung Kwan O District (Temp), Hong Kong Police Force (HKPF), who attended the meeting for the first time on behalf of Mr Ian COWIESON.

2. The Chairman said that Mr Kelvin YAU was unable to attend the meeting today because of sickness. Due to exceptional circumstances and there being no objection from Members, the Chairman declared that his absence from the meeting concerned was approved in accordance with Order 64(2) of the Sai Kung District Council Standing Orders.

**I. Confirmation of Minutes of the 3rd Traffic and Transport Committee (TTC) Meeting held on 23 May 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 above minutes were confirmed.

**II. New Item**

(A) Dualling of Hiram's Highway from Marina Cove to Sai Kung Town  
(SKDC(TTC) Paper No. 54/24)

4. The Chairman welcomed the following representatives to the meeting:

- Mr Bond CHOW, Chief Engineer 5/Major Works, Highways Department (HyD)
- Mr Marcus CHENG, Senior Engineer 1/Hiram's Highway, HyD
- Mr Wilson WU, Senior Engineer 2/Hiram's Highway (Acting), HyD
- Ms Catherine HO, Senior Land Executive/Acquisition, District Lands Office, Sai Kung (DLO/SK)
- Mr TAM Chi-kin, Land Executive/Acquisition 2, DLO/SK
- Mr Ken CHENG, Senior Liaison Officer (1), Sai Kung District Office (SKDO)
- Mr Emeric WAN, Project Manager, WSP (Asia) Limited
- Ms Stella LING, Principal Engineer, WSP (Asia) Limited

5. Members noted the paper.

6. Mr Bond CHOW, Chief Engineer 5/Major Works, HyD briefly introduced the project and its latest progress.

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

- He suggested that the land resumption issue in Pak Sha Wan should be resolved as soon as possible to avoid delaying the progress of the works.
- He suggested compressing the construction period of Hiram's Highway Improvement Stage 2 Project (Stage 2 Project).
- He suggested that emergency openings should be provided at the central median of dual carriageway.
- He enquired whether the cost of Stage 2 Project included the expenses for installing utilities.

8. Members' views were consolidated as follows:

- They suggested that all dual two-lane carriageways should adopt a layout without central median (i.e. single four-lane carriageway).
- They suggested relaxing the existing road speed limit (50 km/h).
- They enquired about the reason for the proposed footpath's width of two metres.
- They enquired about the reprovisioning arrangements of refuse collection points, public toilets and leisure facilities.
- They suggested transplanting the affected trees of particular interest.
- They enquired about the information on the proposed noise barriers in the vicinity of Sai Kung Jockey Club Town Hall.
- At present, the entrance and exit locations of the car park near the Scout Association of Hong Kong in Pak Sha Wan were not desirable. They suggested to explore for possibility of improvement on the entrance and exit locations.

9. Mr Bond CHOW of HyD gave consolidated views as follows:

- HyD had maintained close communication with DLO/SK on the land resumption in Pak Sha Wan. The current target was to complete all land resumption procedures within the fourth quarter of this year. DLO/SK could supplement the progress of individual cases.
- Regarding the suggestion to compress the construction period of the Stage 2 Project, the first 20 months included carrying out detailed design, various advance construction works and communications with various stakeholders. During the six-years construction period, the existing traffic on both bounds would be maintained and temporary traffic arrangements would be implemented to minimise the impact on commuting and commercial activities amid a tight construction timeframe. HyD would strive to complete the construction works as early as possible.
- Dual-carriageway was the appropriate arrangement from road safety viewpoint. Meanwhile, we would follow the design standard to provide emergency opening(s) at the central median at suitable location(s) along the proposed dual carriageway. Furthermore, the current standard speed limit of rural roads was 50 km/h. Also, given that there were a number of pedestrian crossings along the route, it was not appropriate to relax the speed limit.
- Utility undertakings would be responsible for the cost of the diversion works of their respective utilities.

- For footpath design, the two-metre width was in accordance with the current design standard to suit the use of pedestrian and wheelchair users. The actual width of footpath would depend on the site conditions.
- Utilities that would take up considerable space would be put underneath carriageway as far as possible.
- Public facilities to be affected by the project would be reprovisioned at the same location or in the vicinity, such as the Pak Sha Wan Church refuse collection point would be reprovisioned opposite to Pak Sha Wan Tsuen Garden.
- There were 8 trees of particular interest within the project boundary that would be transplanted to other locations. Whereas for 12 other trees of particular interest, after inspection and diagnosis by tree experts, either their overall form and structural condition were considered to be poor, or they were located on slopes with large root balls, which were difficult to transplant, therefore they were not suitable to be transplanted and had to be removed.
- For the entrance and exit arrangements of the car park near the Scout Association of Hong Kong in Pak Sha Wan, local stakeholders would be consulted in the detailed design stage.
- In response to the concerns raised by residents during the public consultation stage about the visual impact on their properties due to the installation of noise barriers, the one previously proposed at Sai Kung town centre had already been cancelled at the gazettal stage.

10. Mr CHOW Kin-keung, Administrative Assistant/Lands, DLO/SK responded that the land resumption issue involving the private land of Pak Sha Wan was largely completed. However, some cases associated with squatters were still being processed.

11. Members suggested communicating with the potentially affected stakeholders promptly, so as to facilitate a timely commencement of works.

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

- She considered that the speed limit of 50 km/h was reasonable, but it was still necessary to install speed enforcement camera to deter speeding for public's safety.
- She suggested to reserve sufficient underground space for utilities installation so as to avoid repeated excavation after project completion.
- She suggested HyD to check whether other departments would take over those affected trees of particular interest.
- She enquired about the current traffic volume/capacity ratio (v/c ratio) of the Hiram's Highway Improvement Stage 1 Project (Stage 1 Project).

13. Members' views were consolidated as follows:

- They asked whether the estimated traffic flow of the project had taken into account the planned development of a large-scale elderly home near The Giverny in Pak Sha Wan.
- They enquired about the feasibility of reserving funding for installation of noise barriers when making funding applications to the Legislative Council.

14. The Chairman suggested that the content of the promotional video should be finalised expeditiously to keep the public informed of the progress. Furthermore, the Chairman proposed to adopt new signalised pedestrian crossing with green time countdown display for the Stage 2 Project.

15. Mr Bond CHOW of HyD gave a consolidated response as follows:

- HyD would maintain close communication with relevant stakeholders of the Stage 2 Project.
- The Transport Department (TD) could supplement installation of speed enforcement cameras.
- HyD would liaise with relevant utility undertakings to make arrangements for the installation of utilities within common trenches to minimize the need for repeated excavation as far as practicable.
- As diagnosed by tree experts, the 12 trees of particular interest which were concluded to be not suitable for transplant and had to be removed. Nonetheless, HyD would consult other departments and see whether they would be willing to take over those trees.
- The consultant would supplement regarding the v/c ratio of the Stage 1 Project.
- The traffic capacity of Hiram's Highway would be sufficient to cater for the elderly home near The Giverny after completion of the project.
- HyD had reserved contingency provision for use in case needed in the project.
- The project introduction video for the Stage 2 Project was under production. It would be uploaded to the Stage 2 Project webpage and the Facebook page of HyD. Members could help disseminating the information to the public and their communities.
- TD could supplement the installation of the new traffic control system .

16. Mr Emeric WAN, Project Manager, WSP (Asia) Limited gave a consolidated response as follows:

- There was no data on the v/c ratio of the Stage 1 Project available at the meeting.
- For the overall traffic impact assessment of the Stage 2 Project, the future development of Sai Kung Town had been considered. It was anticipated that after the completion of the Stage 2 Project, the v/c ratio during peak hours would be lowered to around 0.6.

17. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD gave a consolidated response as follows:

- TD and HKPF would from time to time install speed enforcement cameras at locations across the territory where necessary.
- He noted the suggestion on the installation of pedestrian traffic light countdown device, the detailed design would be reviewed at a later stage.

18. The Vice-Chairman gave a consolidated response as follows:

- She generally supported the implementation of the project and further suggested narrowing the central median, in order to create space for providing a cycle track.
- She conveyed the request of some residents in Pak Sha Wan regarding their wish to have noise barriers installed in that area.

19. Members' views were consolidated as follows:

- They proposed to adopt single four-lane carriageway arrangement (i.e. no central median) all along the Stage 2 Project, so that vehicles would have enough space to bypass should accident happened.
- They suggested to install double glazed windows as replacement to noise barriers.
- They enquired whether a proper pedestrian crossing could be provided at Tai Chung Hau Road.

20. Mr Bond CHOW of HyD gave a consolidated response as follows:

- As cycle track would require substantial additional land resumption and there was no existing cycle track network at both ends of the Hiram's Highway, the feasibility of constructing a roadside cycle track in this project was unlikely.
- The locations of the current noise barriers proposal were determined after numerous consultations conducted and the room for further adjustment was



very limited. HyD would not replace noise barrier with double glazed windows.

- In the Stage 2 Project, Hiram's Highway and Po Tung Road from Marina Cove to Fuk Man Road would adopt the dual-carriageway approach to ensure road safety. However, due to site constraints, the section of Pak Sha Wan could only adopt the single four-lane carriageway approach with railings in the middle to separate opposite bound traffic.

21. Mr Wilson WU, Senior Engineer 2/Hiram's Highway (Acting), HyD responded that in view of the demand for pedestrian crossing near Tai Chung Hau Road, HyD would provide proper pedestrian crossing facilities at the location.

22. The Chairman thanked the relevant departments for giving detailed responses and hoped that they would liaise closely with all the stakeholders through various channels to provide more information related to the works. He also asked HyD, DLO/SK and TD to continue to follow up Members' views.

### **III. Matter 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 4 to 18 of the minutes of the last meeting)

23. Members noted the written reply from TD (SKDC(TTC) Paper No. 55/24).

24. The Chairman asked TD/HyD to provide the information about the second round of test, the construction arrangements and the timetable for the bus route arrangements.

25. Mr Johnathan BOEDIHARDJO of TD responded that the local consultation exercise regarding the preliminary design plan was completed. The feedback received was positive. TD was liaising with HyD closely in order to implement the works.

26. Mr David AU, District Engineer/Tseung Kwan O, HyD responded that HyD was maintaining close liaison with TD to study the temporary traffic arrangements and the works schedule during the construction period. To date, an application for excavation permit had been submitted, a tree survey and assessment was underway and two trial runs for temporary traffic arrangement had been carried out twice. It was anticipated that the first stage of works could commence in August at the soonest.

27. The Chairman enquired about the information on the works procedures to be commenced in August.

28. Mr David AU of HyD responded that after obtaining the excavation permit, HyD would carry out advance works for the first stage of the improvement works including the modification of the central island at the roundabout in August, such as tree felling/transplanting and relocation of underground utilities. It was anticipated that a few months would be required for the first stage of works.

29. The Chairman gave a consolidated response as follows:

- He was satisfied with the traffic impact assessment earlier on. He hoped that the public would not be seriously affected during the construction period.
- He suggested that Kowloon Motor Bus Company (1933) Limited (KMB) should grasp the opportunity to consider putting forward a plan to enhance the service of bus route no. 91S during this improvement works.

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

- He noted Members' suggestion on service enhancement of KMB route no. 91S and said that the existing passenger demand for the service had been satisfied.
- As stated in the bus route planning programme 2024 - 2025, KMB route no. 91S would extend to Kwun Tong, which was expected to operate in the third quarter of this year. Afterwards, KMB would continue to pay close attention to the patronage and discuss with TD regarding the possibility of service enhancement in a timely manner.

31. Members asked whether the works could be carried out concurrently to compress the construction period.

32. Mr David AU of HyD responded that in light of the extremely heavy traffic at the roundabout of Ying Yip Road and the temporary traffic arrangements would be required for various stages of works, the works was recommended to be carried out in stages to minimise the traffic impact at the roundabout of Ying Yip Road and the nearby roads.

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

#### IV. Report Items

- (A) Major changes in public transportation services launched in Sai Kung District from 1 May 2024 to 30 June 2024  
(SKDC(TTC) Paper No. 56/24)

34. Members noted the paper.

35. Members' views were consolidated as follows:

- They suggested optimising the kaito ferry service between Tseung Kwan O (South) and Sai Wan Ho. Examples included postponing the last kaito service time to 8:00 p.m., introducing other new routes and ferry points, providing additional onshore facilities such as temporary covers or tents, facilitating transportation between Tseung Kwan O (South) Landing and the MTR stations, and stepping up publicity efforts.
- They suggested that adjustments should be made to the routing of KMB route no. 290A to shorten the travelling time.
- They suggested providing shelters at the stops of the KMB route no. 290 series outside the Immigration Headquarters.

36. The Chairman gave a consolidated response as follows:

- He asked TD to provide the information on the frequency of KMB route no. 91R.
- He suggested changing the service of KMB route no. 91R to round-trip routing between Clear Water Bay and Tseung Kwan O (Choi Ming) to facilitate the residents in Clear Water Bay.
- He proposed the amalgamation of KMB route nos. 91R and 91S to boost patronage.

37. Miss Mandy WONG, Senior Transport Officer/Sai Kung, TD gave a consolidated response as follows:

- She noted Members' view regarding the kaito service, which included adjusting the existing frequency, introducing other routes and boarding points, enhancing publicity efforts, providing shelters at the waiting areas, etc. TD would discuss Members' views with the operator and follow up with the relevant departments.
- Concerning the suggestion to provide a shelter for the stop of the KMB route no. 290 series outside the Immigration Headquarters, TD would study with the bus company to provide facilities that enhance and facilitate passengers'

waiting based on demand.

- She noted Members' suggestion on the routing and travelling time of KMB route no. 290A. At present, KMB route no. 290A provided service for the passengers in Tseung Kwan O and Kwun Tong. TD would explore the feasibility of adjusting the service in due course.

38. The Chairman enquired whether any permit would be required for providing additional facilities at the kaito waiting areas, such as setting up temporary marquees.

39. Mr CHOW Kin-keung of DLO/SK responded that DLO/SK would follow up if proponent departments applied for land allocation regarding the relevant issue. Moreover, if non-governmental organisations applied for temporary occupation of vacant government land for non-profit-making uses, DLO/SK would follow up in accordance with applicable procedures.

40. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded that at present, KMB route no. 91R provided four trips from Clear Water Bay to Tseung Kwan O (Choi Ming) on Sundays and public holidays from 5:00 p.m. to 7:00 p.m. during the swimming season (from 10 June 2024 to 25 August 2024) to meet passenger demand. According to the statistics of TD, the occupancy rate of route no. 91R was around 30%. In addition, the bus company would take into account various factors in deciding whether to provide special service from Tseung Kwan O (Clear Water Bay bound).

41. Mr Eric LEE of KMB gave a consolidated response as follows:

- As for Members' suggestion to adjust the routing of KMB route no. 290A, due to its coverage in other different areas, KMB would study the viability of making routing adjustments and follow up with TD in due course.
- Noted Members' suggestion to provide a shelter for the bus stop of Park Central outside the Immigration Headquarters, and would relay to the works department for feasibility study.
- At present, KMB route no. 91R provided four trips from Clear Water Bay to Choi Ming on Sundays and public holidays during the swimming season. Currently, the existing service was able to satisfy passenger demand. KMB would study Members' suggestion on routing adjustments with TD.

(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. 57/24)

42. Members noted the paper.

43. Members' views were consolidated as follows:

- They thanked TD for adding over 30 motorcycle parking spaces in the district and for improving the design of the pedestrian crossing at Chi Shin Street. They suggested commencing the works expeditiously after the relevant consultation was completed.
- They asked TD to provide the consultation paper and the works schedule for the addition of cycle track opposite Tseung Kwan O Sports Ground at Po Hong Road.
- They suggested changing part of the lay-by opposite Tseung Kwan O Sports Ground at Po Hong Road into motorcycle parking spaces and arranging a site inspection for Members and the departmental representatives.
- They proposed moving the bus stop opposite the SUNeVision MEGA Plus Data Centre on Wan Po Road to a location closer to the pedestrian crossing and installing a shelter for the convenience of pedestrians.
- They suggested that the Police should step up law enforcement efforts in the district to tackle prolonged occupation of motorcycle parking spaces.

44. The Vice-Chairman welcomed the addition of motorcycle parking spaces by TD. She also agreed that there was a need to address the problem of abandoned motorcycles. Moreover, she suggested providing motorcycle parking spaces near the schools at Yau Yue Wan Village.

45. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD gave consolidated views as follows:

- TD was currently coordinating with HyD regarding the works for the provision of a cycle track opposite Tseung Kwan O Sports Ground at Po Hong Road. It was expected that a detailed plan would be rolled out this month or the next at the soonest. SKDO would then be engaged to conduct local consultation. TD could arrange a site inspection if necessary.
- Regarding the motorcycle parking spaces at the roadside, a number of proposals put forward by TD earlier were currently undergoing or had completed local consultations. If the consultation results were positive, TD would issue a works request form to HyD as soon as possible.
- She noted Members' views on providing motorcycle parking spaces at the roadside of the lay-by opposite Tseung Kwan O Sports Ground at Po Hong Road. TD would further review the proposal and keep close communication with Members.

46. Ms Mandy WONG of TD responded that the works associated with the bus stop on Wan Po Road southbound (opposite Le Prestige, LOHAS Park) would be completed in 2026. TD would review and relay to the works contractors the arrangements for the location of the bus stop and the shelter.

47. Mr CHENG Tsz-wah, OC District Traffic Team, Tseung Kwan O District, HKPF responded that the Police conducted regular patrols and law enforcement actions, and issued warnings to vehicles parked for a continuous period of more than 24 hours. If members of the public found that motorcycle parking spaces in Tseung Kwan O had been occupied for a long period of time, they could report the matter to the police or file a complaint.

48. The Chairman asked Members to provide information to the relevant department for follow-up actions if they noticed that motorcycle parking spaces had been occupied for a long time.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)  
(SKDC(TTC) Paper No. 58/24)

49. Members noted the paper.

(D) Progress Report of Major Works of the Sai Kung District Council  
(SKDC(TTC) Paper No. 59/24)

50. Members noted the paper.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area  
(SKDC(TTC) Paper No. 60/24)

51. Members noted the paper.

(F) Statistics on cycling accidents  
(SKDC(TTC) Paper No. 61/24)

52. Members noted the paper.

53. Members' views were consolidated as follows:

- They suggested clearing the refuse or plants at the bicycle parking areas during the joint clearance operations against illegally parked bicycles to maintain environmental hygiene.
- They suggested removing the plants at the bicycle parking area at Exit A of

Hang Hau Station.

54. The Chairman suggested that Members could provide the photos and locations concerned, and relay them to the department directly for prompt action.

55. The Vice-Chairman gave consolidated views as follows:

- She enquired about the relevant information on item 13 in the paper (i.e. “Object or animal in road (Tseung Kwan O South Waterfront)”).
- She conveyed that some cyclists played loud music near the waterfront promenade and the vicinity of LOHAS Park between 10:00 p.m. and 11:00 p.m., which caused nuisance to the residents nearby.
- She relayed that at night, there were people riding bicycles at high speed along the waterfront promenade from time to time, which would be prone to accidents. In this connection, she hoped that the Police could carry out more patrols.

56. The Chairman suggested that the Police should step up publicity efforts along the cycle track and at bicycle shops to reduce the number of cycling accidents.

57. Mr AU Kai-lun, District Operation Officer, Tseung Kwan O District (Temp), HKPF gave a consolidated response as follows:

- For any obstacles found on the cycle track during police patrols, the Police would contact the relevant departments for follow-up.
- Regarding the obstacles found at the waterfront promenade, based on the record, the relevant accident was caused by miscellaneous items at the waterfront promenade. Immediate actions was taken. It was considered an individual case.
- As for the suggestion to remove the plants from the bicycle parking area at Exit A of Hang Hau Station, it was believed that the relevant departments would carry out clearance and follow up actions during the inter-departmental joint operations as necessary.
- The Police would instruct frontline officers to pay more attention to the noise disturbance caused by cycling between 10:00 p.m. and 11:00 p.m., in particular in the vicinity of LOHAS Park. If such incidents were observed, the frontline officers would give verbal warnings.
- He agreed that there was a need to collaborate with bicycle shops and cyclist groups in the district for publicity, so as to advise the cyclists to reduce speed and be cautious when passing through the area near Tseung Kwan O South to minimise accidents.

58. Members' views were consolidated as follows:

- They suggested that the Police should strengthen law enforcement and publicity efforts at the cycle track along Tseung Kwan O Cross Bay Bridge, the waterfront promenade and the waterfront park to reduce noise levels and prevent accidents.
- They suggested adding appropriate signage, such as speed reduction signs, or installing embankments, to remind cyclists to reduce their speed and avoid accidents.

59. Ms Eunice HUI of TD noted Members' views and would review the design of the cycle track.

60. The Chairman said that Members could also take part in the local promotion if necessary.

(G) Statistics on illegal parking  
(SKDC(TTC) Paper No. 62/24)

61. Members noted the paper.

62. Members said that a taxi travelled against traffic and mounted the pavement at Tong Tak Street near Beverly Garden recently. They asked the Police how they would prevent similar incidents.

63. Mr CHENG Tsz-wah of HKPF responded that the Police was aware of the incident and would follow up proactively.

64. The Chairman suggested that TD should set up guard rails or bollards at the concerned location to prevent vehicles from driving onto the pavement again.

65. Mr Peter SHEN, Engineer/Special Duties 1, TD responded that they would enquire of the Police about the details of the incident and subsequently review whether there was a need to set up guard rails or bollards.

66. Members relayed that vehicles were often illegally parked outside Hang Hau Man Kuk Lane Park, obstructing the access of residents and leading to traffic obstruction. They hoped that the Police could take more law enforcement actions.

67. The Chairman said that there were no metered parking spaces in the rural areas. For example, the car park at Fat Tau Chau Village (Fu Tau Chau Village) was under



prolonged occupation. He knew that the Police had taken law enforcement actions frequently, but emphasised the need for more regulation.

68. Mr CHENG Tsz-wah of HKPF responded that the Police would step up law enforcement in the vicinity of Man Kuk Lane and Fat Tau Chau.

69. The Vice-Chairman suggested providing more pick-up/drop-off points near Hang Hau Station.

70. Members pointed out that the location of the petrol filling station opposite Po Lam Estate was a black spot for illegal parking. Furthermore, they suggested removing a small tree in the middle of the road at the relevant location.

71. Mr AU Kai-lun of HKPF took note of Members' views and would follow up on the matter.

## **V. Motions Raised by Members (Total three motions)**

### **(A) One motion related to minibus service**

- (1) Urge to enhance special departures for GMB route no. 103M during the swimming season  
(SKDC(TTC) Paper No. 63/24)

72. The Chairman said that the motion was moved by Mr WONG Wang-to and seconded by Mr CHAN Chi-ho, Mr WAN Kai-ming, Mr Ken CHAN, Mr LI Tin-chi, Mr LAM Chun-ka, Mr WONG Yuen-hong, Mr YAU Ho-lun, Ms KAN Tung-tung, Mr Chris CHEUNG, Ms KI Lai-mei, Ms TAM Chuk-kwan, Mr TSANG Kwok-ka, Mr CHAN Kuen-kwan, Ms SZE Pan-pan, Mr CHEUNG Chin-pang and the Vice-Chairman.

73. Members noted the written reply from TD (SKDC(TTC) Paper No. 66/24).

74. Members' views were consolidated as follows:

- They welcomed the provision of special departures of Green Minibus (GMB) route no. 103M during the swimming season. Nevertheless, they suggested the time for the first departure from Tseung Kwan O should be advanced to 5:00 a.m. or 5:30 a.m. to meet the demand of the morning swimmers.
- They suggested enhancing the frequency of GMB route no. 103M during morning peak hours, such as maintaining at an interval of five to eight minutes, to facilitate passenger flow.

75. The Chairman suggested enhancing the service of GMB route no. 103M to facilitate access by residents and increasing the frequency of the route in the evening.

76. The Vice-Chairman gave consolidated views as follows:

- She suggested enhancing the special departures of GMB route no. 103M departing from Tseung Kwan O during the swimming season, as well as the special departures from Mang Kung Uk to Tseung Kwan O Station.
- She suggested that the minibuses under the GMB route no. 103 series could be flexibly deployed to facilitate passenger diversion.
- She suggested introducing interchange arrangements for minibuses providing service from Kowloon to Sai Kung District at the Tseung Kwan O Tunnel Bus-Bus Interchange.

77. Members suggested that the regular service hours of GMB route no. 103M should be advanced to 6:00 a.m. to benefit the residents in Clear Water Bay.

78. Mr Donald LEE of TD gave consolidated views as follows:

- Considering the higher passenger demand from urban areas of Tseung Kwan O to Clear Water Bay in the early morning during the swimming season, the GMB operator would provide special departures at 6:00 a.m. from Tseung Kwan O Station to Clear Water Bay on a trial basis from 15 July to 31 August this year.
- TD would continue to pay attention to the passenger demand for early morning and evening trips from Tseung Kwan O to Clear Water Bay during the swimming season, and study the feasibility of service adjustment with the GMB operator if necessary.

79. The Chairman enquired whether the operator of GMB route no. 103M had applied for the labour importation scheme with a view to providing a stable service.

80. Mr Donald LEE of TD responded that TD requested the GMB operator to consider recruiting and retaining drivers by improving the remuneration packages.

81. 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.

(B) One motion related to MTR service

- (1) Request the MTR Corporation Limited to provide and upgrade pre-door closing alert indicators at interchange stations of Tseung Kwan O Line for hearing impaired persons  
(SKDC(TTC) Paper No. 64/24)
82. The Chairman said that the motion was moved by Mr WONG Yuen-hong and seconded by Mr CHAN Chi-ho, Mr Ken CHAN, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr LI Tin-chi, Mr WONG Wang-to, Mr YAU Ho-lun, Mr Chris CHEUNG, Ms KI Lai-mei, Ms LI Ka-yan, Ms Natasha YU, Mr CHAU Ka-lok, Mr TSANG Kwok-ka, Mr CHAN Kwong-fai, Mr CHEUNG Man-tim, Mr CHAN Kuen-kwan, Ms SZE Pan-pan, Mr CHEUNG Chin-pang, Ms TAM Chuk-kwan and the Vice-Chairman.
83. Members noted the written reply from the MTR Corporation Limited (MTRCL) (SKDC(TTC) Paper No. 67/24).
84. Members' views were consolidated as follows:
- They welcomed MTRCL's efforts to install pre-door closing alert indicators on platforms at interchange stations and suggested providing them at all stations of Tseung Kwan O Line in the long run.
  - They suggested adding more passenger-friendly facilities, such as countdown devices with voice alerts.
  - They suggested making more announcements to notify passengers of the MTR destinations to prevent them from getting on/off the wrong train.
85. The Vice-Chairman suggested that more promotion should be done to introduce the public to the barrier-free facilities.
86. The Chairman suggested introducing glass display screens and a new type of door closing reminders to prevent passengers from getting on/off the wrong MTR train.
87. Mr Kelvin KWOK, Manager - External Affairs, MTRCL gave consolidated responses as follows:
- MTRCL was committed to building a barrier-free commuting environment for passengers with different needs. MTRCL maintained close communication with various stakeholders, such as hearing impaired groups.
  - Before the installation of pre-door closing alert indicators, MTRCL had all along maintained communication with the hearing impaired groups to consult their views on the size of the devices, the colour and brightness of the flashing lights, and the location for installation, etc. A six-month trial run was

conducted at North Point Station.

- Based on the views collected, the existing design was sufficient in alerting the hearing impaired persons when the doors were about to close and it could effectively lower the risks of hearing impaired passengers being hit by the platform screen doors.
- MTRCL would continue to pay close attention to the operation and maintain communication with the relevant stakeholders in order to provide decent commuting experience for the passengers.
- At present, pre-door closing alert indicators were installed at all interchange stations along MTR Tseung Kwan O Line, including Tseung Kwan O, Tiu Keng Leng, Yau Tong, Quarry Bay and North Point Stations.
- MTRCL would continue to explore different innovative technologies to promote social inclusion, with the aim of providing convenient and barrier-free MTR service for passengers with various needs.

88. The Chairman suggested enhancing publicity efforts to enable passengers to understand the use of the pre-door closing alert indicators through, for example, playing promotional videos at MTR stations.

89. The Vice-Chairman gave consolidated views as follows:

- She enquired about the timetable for installing the pre-door closing alert indicators at other MTR stations.
- She asked whether there was a proposal for improvement for the location of the screen display at the concourse of LOHAS Park Station to facilitate viewing by passengers.

90. Mr Kelvin KWOK of MTRCL noted Members' suggestions and would check with colleagues at the relevant station to see if there was room for improvement regarding the current location of the passenger information display.

91. 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.

(C) One motion related to road works / facilities

- (1) Suggest increasing/enhancing the road signage at the junction of Clear Water Bay Road leaving Ta Ku Ling San Tsuen  
(SKDC(TTC) Paper No. 65/24)

92. The Chairman said that the motion was moved by Mr LI Tin-chi and seconded by Mr CHAN Kuen-kwan, Mr Ken CHAN, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr WONG Wang-to, Mr YAU Ho-lun, Mr Chris CHEUNG, Mr CHAN Kai-wai, Ms TAM Chuk-kwan and the Vice-Chairman.

93. Members noted the written reply from TD (SKDC(TTC) Paper No. 68/24).

94. The Chairman gave consolidated views as follows:

- He suggested increasing the size of the road signage at the junction of Clear Water Bay Road leaving Ta Ku Ling San Tsuen, and improving the road markings to prevent drivers who were not familiar with the road conditions from driving in a wrong direction and causing danger.
- He suggested replacing the temporary directional signs at On Tat Estate indicating the directions to Sai Kung and Clear Water Bay along Clear Water Bay Road with fixed large blue signs.

95. The Vice-Chairman gave consolidated views as follows:

- As there would be new land planning near Ta Ku Ling San Tsuen, she asked whether a new road entrance/exit would be designed and whether the design of the relevant planning would be provided.
- She suggested providing directional signs at Hiram's Highway near Cheng Chek Chee Secondary School, to allow drivers to select their lanes earlier (heading towards Tseung Kwan O or Kowloon) to prevent accidents.

96. Mr Johnathan BOEDIHARDJO of TD gave consolidated views as follows:

- He noted Members' views regarding the directional signs near On Tat Estate. As there was no detailed information available at the meeting, the matter would be followed up later.
- As for the new development near Ta Ku Ling San Tsuen, a separate access would be provided.
- Traffic signs had already been put up on Hiram's Highway near Cheng Chek Chee Secondary School to remind drivers to choose their lanes. TD had also sent a works request to HyD to further improve the road markings.
- At present, there were adequate traffic signs and road markings at the junction of Ta Ku Ling San Tsuen, there were "stop" traffic sign and road marking, so that drivers would have sufficient time to observe the road condition and to exit the relevant junction safely. If necessary, further enhancement could be considered, such as replacing road signs, repainting road markings or

enlarging the size of road signage.

97. 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.

**VI. Any Other Business**

98. No other business was raised.

**VII. Date of Next Meeting**

99. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 19 September 2024 (Thursday).

100. The meeting ended at 12:40 p.m.

Sai Kung District Council Secretariat  
August 2024