

Sai Kung District Council
Traffic and Transport Committee
Minutes of the First Meeting in 2025

Date : 23 January 2025 (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 Siu-hung, Kelvin, MH	Member of Sai Kung District Council
Mr YAU Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai, 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
Mr LI Yangfei	Co-opted Member
Mr DONG Qizhen	Co-opted Member
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
Miss LO Kam-shuen, Venus	Executive Officer II (Support)11, 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
Ms HUI Yi-lam, Eunice	Engineer/Pedestrian Improvements, 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 CHAN Sze-ho, Viggo	District Engineer/Sai Kung, Highways Department
Mr Ian COWIESON	District Operation Officer, Tseung Kwan O District, Hong Kong Police Force
Mr CHENG Tsz-wah	OC District Traffic Team, Tseung Kwan O District, Hong Kong Police Force
Mr TSUI Chun-yiu, Terence	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force
Mr WONG Hing-yan	Senior Land Executive/Land Management 1, District Lands Office, Sai Kung
Mr Brian YEUNG	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited
Mr Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Ms SO Yuk-yin, Rysta	External Affairs Manager, MTR Corporation Limited	} For agenda item III(C)
Mr CHEUNG Lok-yee, Louie	Manager – External Affairs, MTR Corporation Limited	
Dr LI Cheuk-yin, Richard	Senior Environmental Protection Officer (Electric Vehicle)3,	} For agenda item III(D)1
Mr YIP Chun-ming, Antonio	Environmental Protection Department	
	Electrical and Mechanical Engineer (Electric Vehicle)31, Environmental Protection Department	

Welcome Remarks

The Chairman said that a quorum was present and the first meeting of the Traffic and Transport Committee (TTC) in 2025 commenced officially. He welcomed all Members, representatives of government departments and organisations to the first meeting of TTC in 2025, in particular those who attended the meeting for the first time:

- Mr WONG Hing-yan, Senior Land Executive/Land Management 1, District Lands Office, Sai Kung (DLO/SK). Mr WONG attended the meeting on behalf of Mr CHOW Kin-keung.

I. Confirmation of Minutes of the 6th Traffic and Transport Committee Meeting held on 21 November 2024

2. 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 November 2024 to 31 December 2024
(SKDC(TTC) Paper No. 1/25)

3. Members noted the paper.

4. Members' views were consolidated as follows:

- They enquired about the information on the transport routes to the boundary control points, such as the direct coach route operating from Metro City, Po Lam to Shenzhen Bay Port and the route operating from Beverly Garden, Tseung Kwan O to Heung Yuen Wai Control Point (Liantang Port). They also asked about the procedures for relevant organisations (e.g. travel

agencies) to apply for operating new routes to the boundary control points. They also suggested enhancing relevant publicity efforts.

- They enquired about the reasons for adjusting New Territories Green Minibus (GMB) route no. 110A, and relevant information after the adjustment.
- They suggested advancing the morning departures and adjusting the routing of route no. 290E of The Kowloon Motor Bus Company (1933) Limited (KMB).
- They suggested introducing additional routes between Tseung Kwan O and various boundary control points.

5. The Vice-Chairman enquired about the information on special routes at Kai Tak Sports Park and suggested enhancing information dissemination.

6. Miss Mandy WONG, Senior Transport Officer/Sai Kung, Transport Department (TD) responded as follows:

- TD noticed that a travel agency had recently promoted a boundary route operating from Beverly Garden, Tseung Kwan O to Heung Yuen Wai Control Point (Liantang Port). TD was gathering information regarding the services provided by the travel agency concerned and reviewing the service. TD was aware that the travel agency had posted information about the relevant service on its social media platform. TD would continue to closely monitor and follow up the situation.
- TD noted Members' request for and views on public transport routes to the boundary control points, and would relay them to the relevant sections for consideration, so as to positively encourage the association of cross-boundary bus industry to introduce services operating between the boundary control points and Tseung Kwan O.
- Members' concern about the routing and the service of GMB route no. 110A was understood. TD had proactively communicated with the GMB operator prior to the re-routing and learnt that GMB route nos. 110A and 110 had been operating at a loss for a long time due to insufficient patronage. On top of that, the GMB operator had encountered difficulties in recruiting drivers. By amalgamating the services of GMB route nos. 110A and 110, the new route would no longer pass through Kowloon Hospital, thus focusing its main service area in Tseung Kwan O and Kowloon Bay. As for the departures to Tiu Keng Leng, TD had also adjusted and reorganized the routing in Tseung Kwan O with a view to improving the stability of the service. TD would continue to closely monitor the service of GMB route no. 110A.
- The service of KMB route no. 290E was amalgamated with that of KMB route no. 290B under the implementation of the relevant proposal under the Bus Route Planning Programme 2024-2025. The routing of route no. 290E was extended under the proposal accordingly. TD and KMB had therefore adjusted the service in December 2024 based on the service level and passenger demand by advancing the morning departures of Tsuen Wan bound

services by 10 minutes and providing additional afternoon departure. Meanwhile, the departure time for the morning departures of Tseung Kwan O bound service had been adjusted accordingly. TD would continue to monitor the service level of the route and would discuss with the bus company and review the service of the relevant route based on the passengers' need.

- The nature of KMB route no. SP1 was similar to that of the departure routes of Hong Kong Coliseum. Bus companies would only operate relevant routes when major events were held at Kai Tak Sports Park. As most of the recent events at Kai Tak Sports Park were held on a trial basis, TD and the bus companies were analysing and reviewing the mode of operation of the route. TD would actively communicate with bus companies to enhance publicity if more routes of similar nature would be provided in the future.

7. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD noted Members' views on the arrangements for the information dissemination of cross-boundary coaches and would relay them to the relevant sections.

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

- In view of the implementation of the relevant proposal under the Bus Route Planning Programme 2024-2025, KMB had reviewed the situation of route no. 290E and adjusted its service frequency in December 2024. KMB would continue to study the details of the departure times and routing of the route concerned.
- KMB route no. SP1 was a special departure route of Kai Tak Sports Park. KMB would continue to review the relevant situation based on the patronage demand, and maintain close liaison with Members regarding the dissemination of information to the community for publicity.

9. Mr Thomas CHAN, Assistant Corporate Communications Officer, Citybus Limited (Citybus) responded that Citybus route no. SP9 was a special route operating from Kai Tak Sports Park to LOHAS Park, Tseung Kwan O, which would travel via Tiu Keng Leng, Sheung Tak, Tseung Kwan O town centre, Tseung Kwan O South, Pak Shing Kok and LOHAS Park. The service would be provided for the first time the next day (24 January) at the earliest. Citybus would step up publicity if such service would be provided again in the future, and would inform Members of the service days and details.

10. Members' views were consolidated as follows:

- They suggested enhancing the service frequency and adjusting the routing of KMB route no. 290E.
- They suggested enhancing the service frequency of Citybus route no. 795.
- They suggested enhancing the service frequency of bus route no. 690S.
- Regarding the cross-boundary route operating from Beverly Garden, Tseung Kwan O to Heung Yuen Wai Control Point (Liantang Port) which was

suspected to be illegally operated by a travel agency earlier, Members asked TD to provide information on the progress of relevant investigation.

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

- She expressed concerns about the patronage of bus route no. 690S after service frequency enhancement.
- She suggested strengthening the management of GMB route no. 113 to reduce the occurrence of lost trips or stop-skipping.
- She suggested splitting airport bus route no. A28 of Citybus to fulfil the resident demand in the future.
- She suggested enhancing the service frequency and increasing the transport services at Pak Shing Kok.
- She suggested relocating the pick-up/drop-off point of GMB route no. 116 to the Fire Services Department Pak Shing Kok Married Quarters.
- She suggested introducing a route operating directly from Tseung Kwan O to GO PARK, Sai Sha.
- She enquired about the patronage and responses of passengers about the Pet Bus.

12. Miss Mandy WONG of TD responded as follows:

- Regarding the cross-boundary coach service, TD noticed that the travel agency had mentioned on social media platform with information about the provision of service on the previous Saturday and Sunday. TD was gathering the case information, and would provide more information to Members in due course.
- She noted Members' views on the enhancement of cross-boundary coach services.
- TD would study the views on the bus services with bus companies and minibus services in the district in due course, including the adjustment of the routing or enhancement of the service frequency of KMB route no. 290E.
- TD would discuss with bus companies based on the passengers' need and consider adjusting the services or enhancing the service frequency of Citybus route no. 795 and bus route no. 690S in due course.
- TD would continue to obtain information about the operation situation and difficulties of the operator of GMB route no. 113 to explore solutions in due course (e.g. through re-routing or service frequency adjustment) to tackle the problem of irregular service.
- TD would study the views on the suggested splitting of Citybus route no. A28 with the bus company in response to the population growth in LOHAS Park.
- TD had studied with the bus company and enhanced the service frequency of KMB route no. 298 on a trial basis, in response to the passengers' need in the vicinity of the construction sites of The Chinese Medicine Hospital of Hong Kong (CMHHK) in Pak Shing Kok. TD would continue to co-ordinate with

the bus companies and GMB operator serving the vicinity of Pak Shing Kok to provide appropriate services to residents near Pak Shing Kok and workers at the construction sites of CMHHK.

- TD had discussed with GMB operators in view of the passenger demand at Pak Shing Kok. The relevant GMB operator had been actively co-operating to enhance the service frequency of GMB route no. 116. Regarding the location of the minibus stand, TD would continue to study the relevant suggestion with the GMB operator concerned.

13. Mr Donald LEE of TD responded that transport services from Sai Kung District to GO PARK, Tai Po District were currently covered by KMB route nos. 99 and 299X. Passengers from Sai Kung District could reach the vicinity of Sai Sha Road using the above routes. TD would continue to pay attention to the passengers' need for travelling between GO PARK and Sai Kung District, and review the relevant public transport services when necessary.

14. Mr Karl HUEN of KMB responded as follows:

- Regarding the proposed service adjustment of KMB route no. 290E, KMB would study its feasibility based on the data available.
- With the enhancement of the service frequency of bus route no. 690S, the current service standard could indeed meet the passenger demand. KMB would continue to study the feasibility of service adjustments.
- Trial service of KMB route no. SP1 operating from Kai Tak Sports Park to Hang Hau (North) would be provided the next day (24 January). Information would be disseminated to Members for publicity purposes.
- The Pet Bus in various districts, such as special tours to Island District, was well received by the public. KMB would disseminate the latest information, if any, to Members for publicity purposes.

15. Mr Brian YEUNG, Assistant Manager, Operations, KMB responded that KMB noticed the demand for bus services at the construction site of CMHHK at Pak Shing Kok. As early as December 2024, KMB had introduced a special departure of route no. 298 on a trial basis, which would depart from Hang Hau Station at 5:00 p.m. to facilitate passenger diversion. Apart from the special departure of route no. 298, an additional departure of KMB route no. 290E bound for Tsuen Wan had also been introduced. It would operate via Pak Shing Kok during afternoon peak hours to divert workers working at the construction site. Meanwhile, KMB had enhanced the service of route no. 98 plying to Kwun Tong, which could divert passengers for the time being. KMB would continue to closely monitor the patronage demand and work on possible adjustments with TD.

16. Mr Thomas CHAN of Citybus responded as follows:

- The route rationalisation of Citybus route nos. 795 and 795P had just been

implemented in November 2024, and passengers were still in the adaptation phase. Citybus would consider enhancing the service frequency in response to the passengers' need.

- With the enhancement of service frequency of bus route no. 690S jointly implemented by Citybus and KMB, the current service could generally meet the passenger demand. Citybus would continue to study the feasibility of service adjustments together with KMB.
- He noted Members' concerns about the journey time of Citybus airport bus route no. A28 and would relay their concerns to the Planning and Scheduling Department to explore the feasibility of splitting the route.
- He noted the demand for bus services at Pak Shing Kok. Currently, there were special departures of Citybus route no. 793, whether they were heading towards the direction of Tseung Kwan O Industrial Estate or So Uk, that would pass through the Fire and Ambulance Services Academy at Pak Shing Kok. Citybus would continue to closely monitor the patronage demand and consider enhancing the service frequency in response to the passengers' need in the future.

17. Members' views were consolidated as follows:

- They enquired about the legality of the travel agency in question operating a cross-boundary route from Beverly Garden, Tseung Kwan O to Heung Yuen Wai Control Point (Liantang Port).
- They suggested TD should conduct an overall review of all transport stops in Tseung Kwan O of routes towards all boundary control points.

18. Miss Mandy WONG of TD said that TD was still investigating and obtaining information about the route to the boundary control point concerned. Members were welcome to raise questions about cross-boundary routes with TD to facilitate follow-up.

(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. 2/25)

19. Members noted the paper.

20. Members' views were consolidated as follows:

- They suggested that TD should arrange for Members a site inspection at the pedestrian crossing at Chi Shin Street.
- They enquired about the works progress of the addition of pick-up/drop-off points for persons with disabilities at the taxi stand near Tong Ming Court, and the opinions received during the works consultation stage.
- They suggested providing pick-up/drop-off points for persons with disabilities at the roundabout of Beverly Garden.

- They enquired about the latest progress of the improvement works for uncontrolled cautionary crossings at Hiram's Highway near Marina Cove.
21. The Chairman's views were consolidated as follows:
- He enquired about information on the road improvement works at the roundabout of Clear Water Bay Road and Ying Yip Road, in order to inform residents about the details and progress of the works.
 - He suggested that TD should monitor the works progress at the roundabout at the junction of Po Ning Road and Ying Yip Road.
 - He enquired about the pedestrian phase of traffic signals at Chiu Shun Road after the intake of Chiu Ming Court in the future.
22. The Vice-Chairman's views were consolidated as follows:
- She suggested putting up signage at the slip road near Hiram's Highway near Capital Garden where drivers would make U-turns towards Kowloon.
 - She suggested stepping up efforts to educate drivers on their driving behaviour and attitude.
 - She suggested adjusting the pedestrian phase of the traffic lights at the Tai Po Tsai Village Office.
23. Mr CHIM Tsz-sing, Engineer/Special Duties 1, TD responded as follows:
- Regarding the proposal to raise the pedestrian crossing at Chi Shin Street, TD was actively processing the opinions received during the consultation and would strive to balance the needs of both motorists and pedestrians. At present, after receiving views on the proposal to raise the pedestrian crossing, TD would consider re-evaluating or introducing a new proposal. TD would actively consider arranging a site inspection for Members at the pedestrian crossing at Chi Shin Street where it could study other improvement plans with Members.
 - As to the progress of providing pick-up/drop-off points for persons with disabilities at the existing taxi stand near Tong Ming Court, TD would provide supplementary information in the paper for the next meeting. At present, the views received from the consultation were being processed.
 - He noted the view to provide pick-up/drop-off points for persons with disabilities at the roundabout of Beverly Garden. TD would conduct further studies.
24. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD responded as follows:
- Regarding the progress of the works at the roundabout of Silverstrand Beach Road and the improvement works for uncontrolled cautionary crossings at Hiram's Highway near Marina Cove mentioned by Members, he asked the

Highways Department (HyD) to provide supplementary information later.

- He noted Members' suggestion to adjust the pedestrian phase of the traffic signals at the Tai Po Tsai Village Office and would follow up this matter after the meeting.

25. Members' views were consolidated as follows:

- They suggested enhancing the road signage and road markings at the junction of Clear Water Bay Road leaving Ta Ku Ling San Tsuen to prevent drivers who were not familiar with the road conditions from driving in a wrong direction.
- They asked TD to provide the reason for suspending or revising the improved design of the pedestrian crossing at Chi Shin Street and the timeframe for putting forward an alternative proposal.

26. Mr CHIM Tsz-sing of TD responded that during the consultation period, residents' views against the proposal to raise the pedestrian crossing were received. Therefore, TD would reconsider the effectiveness of the said works. The other proposal was expected to be released in the first quarter of this year and a site inspection would be arranged for Members to facilitate discussion.

27. Mr David AU, District Engineer/Tseung Kwan O, HyD responded that the first stage of the road improvement works at the roundabout of Clear Water Bay Road near Ying Yip Road involving modification of the central island had commenced in mid-September in 2024. HyD was implementing temporary traffic arrangement at the roundabout and carrying out preparation works at the central island, including trial pits excavation for identifying the locations of underground utilities and conducting tree assessment. According to the current progress of works, it was anticipated that the approval of the tree preservation and removal proposals and tree transplanting/felling works would be completed in the first or second quarter of this year. HyD would subsequently carry out diversion of underground utilities (including gas mains, electricity cables, water mains, telecommunication cables, etc.) and the modification of the central island of the roundabout. It was anticipated that the first stage of the road improvement works would be completed in around the third quarter of 2025.

(C) The Main Traffic Improvement Items and Timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 3/25)

28. Members noted the paper.

29. Members enquired about the latest progress of the improvement works for uncontrolled cautionary crossings at Hiram's Highway near Marina Cove.

30. Mr Viggo CHAN, District Engineer/Sai Kung, HyD responded that HyD had

received the works request issued by TD. The contractor was formulating temporary traffic arrangements and the layout plans were expected to be submitted to the relevant department for vetting and approval in the second quarter of this year. After the layout plans were approved, the contractor would commence the relevant works.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 4/25)

31. Members noted the paper.

32. The Vice-Chairman enquired about the latest progress of the works project 806TH “Dualling of Hiram’s Highway from Marina Cove to Sai Kung Town” under Category B.

33. The Chairman added that a meeting had been arranged with the departments and the contractor at the Hebe Haven Yacht Club earlier to follow up the nearby works. He understood that the completed design plan was not yet available as the contract had only been signed one month ago. He hoped that a concrete design could be provided by the contractor by late February this year. He also suggested that Members who were rural representatives could maintain close liaison with the stakeholders of the neighbouring villages and provide them with the latest updates.

34. Mr Viggo CHAN of HyD responded that following the funding approval by the Finance Committee of the Legislative Council for Hiram’s Highway Improvement Stage 2 Project (the Stage 2 Project) on 29 November 2024, the contract for the design and construction works had commenced on 24 December 2024. At present, part of the detailed design and advance preparation works were underway. HyD would fully commence the road widening works in 2026. After the works commencement, the section of Tai Mong Tsai Road was expected to be completed in about four years. The remaining sections of Po Tung Road and Hiram’s Highway would be completed within one or two years immediately afterwards. Regarding the design progress, as the contractor had just started to undertake the contract for about one month, no submission had been received so far from the team responsible for the design of the Stage 2 Project. The design team would endeavour to complete the design as soon as possible and present it to Members.

35. The Vice-Chairman suggested that the contractor should give specific explanations during the design stage, such as widening the minibus stand and providing a layby at Pak Wai Village, and whether the noise barriers opposite Hebe Haven near Kau Sai Village would be reprovisioned. Furthermore, regarding the six roundabouts along Stage 2 Project, residents enquired if there was any proposal to construct a pedestrian subway in Pak Kong or Pak Wai.

36. Members enquired about the latest progress of the footbridge across King Ling Road near Hong Kong Design Institute (Structure No.: SK03) under the Provision of

Universal Accessibility Facilities and suggested expediting the construction to minimise disturbance caused to the public. They also recommended enhancing communication between departments to prevent traffic disruption caused by the commencement of various road works at the same time.

37. Mr David AU of HyD noted Members' views and would relay them to the relevant team. HyD would proactively enhance communication with other departments to minimise the impact on traffic.

38. The Chairman added that the residents were worried about flooding in the subway. He suggested implementing proper drainage design to prevent flooding in Ho Chung after heavy rainfall from recurrence, in which the nearby areas were affected.

39. Mr Viggo CHAN of HyD noted Members' views on district matters regarding the Stage 2 Project and the relevant locations. He would relay the views to the design team for the Stage 2 Project under the Major Works Project Management Office.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 5/25)

40. Members noted the paper.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 6/25)

41. Members noted the paper.

42. Members enquired about the latest progress on the provision of the cycle track off Tseung Kwan O Sports Ground at Po Hong Road.

43. Mr David AU of HyD said that the department had received a works request from TD in September 2024 for the provision of a cycle track off Tseung Kwan O Sports Ground at Po Hong Road. At present, preparation works were underway, including applying for Excavation Permits and conducting tree surveys. According to the current progress of works, it was anticipated that the approval of the tree preservation and removal proposals and tree transplanting/felling works would be completed in mid-2025. HyD would subsequently carry out diversion of underground utilities and provision of cycle track. The entire project was expected to be completed before mid-2026.

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

- She suggested stepping up publicity and law enforcement along Lohas Park Road, Wan Po Road and at the bus stop outside The Capitol to remind cyclists to exercise caution, thereby preventing accidents.

- She suggested that TD should remind cyclists by increasing the number of directional signs at Lohas Park Road and Wan Po Road to indicate the direction towards Tseung Kwan O promenade.

45. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD responded that TD would review the design of the cycle tracks on Wan Po Road and Lohas Park Road to determine the need for additional directional signs.

46. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, Hong Kong Police Force (HKPF) responded the Police in Tseung Kwan O would carry out two safe cycling enforcement operations each month. The operations for that month would take place that day and the next day (23 and 24 January). Also, at least four patrols would be conducted each month and the patrol coverage would also include the areas of Wan Po Road and Lohas Park Road.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 7/25)

47. Members noted the paper.

48. Members suggested that the Police should enhance enforcement actions at Chui Ling Road near the Caritas Jockey Club Resource and Support Centre for Carers, the cul-de-sacs of Tong Tak Street near Beverly Garden and Tong Ming Court.

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

- She suggested reviewing the existing road design of the entrance/exit near Saint Francis University and improving road markings.
- She enquired whether government land would be provided by TD for a short-term tenancy (STT) public car park (e.g. next to Saint Francis University) to make up for the shortage of parking spaces as affected by the construction works in Areas 66 and 68.

50. The Chairman suggested that TD should put up more banners at Ting Wo Lane in Hang Hau Village to address the problem of illegal parking.

51. Mr Ian COWIESON of HKPF responded that the Police would continue to monitor the traffic black spot at Ting Wo Lane in Hang Hau Village. Also, yellow warning banners had been placed at the above location to warn drivers of the risk of prosecution for illegal parking. The Police would continue to review the locations where banners were placed and keep an eye on the situation of illegal parking at Ting Wo Lane in Hang Hau Village.

52. Members supplemented that the problem of illegal parking stemmed from a shortage of parking spaces. Since the Lunar New Year was approaching, many people

would visit Sai Kung District for worshipping and sightseeing. The Member suggested that the Police should exercise discretion during law enforcement actions. Another Member also enquired about the details of the new temporary car park at Chui Shin Street.

53. Mr Ian COWIESON of HKPF responded that the Police would continue to carry out law enforcement actions during the Lunar New Year, in which they would also give discretion in dealing with the problem of illegal parking. However, if there was apparent danger or obstruction, law enforcement would be carried out immediately.

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

- TD would review whether the existing road design of the entrance/exit near Saint Francis University complied with the safety standard of TD.
- TD had all along worked with the Lands Department (LandsD) to identify more sites for car park purpose. The tendering exercise of the STT car park at Chui Shin Street was steered by LandsD. DLO/SK might be asked to provide supplementary information in this regard.

55. Mr WONG Hing Yan, Senior Land Executive/Land Management 1, DLO/SK said that detailed information on the STT car park at Chui Shin Street was not available at the meeting. The supplementary information could be provided after the meeting.

[Post-meeting note: DLO/SK provided the relevant information to the Secretariat of the Sai Kung District Council (SKDC) in writing on 14 February 2025.]

56. Members added that the proposed site at Chui Shin Street for the STT car park should have been levelled and could be put into use as soon as possible.

III. Motions Raised by Members (Total seven motions)

(A) One motion related to bus service

- (1) Suggest bus companies install seats at bus stops as soon as possible for the convenience of the citizens in need
(SKDC(TTC) Paper No. 8/25)

57. The Chairman said the motion was moved by Mr YAU Ho-lun and seconded by Mr Chris CHEUNG, Mr WONG Wang-to, Mr LAM Chun-ka, Mr Philip LI, Ms Angel CHONG, Ms LI Ka-yan, Mr CHONG Yuen-tung, Mr Ken CHAN, Ms SZE Pan-pan, Mr WONG Yuen-hong, Mr TSANG Kwok-ka, Mr CHAU Ka-lok, Ms KI Lai-mei, Mr WAN Kai-ming, Ms Natasha YU, Mr CHEUNG Chin-pang, Mr CHEUNG Man-tim, Mr CHAN Chi-ho, Mr CHAN Kwong-fai, Mr LI Tin-chi, the Vice-Chairman and the Chairman himself.

58. Members noted the written replies from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 15/25 to 17/25).

59. Members' views were consolidated as follows:

- They suggested constructing shelters and seats at rural bus stops to allow elderly passengers to rest while waiting.
- They suggested providing shelters at the bus stops on Chi Shin Street at The Wings or Evangel College.
- They suggested installing seats at the bus stop on Wan O Road for the convenience of waiting passengers.
- They enquired about the progress of moving the bus stop opposite Le Prestige in LOHAS Park on Wan Po Road to a location closer to the pedestrian crossing and installing a shelter. Also, they suggested providing seats thereat.
- They suggested that, after the meeting, TD and the bus companies should arrange a discussion with the rural village representatives to identify suitable locations to install seats or perch seats, and prioritise the works in phases based on urgency.

60. The Vice-Chairman enquired whether the bus companies had sufficient resources to install seats at all bus stops in Sai Kung and Tseung Kwan O. She suggested prioritising the installation of seats in the rural areas of Sai Kung and along Po Lam Road North.

61. The Chairman expressed gratitude to the bus companies for their efforts to install solar powered lighting devices at rural bus stops for the convenience of waiting villagers. As the waiting time was relatively long, he suggested providing seats or convenient facilities at rural bus stops.

62. Mr Donald LEE of TD responded as follows:

- TD had always encouraged franchised bus companies to enhance the facilities at bus stops. This included installing shelters and seats where geographical conditions permitted, so as to facilitate passengers and improve their waiting environment. The franchised bus companies would plan for the installation of seats at bus stops as appropriate, depending on the usage rate, geographical constraints and the footpath situation of individual bus stops.
- He understood Members' suggestion to provide shelters or seats at rural bus stops. However, it might not be suitable to install shelters or seats at individual bus stops considering their geographical locations.
- TD and the bus companies would continue to review geographical conditions of bus stops in Sai Kung District, and promptly enhance the facilities and install seats at bus stops.

63. Mr Karl HUEN of KMB responded as follows:

- KMB continuously strived to provide a comfortable waiting environment for passengers and would explore enhancing the facilities at bus stops, subject to the availability of resources.
- Regarding the installation of seats at bus stops, KMB had to evaluate whether to submit application to TD for installing seats in light of the specific environment and conditions of various bus stops. Factors would include the presence of a shelter at each KMB bus stop, sufficient room on the footpath and adequate space for wheelchair users to pass through after the installation of seats.
- In Sai Kung District, seats were installed at most of the sheltered KMB bus stops, while the remaining bus stops were not equipped with seats primarily due to the above reasons. The main issue of many rural bus stops was the insufficient width of footpaths. It was stipulated in TD's guidelines that after the installation of seats, footpaths must retain a certain minimum clearance to ensure access by wheelchair users.
- KMB would work closely with Members to review the situation after the meeting and study the viability and priority for the installation of seats as far as resources permitted.

64. Members' views were consolidated as follows:

- They enquired about the criteria for the installation of seats at bus stops to facilitate Members in making preliminary studies on the suitable locations.
- They welcomed representatives from the bus companies or TD to conduct site inspections with them to enhance communication and facilitate the prompt installation of seats.

65. Mr Thomas CHAN of Citybus responded as follows:

- Citybus was committed to improving the passenger waiting environment. At present, over 90% of sheltered bus stops in Sai Kung District were installed with seats.
- Citybus recognised the keen demand for the installation of bus stop shelters in various districts. To ensure effective use of resources, Citybus would prioritise works at bus stops that served multiple routes and with higher passengers' need, and those lacked shading facilities nearby. Citybus would assess the priority of installing shelters and consider the provision of other facilities at the same time, subject to the availability of resources.
- Citybus noted Members' suggestion to install shelters at the bus stops on Chi Shin Street at The Wings II or Evangel College, and would relay the suggestion to the relevant departments of Citybus to explore the feasibility.

66. The Chairman suggested that inter-departmental joint consultation among

departments such as HyD, TD, DLO/SK and the Sai Kung District Office (SKDO) should be conducted to improve the environment and safety of rural bus stops.

67. Miss Mandy WONG of TD noted the views regarding the bus stop on Wan Po Road southbound (opposite Le Prestige, LOHAS Park). TD would review and relay to the relevant works contractor the arrangements for the location and the shelter of the bus stop, and the suggestion to install seat thereat.

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

(B) One motion related to minibus service

- (1) Suggest introducing minibus services plying between Tseung Kwan O and the new development area in Anderson Road Quarry (SKDC(TTC) Paper No. 9/25)

69. The Chairman said the motion was moved by Mr WONG Wang-to and seconded by Mr WONG Yuen-hong, Mr YAU Ho-lun, Mr Philip LI, Ms LI Ka-yan, Mr TSANG Kwok-ka, Ms SZE Pan-pan, Mr CHONG Yuen-tung, Mr LAM Chun-ka, Mr Kelvin YAU, Mr Chris CHEUNG, Mr LI Tin-chi, Mr CHAN Kwong-fai, Mr CHEUNG Man-tim, Ms Natasha YU, Ms Angel CHONG, Mr WAN Kai-ming, Ms KI Lai-mei, Mr CHAU Ka-lok and the Vice-Chairman.

70. Members noted the written reply from TD (SKDC(TTC) Paper No. 18/25).

71. Members' views were consolidated as follows:

- They asked TD to provide a timetable for officially launching minibus and bus services to and from Anderson Road Quarry (ARQ).
- They suggested introducing new minibus or bus services at ARQ operating to and from all MTR stations in the Tseung Kwan O area and rural Sai Kung.
- They suggested that TD should liaise with the Education Bureau as soon as practicable regarding the transport usage of teachers and students of schools in the vicinity of ARQ.

72. The Chairman suggested providing transport services for construction workers of ARQ on a trial basis, in order to have an early understanding of the traffic impact.

73. Miss Mandy WONG of TD responded as follows:

- In view of the housing development at ARQ, TD had planned for the services of two GMB routes to and from Sheung Tak in Tseung Kwan O and Yau Tong

respectively. There would also be four franchised bus services mainly bound for Kowloon and Hong Kong Island respectively.

- She noted Members' views on the transport needs for the development of ARQ as a whole. She would continue to liaise with the relevant departments to assess the needs of residents, school teachers and students.
- She noted Members' suggestion to expedite the provision of public transport services at ARQ. She would consider the suggestion in conjunction with the arrangement of the ancillary transport facilities in the vicinity.
- If there was more information on the new GMB and franchised bus services, she would inform Members as soon as possible.

74. Members asked TD to provide a timetable for the introduction of the planned minibus services. Members hoped that students could familiarise themselves with the routes before the commencement of the new school term in September.

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

- She asked whether the minibus route operating between ARQ and Sheung Tak, Tseung Kwan O would commence service in February 2025.
- She suggested introducing interchange service for minibus at Tseung Kwan O Tunnel Bus-Bus Interchange.

76. Miss Mandy WONG of TD responded as follows:

- The commencement of the planned minibus and bus routes at ARQ would, as far as practicable, align with the development of housing and other projects in the area, so as to strike a balance between the operational arrangements of the operators and passengers' need.
- TD had liaised with the minibus operator that would provide service between ARQ and Sheung Tak, Tseung Kwan O with a view to launching the service as soon as practicable to meet the demand.
- She noted Members' views on introducing interchange service for minibus at Tseung Kwan O Tunnel Bus-Bus Interchange.

77. Mr Karl HUEN of KMB said that KMB had recently been chosen to be the operator of four new bus routes providing services at the ARQ site. The four new bus routes were planned to run between the ARQ site and Diamond Hill, Sham Shui Po, Kowloon Station and Central respectively. KMB was actively discussing with TD the details and operating timetables of the new services, with a view to implementing them and providing relevant information to Members as soon as practicable. Moreover, KMB would explore with TD the feasibility of introducing new routes operating between the ARQ site and other places as suggested by Members.

78. The Chairman enquired whether a preliminary timetable could be provided.

79. Miss Mandy WONG of TD said that TD expected the services of the relevant routes would be provided in the first or the second quarter of this year at the earliest.

80. 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.

(C) One motion related to MTR service

- (1) Suggest providing in-station navigation and non-emergency in-station assistance services in all stations of MTR Tseung Kwan O Line as soon as possible
(SKDC(TTC) Paper No. 10/25)

81. The Chairman said that the motion was moved by Mr WONG Yuen-hong and seconded by Mr WONG Wang-to, Ms SZE Pan-pan, Mr YAU Ho-lun, Mr LAM Chun-ka, Mr CHONG Yuen-tung, Mr TSANG Kwok-ka, Ms Angel CHONG, Mr CHAN Chi-ho, Mr LI Tin-chi, Mr WAN Kai-ming, Mr Kelvin YAU, Ms Natasha YU and the Vice-Chairman.

82. Members noted the written reply from the MTR Corporation Limited (MTRCL) (SKDC(TTC) Paper No. 19/25).

83. The Chairman welcomed the representatives of MTRCL to the meeting:

- Ms Rysta SO, External Affairs Manager; and
- Mr Louie CHEUNG, Manager – External Affairs.

84. The Vice-Chairman asked the representatives of MTRCL to introduce the details of the new “Non-emergency In-station Assistance” for hearing impaired persons.

85. Members appreciated MTRCL's provision of a timetable for the introduction of relevant services at the remaining MTR stations of Tseung Kwan O Line. Members also suggested that MTRCL should notify Members once the relevant services or facilities were provided, in order to facilitate the dissemination of information to residents in need.

86. Mr Louie CHEUNG, Manager – External Affairs, MTRCL responded as follows:

- MTRCL was fully committed to promoting inclusive culture and providing friendly station facilities and services, in order to offer suitable support to the elderly and passengers with different needs.
- MTRCL provided “In-station Navigation” and “Non-emergency In-station Assistance” on the application “MTR · Care”. “In-station Navigation” was

currently available at four interchange stations of Tseung Kwan O Line and was planned to be extended to more stations this year, including the remaining stations of Tseung Kwan O Line in the first quarter of this year. “Non-emergency In-station Assistance” was currently implemented on a trial basis, after which its actual usage and passenger response would be evaluated before deciding on the arrangements for the next phase.

- MTRCL had been promoting the application via different channels, including MTR stations, the media, etc. MTRCL had also been liaising regularly with the elderly, the visually impaired and related organisations, with a view to reaching out to the largest possible number of target user groups and creating a more convenient and inclusive travelling experience for both disabled and able-bodied passengers.
- Apart from using the application, passengers in need could also seek assistance from station staff.
- MTRCL would continue its endeavours to create a safe, inclusive and barrier-free travelling environment, with a view to helping those in need to travel without barrier. MTRCL would provide further information on these two functions when available.

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

- She suggested extending the “Non-emergency In-station Assistance” service to cover fall cases.
- She asked whether there was an independent station master at LOHAS Park Station.
- She enquired about the arrangements for station staff to support “Non-emergency In-station Assistance”.

88. Mr Louie CHEUNG of MTRCL responded as follows:

- As the “Non-emergency In-station Assistance” function was still at the trial stage, he would relay Members’ suggestions to the relevant departments for consideration.
- He would relay Members’ suggestions on the arrangements for lifts and staircases mentioned earlier to relevant station staff for consideration.
- Regarding passenger seeking assistance, station staff would provide immediate assistance to passengers in need.

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

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

- (1) Suggest the Government enhance and expedite the application process and the vetting and approval of the EV-charging at Home Subsidy Scheme, especially in Sai Kung and Tseung Kwan O areas, for the early benefit of residents
(SKDC(TTC) Paper No. 11/25)

90. The Chairman said that the motion was moved by Mr CHAN Kai-wai and seconded by Mr LAM Chun-ka and Mr Chris CHEUNG.

91. Members noted the written reply from the Environmental Protection Department (EPD) (SKDC(TTC) Paper No. 20/25).

92. The Chairman welcomed the representatives from EPD, including:

- Dr Richard LI, Senior Environmental Protection Officer (Electric Vehicle)³; and
- Mr Antonio YIP, Electrical and Mechanical Engineer (Electric Vehicle)³¹.

93. Dr Richard LI, Senior Environmental Protection Officer (Electric Vehicle)³, EPD provided the summarised supplementary information as follows:

- EPD would proactively follow up the progress of each application for the EV-charging at Home Subsidy Scheme (EHSS) to assist the applicants in commencing the relevant installation works as early as possible.
- Upon approval of applications, applicants were required to carry out design and installation works by engaging EHSS consultants and contractors through open tenders. It would take time for the applicants to invite tenders, sort out technical/ works issues and reach a consensus with the consultants and owners of the parking spaces on the design of installation works as well as the final number of parking spaces to be covered. Currently, EPD would finish vetting the works specifications submitted by consultants within one month upon receipt.
- During the process, EPD would provide technical support to the applicants and consultants on the design of works, including assigning a dedicated project co-ordinator and an engineering advisors for each application. EPD's engineers would also hold meetings with applicants and engineering consultants to follow up the progress of the cases. At present, following successive commencement or completion of the installation works in many housing estates, the consultants had become more familiar with EPD's requirements. In general, it would take around two years from the approval of the application to the completion of the installation works.

94. The Vice-Chairman expressed her support for the application for the EHSS.

Also, she suggested providing more charging station facilities at roadsides or near petrol filling stations.

95. Members' views were consolidated as follows:

- They understood that the Government had to process each application for subsidy prudently. Citing the applications for Ocean Shores and Le Prestige of LOHAS Park as examples, they suggested maintaining regular communication with applicants, streamlining and expediting the application process.
- They suggested that more charging facilities should be provided in government car parks with parking spaces open for public use, for example, the Jockey Club Kau Sai Chau Public Golf Course Public Car Park.
- They proposed providing more mobile charging facilities at different locations in the district.

96. The Chairman suggested that EPD should install charging devices at suitable locations in the rural areas of Sai Kung and provide information on environment protection, such as using of solar power for battery charging.

97. Dr Richard LI of EPD responded that EPD had been proactively following up with the applicants and the consultants on the works progress in respect of the applications for Ocean Shores and and Le Prestige. Regarding the application for Ocean Shores, according to the information obtained by EPD from the consultant two days in advance, the consultant had prepared a feasibility assessment report (FAR) for the applicant's perusal and the FAR was expected to be submitted to EPD for vetting this week. After receiving the FAR, EPD would review it as soon as possible. If there was any problem, EPD would discuss with the applicant and the consultant in February with a view to further expediting the process. As to the application for Le Prestige, the relevant consultant was working on details of works and preparing the detailed works specifications and tender documents. Upon receiving the relevant documents from the applicant and the consultant, EPD would vet them promptly and meet with the consultant and the applicant when necessary to expedite the progress of works. Furthermore, EPD noted Members' views on the roadside charging stations and mobile chargers, and would refer them to colleagues of the relevant sections for consideration.

98. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and asked EPD 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 enhancing efforts in traffic control and surveillance as well as enforcement actions at Sai Sha Road and areas around Pak Wai in Sai Kung, including setting up Police roadblocks for intercepting vehicles; installing surveillance cameras; stepping up patrols; and deploying speed monitoring devices, in order to effectively combat illegal motor racing and speeding, and ensure residents' safety and well-being
(SKDC(TTC) Paper No. 12/25)

99. The Chairman said that the motion was moved by Mr LI Tin-chi and seconded by Mr CHAN Kuen-kwan, Mr TSANG Kwok-ka, Mr WONG Yuen-hong, Mr YAU Ho-lun, Mr LAM Chun-ka, Mr CHONG Yuen-tung, Ms LI Ka-yan, Mr Philip LI, Mr WONG Wang-to, Ms Angel CHONG, Ms KI Lai-mei, Mr WAN Kai-ming, Ms Natasha YU, Mr Kelvin YAU, Mr Chris CHEUNG, Mr CHAN Kwong-fai, Mr CHEUNG Man-tim, Mr CHEUNG Chin-pang and the Vice-Chairman.

100. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 21/25 and 22/25).

101. The Vice-Chairman supported the Police's prosecution against speeding on Clear Water Bay Road. She also received residents' complaints against illegal motor racing near Tai Au Mun and suggested that the Police should step up law enforcement.

102. The Chairman suggested that more speed enforcement cameras should be mounted, in particular on straight roads or at the village entrances, and the barricades should be set up to curb illegal motor racing.

103. Mr Terence TSUI, Assistant Divisional Commander (Operations), Sai Kung Division, HKPF noted Members' views. The Sai Kung Division and the Traffic Kowloon East continued to co-operate in law enforcement to ensure the safety of citizens and other road users. Also, the Police would review the latest trend and deploy resources in a flexible way so as to take appropriate control and enforcement actions. Meanwhile, he said given that there were no public reports on illegal motor racing received in the Sai Kung Division in 2024, it would be difficult for the Police to draw up corresponding measures. The Police urged Members to relay any related information and messages collected, including date, time, location, etc., to them for analysis and planning of relevant enforcement actions.

104. Members' views were consolidated as follows:

- They enquired about the progress of the provision of speed enforcement cameras or surveillance devices on Cross Bay Link, Tseung Kwan O (CBL).
- They added that they had obtained the information about suspected illegal motor racing from a message group related to Sai Kung traffic. However, they did not report the matter immediately as it was already very late at night.

105. Mr Ian COWIESON of HKPF responded that colleagues from the Police Traffic Wing carried out anti-speeding operations on CBL from time to time. The Police supported the provision of speed enforcement cameras or surveillance devices. The speeding issue was under the purview of TD. As anti-speeding operations would not be conducted by the Tseung Kwan O Police District, the issue would be referred to the Police Traffic Wing. Besides, the Police noted illegal motor racing in Tai Au Mun, and would also forward the matter to the Police Traffic Wing.

106. Mr CHIM Tsz Sing of TD responded that he would follow up the progress of providing speed enforcement cameras or surveillance devices on CBL and relay it to the branch concerned.

107. Members added that it was difficult to lodge a timely complaint to the Police due to short duration of noise nuisance caused by illegal motor racing late at night.

108. The Vice-Chairman suggested stepping up efforts to educate motorists on their driving attitude.

109. Mr Ian COWIESON of HKPF responded that the Police would take immediate actions against such illegal act. Yet the solution should mainly focus on educating the motorists on their driving attitude.

110. 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 motion would be deleted at the next meeting.

(3) Suggest providing roadside four-cornered rain shelters in Sai Kung District (SKDC(TTC) Paper No. 13/25)

111. The Chairman said that the motion was moved by the Vice-Chairman and seconded by Mr CHONG Yuen-tung, Mr LAM Chun-ka, Mr WONG Wang-to, Mr WONG Yuen-hong, Mr TSANG Kwok-ka, Mr CHAU Ka-lok, Mr WAN Kai-ming, Ms Angel CHONG, Ms Natasha YU and Mr LI Tin-chi.

112. Members noted the written replies from TD and SKDO (SKDC(TTC) Paper Nos. 23/25 and 24/25).

113. The Vice-Chairman suggested that consideration should be given to extending the cover of the pedestrian link of Po Yap Road (Bauhinia Garden to Yee Ming Estate) to the roadside outside Bauhinia Garden in Tseung Kwan O. Also, she suggested considering the provision of shelter facilities to shield users against wind and rain on the walkway outside Immigration Headquarters and from The Grandiose to Sheung Tak.

114. The Chairman expressed his support for the suggestion, but considered that there would be difficulties in the implementation in Hong Kong.

115. Mr CHIM Tsz-sing of TD agreed with the Chairman that there would be difficulties in implementing the suggestion in Hong Kong. In the motion paper, the location indicated in the reference photo was a relatively open area. Given the different environment on the roadside in Tseung Kwan O, it might not be a suitable option to provide four-cornered rain shelters.

116. Mr WONG Hing-yan of DLO/SK said that DLO/SK was not able to provide further information, as the location where the four-cornered rain shelter was proposed to be set up was maintained and managed by HyD and TD respectively.

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

- (4) Suggest expediting the backfilling works at the roundabout at the junction of Po Ning Road and Ying Yip Road, and adopting effective measures to improve the traffic conditions thereat as early as possible (SKDC(TTC) Paper No. 14/25)

118. The Chairman said that the motion was moved by Mr CHAU Ka-lok and seconded by Mr YAU Ho-lun, Mr CHONG Yuen-tung, Mr Philip LI, Ms SZE Pan-pan, Mr Ken CHAN, Mr WONG Wang-to, Mr WONG Yuen-hong, Mr LAM Chun-ka, Ms Angel CHONG, Mr TSANG Kwok-ka, Ms KI Lai-mei, Ms Natasha YU, Mr WAN Kai-ming, Mr CHEUNG Chin-pang, Mr CHEUNG Man-tim, Mr LI Tin-chi, Mr Kelvin YAU, Mr CHAN Kwong-fai and the Vice-Chairman.

119. Members noted the written reply from the Civil Engineering and Development Department (CEDD) (SKDC(TTC) Paper No. 25/25).

120. Members said that based on the written reply from CEDD, it was expected that the roundabout at the junction of Po Ning Road and Ying Yip Road would not come into operation until September this year. They would like the department to provide relevant information at the next meeting. Also, they suggested that a number of working procedures should be carried out simultaneously so as to compress the construction period.

121. The Chairman added that due to the underground pipeline issue and the approaching Lunar New Year, it was not appropriate to close the roads for carrying out site investigation works. Also, the works to be carried out at nighttime was subject to environmental legislation, thus making the entire construction period longer. If the roundabout improvement works could be completed as soon as possible, it would reduce

traffic accidents.

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

IV. Any Other Business

123. No other business was raised by Members.

V. Date of Next Meeting

124. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 20 March 2025 (Thursday).

125. The meeting ended at 12:30 p.m.

Sai Kung District Council Secretariat
February 2025