

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

Date : 21 November 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
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 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
Mr LI Yangfei	Co-opted Member
Mr DONG Qizhen	Co-opted Member
Miss LEE Wai-lam (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
Ms CHAN Ka-man, Carmen	Liaison Officer i/c (Tseung Kwan O) Central, 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 CHIM Tsz-sing	Engineer/Special Duties 1, Transport Department
Mr AU Chun-wai, David	District Engineer/Tseung Kwan O, Highways Department
Mr Ian COWIESON	District Operation Officer, Tseung Kwan O District, Hong Kong Police Force
Mr CHUNG Chi-wah	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 Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited
Mr Ken CHING	Chairman, LocoBike
Mr Kenneth HO	Operation Director, LocoBike
Mr William HO	Head of Community Relations and Sustainable Development, LocoBike

Absent

Mr LAM Chun-ka	Member of Sai Kung District Council
Mr CHAN Kai-wai, MH	Member of Sai Kung District Council

Welcome Remarks

The Chairman said that a quorum was present and the sixth meeting of the Traffic and Transport Committee (TTC) in 2024 commenced officially. He welcomed all Members, representatives of government departments and organisations to the sixth meeting of TTC in 2024, in particular those who attended the meeting for the first time:

- Mr CHIM Tsz-sing, Engineer/Special Duties 1, Transport Department (TD), who took over from Mr SHEN Yue, Peter, on transfer; and
- Mr CHUNG Chi-wah, Sergeant of District Traffic Team, Tseung Kwan O District, Hong Kong Police Force (HKPF).

2. The Chairman said that Mr LAM Chun-ka and Mr CHAN Kai-wai were unable to attend the meeting on that day due to sickness, and they had each submitted a Notification of Absence from Meeting before the meeting as required. There being no objection from Members, the Chairman declared that their applications for absence from the meeting were approved in accordance with Order 64(5) of the Sai Kung District Council Standing Orders.

I. Confirmation of Minutes of the 5th Traffic and Transport Committee Meeting held on 19 September 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. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 September 2024 to 31 October 2024
(SKDC(TTC) Paper No. 87/24)

4. Members noted the paper.

5. Members' views were consolidated as follows:

- They asked about the reasons for providing special departures operating from Park Central to Tai Po for bus route no. 96 of the Kowloon Motor Bus Company (1933) Limited (KMB). They suggested introducing special departures operating directly from Tseung Kwan O to Heung Yuen Wai Control Point (Liantang Port) for KMB route no. 96.
- They proposed that the Citybus Limited (Citybus) should enhance the service of bus route no. 792M and improve the problem of irregular service and lost trips.

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

- She suggested providing an additional departure starting at 7:10 a.m. for KMB route no. 91S for the convenience of commuters and students living in the area.
- She recommended that the departure time of the afternoon trips of KMB route no. 298X should be advanced.
- She expressed concerns about lost trips of Citybus route no. 792M.

7. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded as follows:

- In view of the passenger demand arising from the commissioning of the Immigration Headquarters in Tseung Kwan O, the bus company had introduced one special departure operating from Park Central to Tai Po Industrial Estate for KMB route no. 96 during afternoon peak hours. TD would closely monitor the changes in passenger demand and explore with the bus company the feasibility of service adjustments in due course.
- Since 30 September 2024, KMB route no. 91S had been amalgamated with the special service of KMB route no. 98B. The timetable for the bus service after amalgamation had been adjusted. There would be departures operating from Clear Water Bay Bus Terminus at 6:40 a.m., 7:35 a.m. and 8:05 a.m. TD noted Members' views and would explore with the bus company the feasibility of service adjustments.
- TD was aware that there had been a bus breakdown for Citybus route no. 792M during morning peak hours on 7 November. Citybus had immediately deployed vehicles to pick up affected passengers after the incident. As vehicle deployment took time, the departure time of relevant trips operating from Sai Kung had been adjusted. TD had requested Citybus to provide stable services according to the timetable.

8. Miss Mandy WONG, Senior Transport Officer/Sai Kung, TD noted Members' suggestion on the service hours of KMB route no. 298X. The service hours of KMB route no. 298X had been extended together with the implementation of its proposal with other route under the Bus Route Planning Programme 2024-2025. TD would explore with KMB the feasibility of advancing the service hours of the afternoon departures in due course.

9. Mr Karl HUEN, Assistant Manager, Public Affairs, KMB responded as follows:

- In view of the increased passenger demand near the Immigration Headquarters, KMB had introduced one additional departure for bus route no. 96, to serve more passengers.
- He noted the suggestion to provide additional departures operating directly from Tseung Kwan O to Liantang Port for bus route no. 96. KMB had been proactively exploring viable proposals with TD. Members would be informed should there be updates.

- He noted the views on the service frequency of bus route no. 91S. There were currently a total of three morning departures for the said bus route starting at 6:40 a.m., 7:35 a.m. and 8:05 a.m. KMB would explore with TD the feasibility of service frequency adjustments based on the patronage and residents' views in due course.
- KMB would study the feasibility of advancing the service hours of the afternoon departures of bus route no. 298X as appropriate.

10. Members' views were consolidated as follows:

- They suggested introducing an additional departure operating from So Uk at 5:45 a.m. or 5:50 a.m. for Citybus route no. 793 to facilitate the commuting of residents.
- They suggested increasing the service frequency of bus route no. 690S and advancing the morning departures to 6:00 a.m. to facilitate the commuting of residents in need.
- They proposed that KMB should advance the departure time of the morning trips of bus route no. 290E.
- They recommended stepping up promotion efforts for Citybus route no. 790 and KMB route 298X.

11. The Vice-Chairman expressed concerns about the rate of fare increases applied by the bus companies.

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

- He enquired about the occupancy rate of KMB route no. 91B. Also, he suggested diverting the passengers of KMB route nos. 91B and 91M.
- He suggested that KMB should adjust the service hours of route no. 91S, or provide more departures starting at around 7:00 a.m. for the convenience of commuters and students living in the area.

13. Mr Donald LEE of TD responded as follows:

- Regarding the departure time of KMB route no. 91S operating from Clear Water Bay, TD would explore with KMB the feasibility of service adjustments.
- TD noticed that the occupancy rate of KMB route no. 91B was higher than that during the trial run early this year. That route was mainly intended for diverting the passengers of KMB route no. 91M. For passengers heading to the Hong Kong University of Science and Technology from Hang Hau, apart from KMB route no. 91M or green minibuses, they could also take KMB route no. 91B. This could divert passengers who would originally choose to take KMB route no. 91M to travel from Hang Hau to Choi Hung and Diamond Hill. TD would continue to closely monitor the passenger demand for KMB route nos. 91B and 91M, and explore with KMB the

feasibility of service adjustments in due course.

14. Miss Mandy WONG of TD responded as follows:

- Regarding the suggestion to advance the departure time of the morning trips of Citybus route no. 793, TD would review the relevant passenger demand and service arrangements with Citybus.
- Regarding the suggestion to increase the service frequency and advance the departure time of the morning trips of cross-harbour bus route no. 690S, TD would review the service frequency arrangements of the route with the bus companies based on patronage.
- Regarding the suggestion to advance the departure time of the morning trips of KMB route no. 290E in view of the rerouting implemented earlier, TD and KMB had both been paying attention to the relevant data on service frequency and patronage. TD and KMB would review the arrangements and study the feasibility of service adjustments.
- She noted Members' suggestion to step up promotion efforts for Citybus route no. 790 and KMB route no. 298X.

15. Mr Karl HUEN of KMB responded as follows:

- Regarding the suggestion to increase the service frequency of bus route no. 690S, KMB had already introduced one departure starting at 7:58 a.m. in addition to the existing 10 departures bound for Central during morning peak hours, with a view to meeting residents' needs. KMB would continue to study the feasibility of service adjustments taking into account the needs of the community.
- Regarding the suggestion to advance the departure time of the morning trips of KMB route no. 290E, KMB would study its feasibility based on relevant data.
- He noted the suggestion to adjust the departure time of the trips of KMB route no. 91S. KMB had been studying the impact of the amalgamation on passengers and had collected views from the community. Members would be informed should there be updates.

(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. 88/24)

16. Members noted the paper.

17. Members' views were consolidated as follows:

- They asked TD to explain the reasons for proposing to raise the pedestrian crossing at Chi Shin Street and to provide information about similar precedents. They also suggested that the pedestrian crossing at Chi Shin

Street should be provided with a “zebra” crossing.

- They suggested that TD should arrange for Members to join the site inspection of Tseung Kwan O Sports Ground at Po Hong Road. They also asked TD to provide information about the progress of the provision of a cycle track thereat.

18. The Vice-Chairman’s views were consolidated as follows:

- She was pleased that the department would provide additional motorcycle parking spaces at Tseung Kwan O Sports Ground and Yau Yue Wan Village. She suggested providing motorcycle parking spaces at other locations of the district.
- She recommended that the department should place bilingual signs at the roadside within the works area of the roundabout of Clear Water Bay Road and Ying Yip Road to inform residents about the works schedule.

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

- He asked the Highways Department (HyD) to provide information about the works at the roundabout of Clear Water Bay Road and Ying Yip Road for residents to learn about the works details and progress.
- He suggested providing more motorcycle parking spaces at the car park of Yau Yue Wan Playground. For example, the department could consider liaising with the Leisure and Cultural Services Department (LCSD) to remove trees to release space where feasible. He also suggested that the department should arrange for Members to carry out a site inspection to the said location.

20. Mr CHIM Tsz-sing, Engineer/Special Duties 1, TD responded as follows:

- TD had to take into account pedestrians’ and drivers’ needs when designing pedestrian crossings, and thus proposed providing a raised crossing at Chi Shin Street.
- He would provide the statistics on vehicular speed and pedestrian flow at Chi Shin Street after the meeting.
- TD could arrange for Members to join the site inspection to Yau Yue Wan Village to discuss matters relating to motorcycle parking spaces after the meeting.
- He noted Members’ suggestion to discuss with LCSD the provision of additional motorcycle parking spaces by removing trees, and would study the feasibility.

21. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD responded as follows:

- Regarding the cycle track off Tseung Kwan O Sports Ground at Po Hong Road, TD had already issued work request to HyD after conducting local

consultation via the Sai Kung District Office (SKDO). TD understood Members' concerns about the progress. He therefore asked HyD to provide supplementary information about the progress of the said works.

- Regarding the works at the roundabout of Clear Water Bay Road and Ying Yip Road, TD understood the concerns of Members and the public. He therefore asked HyD to provide supplementary information about the work progress.

22. Mr David AU, District Engineer/Tseung Kwan O, HyD responded as follows:

- HyD had received a works request from TD in September this year for the provision of a cycle track off Tseung Kwan O Sports Ground at Po Hong Road. HyD was preparing for advance work, for example, applying for Excavation Permits and conducting tree surveys. According to the current plan, the work in respect of the vetting and approval of the Tree Preservation and Removal Proposals and transplantation was expected to be completed in mid-2025. Afterwards, diversion works for underground utilities such as drain pipes, electricity cables and telecom ducting would take place. The works for the provision of a cycle track would commence subsequently. The whole project was expected to be completed in or before mid-2026.
- The first stage of the road improvement works at the roundabout at Clear Water Bay Road near Ying Yip Road, involving modification of the central island, had commenced in mid-September this year. HyD had implemented temporary traffic arrangements at the roundabout. Preparation for advance work, for example, carrying out trial pit excavation for locating underground utilities and conducting tree surveys had been ongoing. According to the current plan, the work in respect of the vetting and approval of the Tree Preservation and Removal Proposals as well as transplantation was expected to be completed in the first quarter or the beginning of the second quarter of 2025. Afterwards, diversion works for underground utilities and modification works for the central island of the roundabout would take place. The first stage of the works would be completed around the third quarter of 2025.
- Regarding Members' suggestion to put up signs with works information, HyD had already placed one large yellow publicity board with the works completion date at the construction site. HyD noted Members' suggestion to include more works details on the publicity board.

23. Members said TD should arrange for Members, the village representative of Yau Yue Wan Village, as well as the representatives of the three disciplined services quarters to jointly conduct a site inspection to Yau Yue Wan Village for motorcycle parking spaces. Members also suggested carrying out proper overall planning and taking into account the future completion of public housing.

24. Mr CHIM Tsz-sing of TD noted Members' views.

25. The Vice-Chairman opined that having only one yellow publicity board for the road improvement works at the roundabout of Clear Water Bay Road and Ying Yip Road was not sufficient. She hoped that promotion efforts could be stepped up. For example, works summary or illustrations should be provided. She also suggested putting up additional signs along Clear Water Bay to inform residents at Clear Water Bay Road of the works progress.

26. Mr David AU of HyD noted Members' views.

(C) The Main Traffic Improvement Items and Timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 89/24)

27. Members noted the paper.

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

- She suggested expediting the carriageway widening works and the addition of an exclusive left-turn lane at the roundabout of Clear Water Bay Road and Ying Yip Road (NE/24/01200) to alleviate traffic congestion thereat.
- She suggested putting up "reduce speed" traffic signs in the vicinity of Mei Fuk Street and Mei Yuen Street.

29. Members' views were consolidated as follows:

- They asked HyD to provide information about the provision of pedestrian ramps at Sheung Ning Playground near Chung Ming Court (NE/24/01533).
- They suggested putting up signs on the Southern Bridge at Tseung Kwan O waterfront to remind cyclists to dismount on the bridge.
- The road sign near the junction at Pik Uk on Clear Water Bay Road (Kowloon-bound) was being covered by branches and leaves. They suggested that the department should clear those objects.
- They asked HyD to provide information about the provision of road signs at Yi Chun Street near Sai Kung Market (NE-23-02002), as information about the parking arrangements at the said location was confusing. They suggested rectifying the situation.

30. The Chairman suggested that Members should pay more attention to road signs that were dilapidated or being covered by branches and leaves. They could note down the numbers of the nearby lampposts and notify relevant departments for follow-up.

31. Mr David AU of HyD said the works for the provision of pedestrian ramps at Sheung Ning Playground near Chung Ming Court would include building ramps on the kerbs on both sides of the pedestrian crossing next to both sides of the cycle track, so as to facilitate for wheelchair users to cross the cycle track.

32. Mr CHIM Tsz-sing of TD said clear road signs were available at the cycle track near the Southern Bridge at Tseung Kwan O waterfront to explicitly indicate the sections of the cycle track and the pedestrian walkway. Cycling across that section of the pedestrian walkway would be a violation of the prevailing traffic rules. TD noted Members' views and would consult the Police on whether Tseung Kwan O Southern Bridge would become a new black spot. If so, enforcement actions would be taken by the Police.

33. The Chairman added that putting up signs would be a more effective way to remind cyclists.

34. Mr David AU of HyD said he would relay Members' comments on the provision of road signs at Yi Chun Street to the relevant section for follow-up.

35. The Vice-Chairman added that apart from the issue of road signs at Yi Chun Street, she also hoped the department could commence the kerb enhancement works at Yi Chun Street as soon as practicable.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 90/24)

36. Members noted the paper.

37. The Vice-Chairman enquired about the information and progress in relation to the works project 806TH "Dualling of Hiram's Highway from Marina Cove to Sai Kung Town" under Category B.

38. Mr David AU of HyD said he would relay Members' views to the relevant section.

39. Members enquired about the latest progress of the lift retrofitting works for the pedestrian subway across Po Ning Road connecting Tseung Kwan O (Po Ning Road) General Out-patient Clinic and Hang Hau (North) Bus Terminus (Structure No. NS149).

40. The Vice-Chairman enquired about the latest progress of providing leisure facilities and seats at the concrete structures for the works project 716CL under Category A (namely infrastructure works for Tseung Kwan O Stage I landfill site, i.e. Southern Bridge of Tseung Kwan O waterfront near LOHAS Park).

41. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, SKDO responded that SKDO was studying and following up the works proposal to provide leisure facilities at the concrete structures. Moreover, SKDO planned to obtain funding for the works project under the District Minor Works Programme. As the specific area under the bridge was not suitable for leisure facilities, SKDO planned to remove the existing concrete structures and provide seats where feasible. SKDO would consult members of the Sai Kung District Council when details of the design were available.

42. Members expressed their gratitude to the departments for their efforts. They also suggested displaying signs or warnings at the said location to avoid causing nuisance to residents nearby.

43. David AU of HyD said the latest information about the provision of lift facilities (NS149) was not available at the meeting at the moment. He could provide the information after the meeting.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 91/24)

44. Members noted the paper.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 92/24)

45. Members noted the paper.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 93/24)

46. Members noted the paper.

III. Motions Raised by Members (Total seven motions)

(A) The seven motions related to road works / facilities

- (1) Suggest the lift installation at the yellow footbridge off Po Tak House, Po Lam Estate on Po Lam Road North
(SKDC(TTC) Paper No. 94/24)

47. The Chairman said the motion was moved by Ms TAM Chuk-kwan and seconded by Mr Philip LI, Mr TSANG Kwok-ka, Mr CHAU Ka-lok, Mr CHAN Chi-ho, Mr Chris CHEUNG, Mr WAN Kai-ming, Ms Angel CHONG, Ms KAN Tung-tung, Mr Kelvin YAU, Mr CHONG Yuen-tung, Mr WONG Yuen-hong, Ms LI Ka-yan, Mr Ken CHAN and the Vice-Chairman.

48. Members noted the written reply from HyD (SKDC(TTC) Paper No. 101/24).

49. Members' views were consolidated as follows:

- They asked whether HyD had communicated with the housing estates that did not support the "Universal Accessibility" (UA) Programme so as to understand their concerns and reasons.
- They asked whether HyD would provide options other than installation of a

lift, such as an escalator, to facilitate residents' commuting needs.

- They relayed that the proposed lift would lead to several public facilities and might be used by many residents not living in Po Lam Estate. The owners' corporation of Po Lam Estate considered it difficult to shoulder the responsibilities for future maintenance and management of the additional lift at the yellow footbridge. Therefore, the department received no response from the owners' corporation.
- They suggested that HyD should improve the road design at Po Lam Estate, such as by providing other pedestrian crossing facilities, and arrange for Members a site inspection at the above location.
- They suggested that HyD should provide subsidies to the relevant housing estates for future maintenance and management of the lifts installed under the Programme.

50. The Vice-Chairman enquired whether the department would coordinate with the relevant housing estates through local communities and enhance publicity with practical examples to gain support from more housing estates for the implementation of the UA Programme.

51. Mr David AU of HyD responded as follows:

- In a written reply in November 2024, HyD stated that due to the limited space and the densely located underground pipelines, a part of land in Po Lam Estate would need to be involved in the lift installation at the footbridge near Po Tak House in order to commence the installation. From June to November 2023, HyD had repeatedly consulted the housing estates in writing but no response was received by December 2023, resulting in the suspension of the project.
- He noted Members' views on the types and location of facilities under the UA Programme, and would relay them to the relevant section. As for the details of the Programme, relevant enquiries should be directed to the colleagues of the Works Division.
- He noted Members' suggestion for a site inspection at the above location and would relay it to the relevant section for follow-up.

52. The Chairman indicated that only a small portion of the UA Programme could be implemented in the district due to various reasons. He suggested that HyD should provide additional channels for more stakeholders to understand the details of the Programme, so as to benefit more members of the public.

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

- (2) Suggest using the spiral roundabout design to improve the traffic and road arrangements for the roundabout in Ho Chung
(SKDC(TTC) Paper No. 95/24)

54. The Chairman said the motion was moved by Mr Ken CHAN and seconded by Mr LI Tin-chi, Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr CHEUNG Man-tim, Mr CHONG Yuen-tung, Ms Angel CHONG, Ms Natasha YU, Mr CHAN Kwong-fai, Mr Philip LI, Ms KI Lai-mei, Ms TAM Chuk-kwan, Mr WONG Yuen-hong, Mr WAN Kai-ming, Ms KAN Tung-tung and the Vice-Chairman.

55. Members noted the written reply from TD (SKDC(TTC) Paper No. 102/24).

56. Members' views were consolidated as follows:

- They asked the departments to provide the traffic accident statistics before and after implementing the traffic and road improvement arrangements on the marking of solid white lines at the roundabout in Ho Chung, and explain the reasons for the multiple changes made to the traffic and road arrangements in a short period of time.
- They asked TD to consider and study the overall traffic design of the nearby areas so as to avoid traffic accidents.
- They suggested that TD should draw reference from the design of the roundabout under Tsing Yi South Bridge and arrange for Members and stakeholders a site inspection to study the road design and traffic arrangements for the roundabout in Ho Chung.

57. The Vice-Chairman suggested that TD should step up its efforts to educate drivers on their driving behaviour and attitude when using roundabouts.

58. The Chairman suggested that TD should provide a long-term improvement plan, such as converting the roundabout into an intersection.

59. Mr Johnathan BOEDIHARDJO of TD responded as follows:

- TD was aware that some drivers did not have good lane changing habits which could lead to collisions. To further enhance road safety, TD previously issued work request to HyD to add solid-cum-broken white lines at the roundabout of Hiram's Highway near Nam Pin Wai Road, which was completed by HyD in early October. Upon works completion, TD had observed the traffic condition thereat and had worked with HyD to enhance the arrangements on the solid-cum-broken white lines in late October. According to TD's observation, the traffic condition at the relevant location was largely normal.
- TD noted the suggestion to convert the roundabout in Ho Chung to a spiral roundabout. A roundabout design would take into account the features of the road environment, such as the layout of connecting roads, on-site spatial

constraints and traffic flow, etc. In general, a spiral roundabout would require two traffic lanes at all exits. Given the site constraints, it would be more appropriate to maintain the existing arrangements at the roundabout.

- He noted Members' views on improving the traffic and road arrangements for the roundabout in Ho Chung.

60. The Chairman enquired whether the Police had any professional advice on the traffic issues and asked them to provide the traffic accident statistics at the above location.

61. Mr Tam Ka-kuen, Sub-unit Commander (Operations Support), Sai Kung Division, HKPF was aware of the prompt improvement brought by the arrangements on the solid-cum-broken white lines at the roundabout in Ho Chung. He said that the relevant data was not available at the meeting but could be provided after the meeting.

62. Members appreciated the department's prompt response to the residents' views and suggested that the stakeholders should be notified in advance of any modifications. This could alert the drivers earlier and allow time for adaptation and observation after the modifications, so as to assess whether further adjustments were required based on the collected data.

63. Mr Johnathan BOEDIHARDJO of TD noted Members' views and said that TD would strengthen communication with the stakeholders if there were significant modifications in the future.

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

- (3) Suggest providing bicycle parking spaces on the pavement of Po Fung Road near Ying Ming Court
(SKDC(TTC) Paper No. 96/24)

65. The Chairman said the motion was moved by Mr CHEUNG Man-tim and seconded by Ms Angel CHONG, Mr LI Tin-chi, Mr YAU Ho-lun, Mr Chris CHEUNG, Ms KI Lai-mei, Mr CHONG Yuen-tung, Mr CHAN Kwong-fai, Mr WONG Yuen-hong, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Ms KAN Tung-tung, Ms TAM Chuk-kwan, Mr CHEUNG Chin-pang and the Vice-Chairman.

66. Members noted the written reply from TD (SKDC(TTC) Paper No. 103/24).

67. Members' views were consolidated as follows:

- They suggested that TD should arrange for Members a site inspection to the pavement of Po Fung Road near Ying Ming Court and seek a suitable location

for providing bicycle parking spaces for residents' use.

- They reflected that bicycles were mostly parked in back alleys at present, which might obstruct the escape of pedestrians in case of fire. Therefore, they hoped that a suitable location could be identified for bicycle parking spaces.

68. The Chairman added that during the site inspection, consideration could be given to whether the selected location was suitable or if modifications or even inter-departmental efforts were required.

69. Mr CHIM Tsz-sing of TD noted Members' views and would conduct a feasibility study regarding the proposed location. Moreover, if there was a preliminary design concept, a site inspection could be arranged.

70. The Vice-Chairman enquired about the information on the policy related to the provision of bicycle parking areas or parking spaces, such as whether they must be located near a cycle track.

71. Mr CHIM Tsz-sing of TD said that he would relay Members' views on the policy related to the provision of bicycle parking spaces to the section concerned.

72. The Chairman suggested that Members could identify more locations for the provision of bicycle parking spaces in the district for the convenience of tourists and habitual cyclists.

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

- (4) Suggest the Government implement a pilot scheme in Tseung Kwan O to promote the bicycle-sharing practice proactively and provide relevant ancillary facilities, and improve the locations and management of the existing bicycle parking spaces therein
(SKDC(TTC) Paper No. 97/24)

74. The Chairman said the motion was moved by Mr CHEUNG Chin-pang and seconded by Ms Angel CHONG, Mr Chris CHEUNG, Mr CHAN Chi-ho, Mr Philip LI, Ms SZE Pan-pan, Mr CHEUNG Man-tim, Ms KI Lai-mei, Mr WONG Yuen-hong, Mr WAN Kai-ming, Mr Ken CHAN, Mr LAM Chun-ka and the Vice-Chairman.

75. Members noted the written replies from TD, SKDO and LocoBike (SKDC(TTC) Paper Nos. 104/24 to 106/24).

76. The Chairman welcomed the representatives of LocoBike to the meeting:

- Mr Ken CHING, Chairman;
- Mr Kenneth HO, Operation Director; and
- Mr William HO, Head of Community Relations and Sustainable Development

77. Members' views were consolidated as follows:

- They suggested that TD should draw reference from the Mainland's practices to introduce automated dockless bicycle parking spaces on a trial basis to address the current problem of "dead bicycles".
- They suggested enquiring with the Housing Department (HD) at the Sai Kung District Management Committee (SKDMC) whether designated locations under HD's management could be used as trial bicycle parking spaces.
- They asked LocoBike to give details on the number of bicycles in Tseung Kwan O, Sai Kung and the frequency of organising its bicycles.
- They asked TD to update the latest progress of the pilot trial for Electric Mobility Devices (EMDs).
- They suggested that LocoBike should provide statistics of the users who violated regulations, such as the number of users fined or suspended from renting its bicycles in the past year. Also, they suggested that LocoBike should share with TD or the Police information on the users who parked illegally so as to strengthen deterrence.
- They recommended the provision of large bicycle parking spaces at convenient locations for residents (e.g. those in the vicinity of the housing estates).
- They urged LocoBike to clear bicycles that had been abandoned on hillsides or pebble beaches as soon as possible.
- They suggested that TD and other government departments should allocate designated areas in key locations accessible by the public (e.g. housing estates, parks and public transport interchanges) for parking shared bicycles.
- They suggested that the Government should provide subsidies for the public to use shared bicycles to dampen the consumer sentiment on purchasing bicycles.

78. Mr Johnathan BOEDIHARDJO of TD noted Members' views on the design of bicycle parking spaces and the policy arrangements. Also, he understood Members' concerns on the latest progress of EMDs, and would relay to the relevant section for follow-up.

79. Mr Ken CHING, Chairman, LocoBike responded as follows:

- Staff were arranged to conduct daily patrols in Tseung Kwan O. In general, all the illegal parking problems and complaints were handled within 24 hours after receiving instructions from TD and reports from the public.
- At present, those who parked illegally would be fined, after which the company's customer service team would notify users of their violation by

telephone and urge them to improve.

- As to whether to share user data with TD for those who parked illegally, careful consideration was needed due to privacy concerns.
- There were approximately 1 300 active bicycles in Tseung Kwan O at present, with an increase in the number of users from over 200 000 to more than 600 000 in recent years. New users should be equipped with the knowledge and concept of using and parking bicycles in a proper way.
- Regarding bicycles abandoned at the hillside or seaside, since damaged positioning devices and employees' safety were involved, it would take time for handling.
- Leasing agreements had been signed with some malls, private organisations and private housing estates on shared bicycle parking. However, LocoBike had yet to discuss with the relevant government departments on the issue of rental locations due to the lack of formal channels.
- He suggested that reference should be drawn from the hybrid model adopted in the Mainland, to allow bicycles to park in designated spots at housing estates, parks and bus stops. Meanwhile, dockless bicycle parking could continue to be implemented in more spacious areas.
- He believed that EMDs could mainly be used for inter-district travelling, which would not conflict with the use of bicycles.
- As far as operational cost was concerned, the cost of human resources was relatively high. He hoped that the Government could provide subsidies to lower the cost.

80. Members' views were consolidated as follows:

- They suggested that LocoBike should provide data for analysing user habits to facilitate the provision of bicycle parking spaces in different periods and at popular travelling locations. Also, they recommended that LocoBike could increase the number of shared bicycles to improve usage rate.
- They recommended that LocoBike should provide details of their collaboration with different departments, housing estates and organisations, such that Members might be asked to assist in coordination if problems arose.
- They suggested that LocoBike should provide data for Members to understand the improper use of bicycles and set out penalties or make follow-up calls to advise users. Additionally, a hotline could be set up for the public or Members to report cases and facilitate the timely removal of illegally parked or abandoned shared bicycles under its management.
- They enquired LocoBike whether there were users removing the Global Positioning System (GPS) or communication system from the shared bicycles and converting them for private use, or leaving them around indiscriminately after use.
- They suggested that TD should optimise the existing policies, impose proper regulation and offer assistance in addition to the self-service rent and return system of shared bicycles.

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

- He indicated that the indiscriminate parking of shared bicycles on roadside would pose hidden safety risks. He suggested that LocoBike should strengthen education for users on the proper way to park their bicycles and implement an incentive and penalty mechanism.
- He suggested that LocoBike should arrange for uniformed staff to conduct more on-street patrols and enhance publicity, so as to alleviate the problem of indiscriminate bicycle parking.

82. Mr Ken CHING of LocoBike responded as follows:

- Regarding the issue of rental locations, LocoBike had reached a cooperation agreement with some private organisations and private housing estates. However, there were no channels to contact the relevant government departments to discuss the locations for renting and parking bicycles.
- LocoBike had consistently kept around 3 000 to 4 000 bicycles. At present, there were around 20 000 abandoned bicycles owned by other shared bicycle companies which had already closed down. Therefore, LocoBike could not deal with them.
- LocoBike had previously cooperated with the Police on over 100 theft cases involving its bicycles. In recent years, LocoBike installed a new system in its bicycles and there was no more theft cases.
- Over the past seven years, LocoBike had shared user data on each trip with TD on a monthly basis. Also, LocoBike appreciated TD's careful analysis of the data and research with the aim to increase bicycle parking spaces. LocoBike was willing to further analyse user data to understand different peak hours in each district so as to better cater for users' needs.
- LocoBike would arrange for uniformed staff to step up patrols of bicycle parking areas.

83. Miss Kathy MA, District Officer (Sai Kung), SKDO responded as follows:

- From the community's perspective, shared bicycles could promote green travel which should be encouraged. She was pleased to see the continued operation of LocoBike. At present, LocoBike had approximately 600 000 users, indicating there was certain demand for shared bicycles in the community.
- SKDO's bi-monthly clearance operations against illegally parked bicycles involved the use of public funds and resources. Therefore, SKDO hoped that communication with LocoBike could be enhanced, such as by notifying LocoBike to remove shared bicycles before the clearance operations so as to alleviate the clearance work. For medium and long term planning, TD should identify more suitable locations in the district for providing bicycle parking spaces for the benefit of residents.
- She was pleased to see the collaboration between LocoBike and various

government departments, housing estates and organisations to minimise the impact of shared bicycles on the community.

- She encouraged Members to notify LocoBike for the timely removal of shared bicycles parked indiscriminately, and coordinate with malls and housing estates in the district for collaboration with LocoBike for providing parking spaces. Meanwhile, SKDO would continuously follow up the management matters of shared bicycles in the community through SKDMC.

84. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and asked SKDO, TD and LocoBike to follow up Members' views. He then relayed the item to SKDMC for follow-up. With the consent of Members, the Chairman said that the item would be deleted at the next meeting.

[Note: The Vice-Chairman chaired the meeting during the temporary absence of the Chairman.]

- (5) Suggest replacing the roadside motorcycle parking spaces with metered parking spaces in the district, so as to improve illegal occupation of parking spaces
(SKDC(TTC) Paper No. 98/24)

85. The Vice-Chairman said that the motion was moved by Mr CHEUNG Chin-pang and seconded by Mr Philip LI, Mr Chris CHEUNG, Mr LI Tin-chi, Mr WONG Yuen-hong, Mr CHAN Chi-ho, Ms Angel CHONG, Mr WAN Kai-ming, Ms SZE Pan-pan, Mr CHEUNG Man-tim, Mr LAM Chun-ka, Mr Ken CHAN, Ms KI Lai-mei and the Vice-Chairman.

86. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 107/24 and 108/24).

87. Members' views were consolidated as follows:

- They suggested providing new types of metered motorcycle parking spaces at the locations with high utilisation rates on a pilot basis.
- They suggested that reference should be drawn from the Mainland, Macao or other places on the design of new parking spaces. For example, motorcycles would have to be steered to the designated spaces where they were pre-configured with front-wheel locking devices. Motorcycle owners were required to register and pay for the parking. Also, the theft of motorcycles could be avoided.

[Note: The Chairman continued to chair the meeting.]

88. Mr Johnathan BOEDIHARDJO of TD said he understood Members' views. Nonetheless, it was necessary for TD to take into account various factors, including the

feasibility of traffic enforcement and the parking situation. TD would keep on drawing reference from the practice of different cities and technology development, so as to explore better design, and charging methods. Also, TD would continue to carry out inter-departmental joint operations to clear abandoned vehicles and work closely with the Police on how the enforcement could be strengthened.

89. Members asked TD to provide details of the preliminary trial scheme.

90. Mr Johnathan BOEDIHARDJO of TD said that TD conducted trials on installing customised railings next to the pavements near various motorcycle parking locations. This trial allowed motorcyclists to lock their motorcycles to the railings at designated spots after payment. However, the trial result indicated that the utilisation rate was relatively low, hence the expected effect was not achieved. For other detailed information, TD would have to refer it to the relevant section for a response.

91. The Chairman said that motorcyclists might not use the old method of securing their motorcycles with locks. Reference should be drawn from the Mainland, Macao or other countries on the design of new parking spaces.

92. Members' views were consolidated as follows:

- They asked TD to provide the information, photos and the objective of the preliminary trial scheme.
- They suggested that the new development areas, such as Area 137, should be considered for area-wide trials.

93. The Vice-Chairman said that the reason for the relatively low effectiveness of the trial scheme was the need for charging fees, which prompted motorcyclists to opt for other parking locations instead. She suggested that if the trial scheme was to be launched again, it would need to be supported by comprehensive planning, such as increasing the overall number of motorcycle parking spaces, to make it more suitable for users in the district.

94. Mr Johnathan BOEDIHARDJO of TD noted and considered Members' views.

95. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, HKPF considered it worthwhile to explore setting up metered motorcycle parking spaces on a trial basis, particularly in busy areas (e.g. the vicinity of MTR stations). The Police often received complaints about the parking of motorcycles in free parking spaces for more than 24 hours. The Police would post notices and prosecute the owners of motorcycles if they remained therein after 24 hours. Although those prosecuted would not be given heavy sentences, the Police would take the matter seriously.

96. Members remarked that the market mechanism would solve the problem of frequent unavailability of parking spaces for actual users.

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

- (6) Request for improving the problem of lorries proceeding and parking on the pavement of Tong Yin Street near the MTR station
(SKDC(TTC) Paper No. 99/24)

98. The Vice-Chairman said that the motion was moved by Mr WONG Yuen-hong and seconded by Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr CHEUNG Man-tim, Mr CHONG Yuen-tung, Mr Ken CHAN, Ms KI Lai-mei, Ms TAM Chuk-kwan, Ms Angel CHONG, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Ms KAN Tung-tung, Ms Natasha YU, Ms SZE Pan-pan and the Vice-Chairman.

99. Members noted the written replies from HKPF and TD (SKDC(TTC) Paper Nos. 108/24 and 109/24).

100. Members' views were consolidated as follows:

- They suggested that TD should install crash gates at the position indicated by dark-coloured grid squares in Figure 1 of the motion paper (Fig. 1) and bollards at the position indicated by light-coloured bricks in Figure 2 of the motion paper (Fig. 2), in order to prevent vehicles from driving onto or parking on the pavement, which would help ensure pedestrian safety.
- They relayed that the main reason for parking vehicles thereat was for convenience and also short parking time (around 20 to 30 minutes). Therefore, they had reservations about the Police's practice of taking immediate enforcement actions upon receiving complaints.

101. Mr CHIM Tsz-sing of TD responded as follows:

- TD had installed bollards in the middle of the pavement at the position indicated by Fig. 1 to prevent vehicles from driving onto or parking on the pavement.
- Regarding the two proposals put forward by Members to install crash gates or bollards in Fig. 2, first of all, crash gates could only be installed across the carriageway but not the pavement. Additionally, due to their large size, crash gates might affect the passage of nearby residents. Also, the location was situated at the entrance and exit of the car park of PopCorn. TD would discuss with the property management office of the mall to see if it was possible to allow the lorries of shops to access the car park.
- If the situation was not improved, TD would re-visit there and consider the proposed installation of bollards.

102. The Vice-Chairman suggested adding more bollards to reduce the space between

them, and also improve the traffic signs at the above location.

103. Mr CHIM Tsz-sing of TD noted Members' views.

104. Mr Ian COWIESON of HKPF said that the Police could consider placing yellow signs to warn drivers that the Police would take enforcement actions nearby.

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

- (7) Request for improving the directional sign at Cross Bay Link, Tseung Kwan O indicating the direction to Hong Kong (East)
(SKDC(TTC) Paper No. 100/24)

106. The Vice-Chairman said that the motion was moved by Ms KI Lai-mei and seconded by Mr LI Tin-chi, Mr Chris CHEUNG, Mr Philip LI, Ms SZE Pan-pan, Mr CHEUNG Man-tim, Mr CHAN Chi-ho, Mr Ken CHAN, Mr LAM Chun-ka, Ms Angel CHONG, Mr WONG Yuen-hong, Mr WAN Kai-ming and the Vice-Chairman.

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

108. Members' views were consolidated as follows:

- They suggested updating the place name on the directional sign, such as changing "Tseung Kwan O Industrial Estate" into "Tseung Kwan O InnoPark", so as to ensure accuracy.
- They reflected that many drivers had taken the wrong way due to the higher traffic speed and the presence of more large vehicles on the Cross Bay Link, Tseung Kwan O (CBL). They hoped that TD would take note of the issue.
- They suggested that TD could draw reference from the Island Eastern Corridor to provide road markings on the carriageway, such as "To Kowloon" or "To Hong Kong".

109. The Chairman suggested improving the direction signs by providing clear and accurate directions or painting road lines.

110. Mr CHIM Tsz-sing of TD responded as follows:

- He hoped that Members could assist in relaying the views of residents, including the instances in which drivers taking the wrong routes in the vicinity of the Bridge.
- TD would pay close attention to the development related to Tseung Kwan O InnoPark and would make alterations accordingly if the place name was

changed.

- TD noted and would consider Members' views regarding the provision of road markings.

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

- She suggested that TD could add directions on Google Maps and AMap to prevent residents from taking the wrong routes.
- She relayed that many people had taken the wrong routes when travelling along CBL. If more directional signs could be provided expeditiously, drivers could be better informed of the directions, reducing the dangers caused by sudden lane changes.

112. A Member added he had once taken the wrong route at CBL. He believed that adding more directional signs could reduce abrupt lane changes by vehicles, thereby minimising accidents. Also, he suggested drawing reference from Clear Water Bay Road (near Fei Ngo Shan) to paint road markings on the carriageway, such as "Kowloon" and "Hong Kong".

113. Mr CHIM Tsz-sing of TD said that TD would explore providing warnings and instructions on roads proactively.

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

IV. Any Other Business

115. No other business was raised by Members.

V. Date of Next Meeting

116. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 23 January 2025 (Thursday).

117. The meeting ended at 12:51 p.m.

Sai Kung District Council Secretariat
December 2024