

(Translation)

**Minutes of the 3rd Meeting of the
Traffic and Transport Committee (TTC)
Southern District Council (2024-2027) (SDC)**

Date : 21 May 2024
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr PANG Siu-kei (Chairman of TTC)
Mr CHEUNG Wai-nam (Vice-Chairman of TTC)
Mr CHU Lap-wai, MH
Ms HO Yuen-wei
Ms LI Ka-ying
Ms LAM Yuk-chun, BBS, MH
Ms LAM Wing-yan
Ms LAM Wing-yee
Mr CHEUNG Chin-chung
Mr Jonathan LEUNG Chun
Mr CHAN Man-chun, JP
Professor CHAN Yuk-kit, MH, JP
Ms CHAN Wing-yan
Mr WONG Choi-lap
Ms WONG Yu-ching, Nicole
Mr CHAO Howard
Mr YEUNG Sheung-chun
Mr LAU Ngai, Victor
Mr SIU Wai-chung
Mr LAI Ka-chi

Secretary:

Mr LAM Tsz-fung, Leo Executive Officer II (District Council) 3,
Southern District Office

In Attendance:

Miss MA Sze-ting, Abby	Assistant District Officer (Southern)
Ms WONG On-yu, Ann	Senior Transport Officer / Housing and Projects, Transport Department
Mr NG Man-hon, Ken	Transport Officer / Southern 1, Transport Department
Mr LO Chun-hong, Eric	Engineer / Peak, Transport Department
Ms LAM Nga-man, Kraman	Engineer / Housing & Planning, Transport Department
Mr CHAN Wing-kit, William	District Engineer / South, Highways Department
Ms LEE Suk-han, Yvonne	Chief Leisure Manager (Hong Kong West), Leisure and Cultural Services Department
Mr YU Chi-ying	District Leisure Manager (Southern), Leisure and Cultural Services Department
Ms YUEN Man-yi, Yoki	Deputy District Leisure Manger (District Support) Southern, Leisure and Cultural Services Department
Ms CHAN Oi-wai, Florence	Deputy District Leisure Manager (Southern) 1, Leisure and Cultural Services Department
Ms MAK So-ning, Tania	Assistant District Leisure Manager (Southern) 2, Leisure and Cultural Services Department
Mr TAM Sze-wai, Vincent	Senior Engineer / Southern & Peak, Transport Department
Mr Gary FU	General Manager (Corporate Communication), Hong Kong Housing Society
Mr Gordon TSE	General Manager (Project Management), Hong Kong Housing Society
Mr YEUNG Chung-ki	Executive Director, Highways and Transportation, Aurecon Hong Kong Limited

} for agenda
item 2

} for agenda
item 3

Ms CHEUNG Po-yee

Western District Operation Officer,
Hong Kong Police Force

Mr YONG Kwok-chung

Officer-in-charge, Western District
Traffic Team, Hong Kong Police Force

} for agenda
item 5

Opening Remarks:

The Chairman welcomed TTC members and the following standing representatives of Government Departments to the meeting:

- (i) Ms WONG On-yu, Ann, Senior Transport Officer / Housing and Projects of Transport Department (TD);
- (ii) Mr NG Man-hon, Ken, Transport Officer / Southern 1 of TD;
- (iii) Mr LO Chun-hong, Eric, Engineer / Peak of TD;
- (iv) Ms LAM Nga-man, Kraman, Engineer / Housing & Planning of TD; and
- (v) Mr CHAN Wing-kit, William, District Engineer / South of the Highways Department (HyD).

2. The Chairman said that TTC members were obliged to attend meetings punctually and avoid leaving while the meeting was being conducted. Details of TTC members' attendance would be made available for public inspection.

Agenda Item 1: Confirmation of the Minutes of the 2nd TTC Meeting Held on 25 March 2024

- 3. The Chairman asked TTC members whether to confirm the captioned minutes.
- 4. The Chairman said that TTC confirmed the captioned minutes.

**Agenda Item 2: Proposals to Improve the Management of Shek O Beach Public Carpark
(Item raised by Leisure and Cultural Services Department)
(TTC Paper No. 9/2024)**

5. The Chairman welcomed the following representatives of Government Departments to the meeting for the discussion of agenda item 2:

- (i) Ms LEE Suk-han, Yvonne, Chief Leisure Manager (Hong Kong West) of the Leisure and Cultural Services Department (LCSD);
- (ii) Mr YU Chi-ying, District Leisure Manager (Southern) of LCSD;
- (iii) Ms YUEN Man-yi, Yoki, Deputy District Leisure Manager (District Support) Southern of LCSD;
- (iv) Ms CHAN Oi-wai, Florence, Deputy District Leisure Manager (Southern) 1 of LCSD;
- (v) Ms MAK So-ning, Tania, Assistant District Leisure Manager (Southern) 2 of LCSD; and
- (vi) Mr TAM Sze-wai, Vincent, Senior Engineer / Southern & Peak of the TD

6. The LCSD representatives briefly introduced TTC Paper No. 9/2024, summarised as follows:

- (i) In 2022, LCSD received a referral from the Office of the Ombudsman, Hong Kong (Ombudsman) regarding a public complaint about LCSD's and TD's failure to resolve the problem of long-term occupation of Shek O Beach Public Carpark (the carpark) by idle vehicles. The complainant opined that the problem stemmed from the carpark being free of charge and having no parking time limits, hence suggested installing parking meters at the carpark; however, both LCSD and TD rejected this suggestion. The Ombudsman recommended that LCSD and TD should quickly establish an appropriate mechanism for managing the carpark and conduct public consultation to address the issue;
- (ii) The parking problem at the carpark had existed for many years and remained controversial. To improve the management of the carpark, LCSD had maintained good communication with various stakeholders. As early as 1994, LCSD proposed installing parking meters at the carpark, but this was met with strong opposition from Shek O residents, leading to the shelving of the proposal in 2001. LCSD reintroduced the same proposal in 2021, but once again faced opposition from Shek O residents;

- (iii) LCSD had continuously sought opinions of TD, including exploring and researching the feasibility of installing parking meters and considering other viable options to improve the management of the carpark. TD had consistently opined that any proposal to install parking meters had to comply with TD's prevailing standards, which required a rearrangement of the layout design of parking spaces and related access roads / aisles. This would result in a significant reduction in the number of parking spaces, therefore TD concluded that the proposal was not feasible and could not meet the needs of the users;
- (iv) Currently, the carpark provided parking spaces for those driving to Shek O, including beach visitors, tourists and other members of the public. In addition, residents of the nearby Shek O Village also used the carpark for daily parking, which resulted in a high demand for parking spaces in the area. Besides, as the carpark was designed many years ago, its design was different from its counterpart today. The carpark also served as a drop-off and pick-up point for taxis and minibuses, a bus terminus for certain public buses during specific periods, as well as the sole passageway to the nearby refuse collection point. Furthermore, there was no designated walkway between the carpark and the nearby shops, posing a potential safety hazard. Therefore, while addressing the misuse of parking spaces, the aforesaid factors should be taken into the overall consideration to meet various needs and ensure a safe road environment;
- (v) Given the above background, LCSD, TD, the Southern District Office (SDO) and the Hong Kong Police Force (HKPF) held an interdepartmental meeting on 2 February 2024 to discuss how to respond to the Ombudsman's recommendations so as to improve the situation and bring forward enhancement proposals. After discussion, the Departments concerned suggested exploring the possibility of implementing a mixed-use parking scheme at the carpark, where parking meters would be installed for some spaces while others would remain free, so as to accommodate the needs of Shek O Village residents and different users. The layout design of the entire carpark would also be rearranged. In addition, to mitigate the effects resulting from a reduced number of parking spaces after the rearrangement, it was suggested that LCSD should consider converting the adjacent Shek O Obstacle Golf Course into an outsourced fee-paying carpark to provide additional parking spaces;
- (vi) As mentioned above, the parking problem at the carpark had existed for many

years, with various stakeholders holding differing opinions on its usage in early years. In light of this, LCS D intended to consult TTC on the proposed introduction of a mixed-use parking scheme in the carpark. After considering TTC members' feedback, LCS D would seek timely assistance from the works departments to secure resources for hiring a consultant to conduct a feasibility study for the improvement works. At that time, LCS D would invite TD to provide technical support and professional advice on the layout design of the carpark, the public transport facilities concerned and the plans to improve the access roads / road facilities of the carpark; and

- (vii) LCS D would commence the corresponding district consultation through SDO in due course and would report the latest progress to TTC members in a timely manner.

7. The TD representatives provided supplementary information as follows:

- (i) TD did not support installing parking meters at the carpark. Considering the high demand for parking spaces from beach visitors and Shek O residents and the level of parking charges, merely installing parking meters could not effectively prevent local residents from occupying the parking spaces for prolonged periods of time. This was not conducive to maintaining enough vacant parking spaces for beach visitors and other users either. Moreover, the carriageways in the carpark should remain open so as to connect it to the nearby refuse collection point and local village houses. If parking meters were installed at the carpark, the metered carpark and the carriageways had to be reconfigured to meet public road standards, resulting in a reduced number of parking spaces from 195 to about 130;
- (ii) The current main concern with the carpark was its inability to provide enough vacant parking spaces for beach visitors during the swimming season. Therefore, TD suggested that LCS D consider implementing different parking fee schemes, such as converting the adjacent Shek O Obstacle Golf Course into an outsourced fee-paying carpark with flexible pricing tailored to parking demand at different periods, so as to provide additional parking spaces for beach visitors;
- (iii) TD would continue to provide transport-related advice for LCS D to facilitate

- the development of appropriate parking fee schemes; and
- (iv) TD was also exploring the feasibility of optimising the current Shek O Bus Terminus, which might eliminate the need to temporarily occupy part of the carpark as a bus terminus in the future.
8. TTC members raised the following comments and enquiries:
- (i) The improvement plan was intended to address the shortage of parking spaces at the carpark. If installing parking meters would result in a reduction of parking spaces, it would be counterproductive and not an optimal solution;
 - (ii) Installing parking meters might encourage more visitors to drive to Shek O, which would, in turn, exacerbate the shortage of parking spaces. Meanwhile, vehicles waiting to enter the carpark could also cause traffic congestion. Since Shek O Road was very narrow, traffic congestion would severely affect the traffic conditions and hinder the access of emergency vehicles, buses and minibuses. The public had been aware of the limited parking spaces at the carpark and had responded to the Government's appeal to use public transport to visit Shek O. Currently, the situation at the carpark was still acceptable;
 - (iii) TTC members would like to know how many additional parking spaces would be created after converting Shek O Obstacle Golf Course into an outsourced fee-paying carpark. TTC members opined that even if more spaces were provided, it might still be difficult to meet the surge in demand for parking spaces during the swimming season. Furthermore, the (existing) carpark had a vacancy rate of up to 50% during the off-season, meaning that the (proposed) outsourced fee-paying carpark was likely to be under-utilised, leading to inefficient land use;
 - (iv) Although LCSD had proposed several improvement plans, no specific data or additional information had been provided, making it difficult to evaluate the pros and cons of the plans. It was hoped that LCSD would provide relevant data in the future, including the number of parking spaces proposed for the outsourced fee-paying carpark, the number of vehicles parked for more than 24 consecutive hours, traffic enforcement figures, complaints related to insufficient parking spaces during the swimming season, traffic data in different months and so on;
 - (v) With the Government's implementation of smart city initiatives, drivers would

be able to check the real-time status of public car parks in the future, including the number of available parking spaces, via their mobile phones or other mobile devices. In light of this, TTC members suggested that LCSD consider, during the feasibility study, installing smart barrier gate systems at the entrances and exits of the car park for car park management and collection of parking fees. This would not only eliminate the need for installing parking meters, but would also identify vehicles parked for prolonged periods of time;

- (vi) The situation at Shek O Beach was different from other beaches in the Southern District as Shek O Beach was relatively remote and there were no parking facilities in the vicinity. Drivers visiting South Bay, Middle Bay, Repulse Bay and Deep Water Bay had the option to use the car parks of nearby shopping malls, but those heading to Shek O could only park near the car park and wait for other vehicles to leave;
- (vii) TTC members did not object to LCSD's (proposal) to conduct a feasibility study, but they would like to know the costs required. In view of the Government's current fiscal deficit of \$101.6 billion, it was hoped that LCSD would adhere to the principles of management of public finance by making the best use of land resources, carefully considering the expenses of each project and launching the projects in priority order; and
- (viii) TTC members asked whether the Government Departments would consider expanding the scope of the study. Drivers travelling to Shek O Beach could make use of the on-street parking spaces near Big Wave Bay Beach and Big Wave Bay Carpark in the vicinity. However, there was a considerable distance between Big Wave Bay and Shek O, without proper walkways along the way. TTC members asked whether the Government Departments would consider providing golf cart shuttle services to transport visitors and residents between the two locations, thereby enhancing the ancillary transport facilities.

9. The LCSD representatives gave a consolidated response as follows:

- (i) LCSD would like to hear TTC members' views on the proposal. Afterwards, with the assistance of the works departments, it would proceed to seek resources to hire a consultancy firm to carry out a feasibility study for the improvement plans in due course. Therefore, details of the improvement plans, such as the

estimated number of parking spaces and project costs, could not be provided at this stage. If the feasibility study was conducted, LCSD would report the progress to TTC in a timely manner;

- (ii) LCSD noted TTC members' views and would take them into consideration during the feasibility study;
- (iii) According to records, LCSD received 7, 14 and 13 complaints regarding the shortage of parking spaces in 2021, 2022 and 2023 respectively. LCSD would provide the Secretariat with the number of complaints received during the swimming seasons over the last three years after the meeting; and

(Post-meeting note: During the swimming seasons from June to October in 2021, 2022 and 2023, seven, nine and eight complaints were received respectively on the shortage of parking spaces, which urged for installation of parking meters.)

- (iv) Currently, Shek O Beach, its carpark and the adjacent Shek O Obstacle Golf Course were under the management of LCSD. Since LCSD was not a works department, after receiving positive feedback from TTC on conducting a feasibility study, LCSD would seek assistance from the works departments to secure resources in due course and carry out the feasibility study in areas under its purview. However, issues relating to the transport between Big Wave Bay and Shek O were not under the purview of LCSD.

10. The TD representatives added that TD would discuss with LCSD the scope of the feasibility study.

11. In closing, the Chairman said that TTC members had fully raised their comments. As the problem relating to Shek O Beach Public Carpark had been longstanding, it was hoped that the representatives of LCSD and TD would consolidate TTC members' views after the meeting, conduct the feasibility study on the proposed plans, and review short, medium, and long-term measures to address the concerns of different stakeholders.

Agenda Item 3: Road Improvement Works at Aberdeen Main Road / Aberdeen Reservoir Road

(Item raised by Hong Kong Housing Society)
(TTC Paper No. 10/2024)

12. The Chairman welcomed the following representatives to the meeting for the discussion of agenda item 3:

- (i) Mr Gary FU, General Manager (Corporate Communication) of Hong Kong Housing Society (HKHS);
- (ii) Mr Gordon TSE, General Manager (Project Management) of HKHS; and
- (iii) Mr YEUNG Chung-ki, Executive Director, Highways and Transportation of Aurecon Hong Kong Limited (Aurecon).

13. The Aurecon representative, with the aid of a PowerPoint presentation, briefly introduced the layout plan of the Road Improvement Works at Aberdeen Main Road / Aberdeen Reservoir Road (the road improvement works).

14. TTC members raised the following comments and enquiries:

- (i) TTC members did not object to the road improvement works. However, according to the layout plan, it was evident that the area designated for road widening was quite narrow, giving rise to a need for a setback of the pavement and a partial encroachment into the Aberdeen Reservoir Road Garden (the garden). Although one of the pedestrian crossings would be slightly relocated north in the road improvement works, the width of the junction of Aberdeen Reservoir Road and Aberdeen Main Road would remain largely unchanged. As this road section could only accommodate a maximum of three buses at a time, TTC members opined that the road improvement works might not be very effective. Therefore, it was hoped that HKHS could provide data to demonstrate that the road improvement works would help enhance traffic flow;
- (ii) Aberdeen Reservoir Road was the only route for Yue Kwong Chuen residents to access the Aberdeen town centre. TTC members were very concerned about the impact of the two-year project on the residents, such as whether the works would cause traffic congestion, whether the pavement would be cordoned off and whether temporary walkways would be provided;

- (iii) The garden had been in use for a long time and its facilities had gradually aged. There was often accumulation of stagnant water and flooding during rain. Some protruding planters also posed inconvenience to pedestrians. TTC members hoped that HKHS would take the opportunity to address these issues during the works and provide various types of leisure facilities for residents of Shek Pai Wan and Aberdeen. In addition, TTC members would like to know how HKHS would conduct compensatory planting after the modification and relocation of the existing planters;
- (iv) As the road improvement works would involve an alteration of the gradient of the man-made slope, TTC members enquired how HKHS would ensure the safety of road users. It was hoped that HKHS could provide more drawings clearly showing the gradient of the future pavement and the relevant safety facilities. In addition, as the narrow pavement was used by many wheelchair users, it was hoped that HKHS would improve the situation during the renovation works;
- (v) The traffic conditions at the junction of Yue Fai Road and Tsung Man Street should be taken into account in the road improvement works, including how to manage vehicles turning right from Aberdeen Reservoir Road (northbound) into Yue Fai Road and those turning left from Yue Fai Road into Aberdeen Reservoir Road (southbound) so as to reduce the risk of traffic accidents;
- (vi) In recent years, potholes were frequently appearing on the road surface near the junction of Aberdeen Reservoir Road and Aberdeen Main Road. Many pedestrians had tripped over the potholes and got injured. The situation was far from satisfactory. It was hoped that the road improvement works could address the unevenness of the road surface; and
- (vii) TTC members enquired whether the width of the pavement after the road improvement works would be similar to the pavement outside Pui Tak Canossian Primary School. As there were traffic lights outside the school, many residents and students frequently crossed the road there; however, there were numerous traffic accidents occurring at this location in the past. Considering that the vehicular flow along Aberdeen Reservoir Road was expected to increase after the road improvement works, TTC members hoped that HKHS would explore ways to improve this crossing to reduce traffic accidents.

15. The Aurecon representative gave a consolidated response as follows:
- (i) Currently, the section between the “stop” line of Aberdeen Reservoir Road (southbound) and Yue Fai Road could only accommodate three buses. After the road improvement works, the capacity would be doubled. Notwithstanding the high vehicular flow on Aberdeen Main Road, the setting of traffic lights at the junction was not solely based on the traffic flow of a single direction. The project team had to consider the operation sequence of the entire set of traffic lights and the road capacity after vehicles turned into the junction. Therefore, the provision of an additional traffic lane on Aberdeen Reservoir Road (southbound) would help optimise the cycle time of traffic lights, thereby enhancing the traffic flow on Aberdeen Main Road and the nearby areas. HKHS had previously submitted an application for amendment of plan to the Town Planning Board regarding a slight relaxation of the building height restriction for Yue Kwong Chuen, and the aforesaid recommendations had been included in the associated traffic assessment report;
 - (ii) The works would not require temporary road closure of the northbound and southbound lanes of Aberdeen Reservoir Road. The contractors would use part of the garden’s space to construct the new traffic lane while ensuring that the existing lanes would remain in use during the construction. The project team had considered both the current situation and the conditions after the redevelopment of Yue Kwong Chuen in their vehicular flow calculations. The project team thus opined that the existing traffic lanes could cope with the demand during the construction. In addition, the contractor would not close the adjacent pavement. Although part of the garden’s space would be used to widen the road after the commencement of works, the project team would provide a temporary walkway, the width of which would be in compliance with TD’s requirements;
 - (iii) The project team was very concerned about the width of the pavement. Although the pavement would be slightly narrowed in the future, its width would still meet the standards specified in the Transport Planning and Design Manual, and would be wide enough to allow two wheelchairs to pass simultaneously. The crossing place would also provide sufficient space for the

- convenience of pedestrians;
- (iv) HKHS had been liaising with LCSD on the detailed design of the garden, including the removal of existing planters, provision of activity spaces and walkway in the garden, replanting arrangements, improvement of existing leisure facilities and so on. HKHS noted the comments of TTC members and would liaise with LCSD on the relocation of the garden to make the best arrangements possible;
 - (v) The existing pavement was relatively steep, and the new pavement's gradient would not exceed the existing one. The project team also hoped to take this opportunity to reduce the gradient of the pavement. The detailed design was still under study, and the project team would maintain liaison with the relevant Government Departments;
 - (vi) During the road improvement works, the project team would collaborate with the HyD to address the issue of stagnant water accumulation, such as by installing a rainwater harvesting system and managing underground drainage facilities. The project team would also consider how to address the hazards of flooding and stagnant water accumulation;
 - (vii) The junction at Aberdeen Reservoir Road and Yue Fai Road currently had a box junction marking (no stopping) in place to reduce safety hazards. After the completion of the road improvement works, the (layout) at Yue Fai Road junction would remain largely the same as the existing one, with the new traffic lane being connected through a smoother curve. Therefore, the arrangement for right turns from Aberdeen Reservoir Road (northbound) into Yue Fai Road or left turns from Aberdeen Reservoir Road (southbound) into Yue Fai Road would remain the same as the current setup. Drivers would need to ensure there was no oncoming vehicle before entering the box junction marking. Nevertheless, the design team would consider factors such as driver visibility, traffic signs and road safety for the entire road improvement works. In addition, the road improvement works also included the provision of a formal pedestrian crossing at Yue Fai Road to make it more accessible for wheelchair users and those in need;
 - (viii) HKHS planned to repair the surface of some road sections during the road improvement works as much as possible. The project team would also liaise with HyD to repair sections with potholes and damaged road surfaces. Roads

- outside the scope of the works would need to be followed up by HyD; and
- (ix) Regarding the walkway and traffic facilities outside Pui Tak Canossian Primary School, the design team would continue to liaise with the school to improve the road conditions, ensuring that the school entrance and walkway would meet the design standards. In response to past traffic accidents along the downhill section of Aberdeen Reservoir Road, parapets had already been installed at the junction and the traffic island of the road section to separate the pavement from the traffic lanes. These parapets were designed to prevent vehicles from crashing into the pavement if a vehicle travelling downhill were to lose control or get into an accident, thereby ensuring pedestrian safety. The parapets would be repositioned following the provision of a new traffic lane and the setback of the pavement. The project team would liaise with the Government Departments to follow up on the design, with a view to enhancing road safety.

16. In closing, the Chairman hoped that HKHS and the works consultant would take into account the feedback from TTC members after the meeting to further refine the project. Since Aberdeen Reservoir Road was the only access route to Shek Pai Wan Estate, the works would not only affect local residents but also students of nearby schools and people visiting Aberdeen Jockey Club Clinic. Therefore, TTC hoped that the works consultant would thoroughly consult the stakeholders in the area before commencing the works.

Agenda Item 4: Progress of the South Island Line (West) Project
(Item raised by Mr CHU Lap-wai, MH, Ms LI Ka-ying, Mr WONG Choi-lap, Professor CHAN Yuk-kit, MH, JP, Mr LAU Ngai, Victor, Mr SIU Wai-chung, Mr CHEUNG Wai-nam, Mr YEUNG Sheung-chun, Ms LAM Wing-yee, Mr CHEUNG Chin-chung and Mr CHAN Man-chun, JP)
(TTC Paper No. 11/2024)

17. The Chairman said that declaration of interests was received from Mr CHAN Man-chun, JP before the meeting, stating that he was the Chief Executive Officer of AMS Public Transport Holdings Limited. Upon consideration, the Chairman opined that this agenda item had no connection with the personal interests of Mr CHAN Man-chun, JP, hence he could still take part in the discussion and decision-making of this

agenda item.

18. The Chairman said that prior to the meeting the Secretariat had invited HyD to send a representative to attend the meeting. However, HyD replied that the subject officer was unable to attend due to other work commitments.

19. Mr WONG Choi-lap briefly introduced the agenda item as follows:

- (i) This agenda item was jointly raised by 11 TTC members, representing more than half of the total members, showing TTC members' significant concern over the issue. However, HyD was unable to send a representative to the meeting to provide TTC members with an update on the project's progress;
- (ii) As early as the 1980s, Southern District residents had already expressed their demand for a railway system in the Southern District. The South Island Line (East) began construction in 2011, and was not officially commissioned until 2016. However, the South Island Line (West) still lacked a definite construction timeline to date;
- (iii) The commissioning of the South Island Line (East) not only significantly improved transport in the Southern District and fostered development along the railway route, but also helped boost tourism in the Southern District by attracting more visitors and people from outside the district, thereby boosting the local economy. Given the various benefits of the railway system, the Government should implement the construction of the South Island Line (West) as soon as possible;
- (iv) TTC members hoped that HyD would engage in direct dialogue with them as soon as possible to provide updates on the progress of the South Island Line (West). This would enable TTC members to inform the public about the project's developments to ensure effective communication between the Government and the public;
- (v) In its written reply, HyD indicated that the project was still under study. TTC members would like to know whether the study had taken into account the local population or public needs, whether opinions from SDC and community groups would be solicited, and what technical challenges were being faced. In this regard, TTC members hoped that HyD could provide supplementary

information about the study; and

- (vi) With the imminent redevelopment of Wah Fu Estate and Yue Kwong Chuen, as well as the ongoing redevelopment of Queen Mary Hospital, there was a growing urgency of the South Island Line (West) project. In the long term, the Government could also consider extending the route to Hong Kong Island West or even Lantau Island.

20. TTC members raised the following comments:

- (i) The Southern District's external transport mainly relied on Pok Fu Lam Road and Wong Chuk Hang Road. However, in the event of special circumstances like water main bursts on these roads, transport to and from the northern shore of Hong Kong Island could be paralysed, which would severely affect the public. Thus, construction of the South Island Line (West) was of urgent importance;
- (ii) Following the completion of the redevelopment projects at Wah Fu Estate and Yue Kwong Chuen, as well as the Cyberport expansion project, the population in the Southern District would grow significantly. Under the "infrastructure-led" principle, the Government should expedite the South Island Line (West) project to meet future demand. It was hoped that HyD would submit to TTC the project's layout plan as soon as possible, including the design of each station's entrances and exits, to address the aspiration of the Southern District residents;
- (iii) The 2023-24 Budget proposed the "infrastructure-led" and "capacity-creating" principles, yet the South Island Line (West) was not mentioned in the Strategic Studies on Railways and Major Roads Beyond 2030. TTC members would like to know the Government's current stance on the project;
- (iv) Noting that HyD was exploring the South Island Line (West) project, TTC members hoped that HyD would consider the needs of around 16 000 residents of Chi Fu Fa Yuen. Transport in the vicinity of Chi Fu Fa Yuen was relatively inconvenient, but the number of elderly residents was increasing and many newly-arrived young professionals had recently moved in. As such, TTC members suggested the Government tend to the needs of the residents of Chi Fu Fa Yuen and in Pok Fu Lam area by providing them with more transport options;
- (v) TTC members believed that the Government Departments had already

considered the alignment of the South Island Line (West) when planning the Wah Fu Estate redevelopment project, and had reserved land for the railway's development accordingly. TTC members hoped that HyD would commence the South Island Line (West) project as soon as possible, in alignment with the commencement date of the Wah Fu Estate redevelopment project;

- (vi) Southern District residents were highly concerned about the latest progress of the South Island Line (West) and opined that the railway system would significantly reduce their travel time. For example, during peak hours on weekdays, passengers often had to wait for three to four minibuses (Route 4M) at MTR Wong Chuk Hang Station, which often led to long queues at the station. Because of this, residents hoped that the works for the South Island Line (West) would commence as early as possible;
- (vii) TTC members understood that the terrain posed challenges for the railway works for connecting Queen Mary Hospital to MTR HKU Station. TTC members suggested that HyD first present the plan for the route for the extension from MTR Wong Chuk Hang Station to Aberdeen, Tin Wan and Wah Fu Estate, as this route was believed to benefit many Southern District residents. In addition, many people were planning to apply for housing in Wah Fu Estate recently, and the South Island Line (West) project would be a key consideration for them; and
- (viii) The Railway Development Strategy published by the Government in 2014 mentioned that the South Island Line (West) would cover Aberdeen, Tin Wan, Wah Fu, Cyberport and Queen Mary Hospital. Southern District residents had been eagerly anticipating this project for years. TTC members hoped that in the upcoming discussion of this agenda item, HyD would send representatives to attend TTC meetings to explain the project planning and its progress in detail to TTC members.

21. In closing, the Chairman said that the Secretariat had noted the comments of TTC members. TTC hoped that HyD would report the latest progress of the South Island Line (West) to TTC members as soon as possible, and encouraged HyD to engage in discussions and exchange views with TTC members.

(Post-meeting note: HyD noted and expressed appreciation for TTC members' comments. HyD said that the Government was actively advancing the planning of the South Island Line (West), which would connect areas such as Aberdeen, Wah Fu and Cyberport to the South Island Line's Wong Chuk Hang Station and the Island Line's HKU Station. The planning study would consider the transport needs of local residents, including the additional population from redevelopment and new development projects. The Government aimed to finalise a suitable technical plan in 2024 for taking forward the project. Once the study yielded further results, the Government would consult SDC on the railway proposal for the South Island Line (West) in a timely manner, so as to gather feedback from TTC members and answer their enquiries.)

Agenda Item 5: Progress Report on Previously Discussed Items (as at 30.4.2024)
(TTC Paper No. 12/2024)

22. The Chairman welcomed Ms CHEUNG Po-yee, Western District Operation Officer, and Mr YONG Kwok-chung, Officer-in-charge, Western District Traffic Team, of HKPF to the meeting for the discussion of agenda item 5.

23. The Chairman invited TTC members to raise comments or enquiries about the progress of the projects.

(A)2 “Universal Accessibility” Programme

24. TTC members raised the following comments and enquiries:

- (i) Regarding the works contract of the Footbridge (LT03), it had been more than a year since the closure of the tendering exercise in April 2023 (sic). TTC members would like to learn about the progress of the works; and
- (ii) It was hoped that the construction works of the Elevated Walkway (H116)

connecting the MTR station and the bus-bus interchange could be completed as soon as possible.

25. The HyD representative responded that the tendering exercise for the works contract of the Footbridge (LT03) had closed in April 2024. In addition, the construction works of the Elevated Walkway (H116) were currently progressing as scheduled. Supplementary information would be provided after the meeting.

(Post-meeting note: The lift retrofitting works at Elevated Walkway (H116) were anticipated to be completed in the fourth quarter of 2024.)

(A)8 Extension of the Bus Bay on Aberdeen Praya Road near Aberdeen Promenade

26. TTC members would like to learn about the progress of the project.

27. The HyD representative responded that HyD was liaising with the TD and HKPF on the temporary traffic arrangements to facilitate the works. The works were due to commence and be completed within this year.

(A)10 The number of prosecutions instituted against illegal road racing in the Southern District

28. TTC members said that the residents were grateful to HKPF for combatting illegal road racing. However, late-night illegal road racing was still occasionally observed in the vicinity of Repulse Bay. TTC members suggested that HKPF might change the locations of ambush operations to catch offenders off guard, so as to strengthen its fight against illegal road racing and illegal vehicle modification.

29. In respect of changing the parking locations of police vehicles, the HKPF representatives responded that HKPF would discuss the arrangement with relevant Government Departments in order to strengthen the deterrent effect. Currently, HKPF carried out night patrols along Island Eastern Corridor and the countryside in the Eastern District and the Southern District on a daily basis. TTC members were

welcome to make further suggestions.

(B)2 Monitoring Bus Services in the Southern District

30. TTC members said that the monitoring records provided by TD showed that Citybus Route 37A had an average patronage of around 50% during the morning peak hours from 7:00 a.m. to 9:00 a.m. However, during an on-site survey at Yip Yee Mansion, TTC members found that Citybus Route 37A was operating at full capacity during the aforesaid hours. TTC members would like to learn how the average patronage was calculated. Besides, TTC members had recently received complaints from residents about the recurring problem of lost trips on bus routes travelling from the Southern District to Central or Admiralty in the morning, in particular Citybus Route 37A. TTC members hoped that TD could relay the problems to the bus company.

31. The TD representatives responded that the average patronage was worked out based on the number of departures and patronage recorded by TD officers during on-site surveys (which took place from 7:00 a.m. to 9:00 a.m.) at Aberdeen Tunnel Bus-Bus Interchange. In respect of the high patronage of certain departures as mentioned by TTC members, TD would follow up on this matter with the bus company after the meeting. As for the lost trips during the morning peak hours, TD would inspect the recent operating records of the routes concerned to examine the bus departures during the morning peak hours. Based on the investigation results, TD would follow up on the matter with the bus company, including urging the bus company to operate its services in accordance with the Schedule of Service approved by TD.

(E) Southern District Traffic Report of February 2024

32. TTC members said that more than one third of the traffic accidents that happened in the Southern District in February 2024 involved motorcycles. As there had been an increase in the number of motorcycles recently, TTC members hoped that HKPF could step up publicity to remind motorcyclists to drive safely, so as to prevent traffic accidents associated with motorcycles.

33. The HKPF representatives noted the comments raised by TTC members and they would consider the measures and (strengthen) the education and publicity work in addition to analysing the causes of motorcycle accidents.

Items for Information

Figures on Illegal Parking Black Spots in the Southern District

34. TTC members said that although only a small number of Fixed Penalty Notices were issued on Victoria Road (section between Cyberport Road and Wah Chui Street) in the last six months, residents reported that many vehicles were illegally parked at the aforesaid location from 9:00 p.m. to 7:00 a.m. Given that there was insufficient lighting in the road section, it would be difficult for residents to notice the illegally parked vehicles when driving through the area and they might have to brake sharply. TTC members suggested that HKPF should step up their night patrol.

35. The HKPF representatives noted the comments raised by TTC members and said that they would follow up on the matter. Concerning the law enforcement action against illegal parking, HKPF adopted different approaches in the morning and during the evening non-peak hours. Law enforcement action against illegal parking at night was accorded low priority if the vehicles did not impose immediate threats to road users. In addition, due to manpower shortage during the night shift, fewer Fixed Penalty Notices were issued at night.

Agenda Item 6: Any Other Business

36. The Chairman asked TTC members whether they had any other items to raise.

37. Quoting from TTC Paper No. 13/2024, TTC members said that the adjustments to the routing and service hours of Citybus Routes 95C and 595 had come into effect since 7 April. Considering the reduced frequencies on these routes, TTC members hoped TD could monitor the operation of the aforesaid routes after the adjustments.

38. The TD representatives responded that TD had noted the comments raised by TTC members and would closely monitor the operation of the aforesaid bus routes.

When necessary, TD would follow up on the matter by conducting on-site surveys and inspecting the operating records of the bus company.

Date of Next Meeting

39. The Chairman advised that the next meeting would be held at 2:30 p.m. on 16 July 2024 (Tuesday).

40. There being no other business, the meeting ended at 4:06 p.m.

Secretariat, Southern District Council

July 2024