

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

Date : 20 March 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 Yang-fei	Co-opted Member
Mr DONG Qi-zhen	Co-opted Member
Miss LEE Wai-lam, Vivian (Secretary)	Executive Officer (District Council)2, Sai Kung District Office

In Attendance

Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Mr CHUNG Kai-yin	Senior Executive Officer (District Council), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), 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 Kwai-sun, Sunny	Administrative Assistant/Lands, District Lands Office, Sai Kung
Mr CHEUNG King-man	Senior Engineer/3, Civil Engineering and Development Department
Mr TU Ho-yin, Horace	Senior Resident Engineer, Ove Arup and Partners Hong Kong Limited
Ms HO Pui-yan, Julia	Senior Resident Engineer, Ove Arup and Partners Hong Kong Limited

For agenda
item II(A)

Mr CHENG Wai-man	Project Director,	For agenda item II(A)
Mr MOK Kam-wah	China Road and Bridge Corporation	
Mr KONG Tung-ming	Construction Manager (Traffic),	
Ms LIU Tung-yee, Virginia	China Road and Bridge Corporation	For agenda item II(C)
Miss Cathy MAN	Traffic Consultant,	
Mr Alex LEE	China Road and Bridge Corporation	For agenda items II(C), III(A), IV(A) and IV(B)
Mr Karl HUEN	Senior Transport Officer/Bus/New Territories East 2, Transport Department	
Mr Eric LEE	Transport Officer/Bus/New Territories East 2, Transport Department	
Mr Albert YU	Manager, Operations, Kowloon Motor Bus Company (1933) Limited	
Mr Calvin WONG	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited	
Mr Thomas CHAN	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited	
	Operations Manager – Cityflyer & Airport Services, Citybus Limited	
	Manager (Planning), Citybus Limited	
	Assistant Corporate Communications Officer, Citybus Limited	

Welcome Remarks

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

- Mr Sunny WONG, Administrative Assistant/Lands, District Lands Office, Sai Kung (DLO/SK), who attended the meeting for the first time in place of Mr CHOW Kin-keung, on transfer.

I. Confirmation of Minutes of the 1st Traffic and Transport Committee Meeting held on 23 January 2025

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. New Items

- (A) The Switch Over Arrangement from Roundabout to Signalized Junction at Ying Yip Road/ Po Ning Road/ Sheung Ning Road, Tseung Kwan O
(SKDC(TTC) Paper No. 26/25)

3. The Chairman welcomed the following representatives to the meeting:
- Mr CHEUNG King-man, Senior Engineer/3, Civil Engineering and Development Department (CEDD);
 - Mr Horace TU, Senior Resident Engineer, Ove Arup and Partners Hong Kong Limited (Arup);
 - Ms Julia HO, Senior Resident Engineer, Arup;
 - Mr CHENG Wai-man, Project Director, China Road and Bridge Corporation (CRBC);
 - Mr MOK Kam-wah, Construction Manager (Traffic), CRBC; and
 - Mr KONG Tung-ming, Traffic Consultant, CRBC.
4. Members noted the paper.
5. Mr CHEUNG King-man, Senior Engineer/3, CEDD; Ms Julia HO, Senior Resident Engineer, Arup; and Mr CHENG Wai-man, Project Director, CRBC briefly introduced the project and its latest progress.
6. Members' views were consolidated as follows:
- They enquired about the approach to handle unauthorised vehicles which entered the construction area by mistake during the road closure.
 - They requested for the locations of traffic lights and related information (e.g. the timing for pedestrian phase).
 - They enquired about the arrangements for the bus terminus at Tseung Kwan O Hospital during the road closure.
 - They suggested making publicity efforts and placing signages at Tseung Kwan O Tunnel in advance to prevent congestion at the roundabout of Po Lam Road North/Po Shun Road/Po Ning Road during the road closure.
 - They suggested preparing the publicity plan as soon as practicable to inform the residents in Tseung Kwan O and the rural areas about the works progress and the potential impacts.
7. Mr CHEUNG King-man of CEDD responded as follows:
- The project team would set up water-filled barriers or place traffic cones in different directions at the roundabout according to the approved drawings, to prevent vehicles from entering the blocked road sections. In addition, workers would be deployed at various road closure locations to remind vehicles not to enter and to direct them to exit in a safe and orderly manner, if necessary.
 - Regarding the suggestion to enhance signage at Tseung Kwan O Tunnel, CEDD noted Members' views and would discuss with the relevant departments about adding signage in prominent locations (e.g. at roundabouts or relevant road sections).

- CEDD would distribute leaflets to inform housing estates near the works site, members of the Sai Kung District Council and the Rural Committees about the works details. For villages that were farther away from the construction area, CEDD would consider disseminating information through the Rural Committees or village representatives.

8. Ms Julia HO of Arup responded as follows:

- During the road closure of Po Ning Road near Po Lam, the roundabout of Po Lam Road North/Po Shun Road/Po Ning Road would be closed. Only the carriageway to Ying Yip Road would be retained. Vehicles entering by mistake from the Po Lam direction must leave via Ying Yip Road. Vehicles entering by mistake from the southbound direction of Ying Yip Road would have to enter Chap Fuk Road and leave via the metered car park on Chap Fuk Road.
- During the road closure, some planters on Po Ning Road near Tseung Kwan O Hospital (adjacent to the Tseung Kwan O Hospital Bus Terminus) would be removed to provide a passage for public buses from the Po Ning Road westbound direction to turn right to enter the bus terminus. Other vehicles could also take the passageway to exit. Meanwhile, a “Bus Terminus Only” sign would be put up at the roundabout of Hang Hau Road/Po Ning Road/Chiu Shun Road.
- At the time of the road closure, vehicles would be prohibited from entering the construction area from the junction of Sheung Ning Road and they must leave via Chung Wa Road. Therefore, no vehicles would be allowed to enter the construction area.
- During the road closure, staff would be stationed at four junctions to direct vehicles that mistakenly entered the area, directing the vehicles to leave.
- Supplementary information about the locations of traffic lights would be provided after the meeting.
- To avoid affecting traffic volume at the location, the newly-added “Green man” crossing had been equipped with a pedestrian push button. Green signals for pedestrians would only be activated when the push button was pressed, allowing more vehicles to pass through directly. The new crossing was expected to be put into use in the first quarter of next year after bituminous materials had been laid on the road surface and the pedestrian crossing facilities had been provided. The existing crossing with a refuge island would continue to be used this year.
- In addition to distributing leaflets and displaying banners at Tseung Kwan O Tunnel for publicity, consideration would be given to disseminating more information on the works via social media platforms and the Tseung Kwan O social networking groups.

9. Members' views were consolidated as follows:

- They were concerned about noise from nighttime construction and its impact on nearby residents. To minimise noise, construction in late nights should be avoided and mitigation measures, such as sound proof canvas, during the construction period should be implemented.
- They suggested stepping up publicity efforts, for example, by radio broadcasting, putting up large banners on major roads nearby to inform drivers and providing electronic publicity materials to various stakeholders (including members of the Sai Kung District Council, nearby housing estates and schools, etc.) for disseminating information via social media platforms and groups. Residents in Tseung Kwan O and the rural areas could thus be kept informed about the progress of the relevant works and the potential impacts.
- They suggested arranging workers to the site to provide guidance on the first day of the road closure to ensure safety and order.
- They enquired about the bus re-routing arrangements.
- They suggested rescheduling the road closure for an earlier date in August to minimise the impacts on school students.
- In view of two past traffic accidents in the construction area, they suggested paying extra attention to the design of the location of the crossing to ensure safety.

10. The Vice-Chairman suggested enhancing greening works at the roundabouts to beautify the roadscape.

11. Mr CHEUNG King-man of CEDD responded as follows:

- The relevant publicity plan was being drawn up. He would take into account Members' suggestions so that the public could be informed of the works information.
- The switch over arrangement from the roundabout to a signalized junction was scheduled in September this year tentatively. CEDD would closely monitor the progress to achieve an early completion of the works.
- Supplementary information about the arrangements for the pedestrian phase of the traffic lights would be provided after the meeting.

12. Ms Julia HO of Arup responded as follows:

- Ongoing discussions were being conducted with the bus companies on the bus re-routing arrangements to minimise the impacts on the residents in Hang Hau. Members would be informed of the arrangements as soon as possible.
- Arup would be pleased to offer electronic publicity materials and it would disseminate information through social media platforms and Members.
- To avoid disruptions to traffic during the morning peak hours, the construction

works were scheduled to be carried out at night. Meanwhile, quiet powered mechanical equipment would be deployed as far as possible to minimise the nuisance caused by the machinery to nearby residents.

13. Members' views were consolidated as follows:

- They suggested coordinating with the bus companies to increase the frequency of bus services during the road closure and to reduce the issue of lost trips due to the re-routing arrangements.
- They suggested putting up large publicity banners on major roads nearby to inform drivers in advance and remind them of the works commencement date.
- They suggested that preventive measures against flooding in construction areas should be taken before the rainy season.

14. The Chairman enquired about the schedule for the footbridge works and the widening of Ying Yip Road northbound.

15. Mr Horace TU, Senior Resident Engineer, Arup responded that the footbridge works were expected to be completed in the second quarter of 2026. Furthermore, the widening of the uphill section of Ying Yip Road would be conducted in stages. The works for the whole section were expected to be completed in the second quarter of 2026.

16. The Chairman asked CEDD and the consultancy firms to follow up Members' views.

(B) Road Improvement Works at the Roundabout of Clear Water Bay Road and Ying Yip Road
(SKDC(TTC) Paper No. 27/25)

17. Members noted the paper.

18. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, Transport Department (TD) and Mr David AU, District Engineer/Tseung Kwan O, Highways Department (HyD) introduced the said works and the latest progress.

19. Members' views were consolidated as follows:

- They asked whether all roundabouts must include central islands.
- They suggested relocating all existing utilities and pipelines within the central island.
- They proposed that trees along the walkway should be removed first, followed by the introduction of a dedicated left-turn lane.
- They enquired about the exact works completion date and the schedule.
- They enquired whether the roundabout would retain fast and slow lanes.

- They enquired whether the roundabout would be modified using a spiral layout.

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

- He suggested widening the bus stop at Clear Water Bay Road.
- He suggested that the department concerned should first introduce a dedicated left-turn lane to alleviate the issue of traffic congestion.

21. Mr Johnathan BOEDIHARDJO of TD responded as follows:

- In general, there was a central island in a roundabout to guide vehicles to travel in an anti-clockwise direction.
- There were underground utilities (such as electrical cables and water mains) within the central island of the roundabout. Diversion of the concerned underground utilities would affect their maintenance and function. Therefore, HyD would coordinate with underground utility undertakers on the diversion works, thereby releasing space for road widening.
- TD took note of and would consider the suggestion to widen the bus stop at Clear Water Bay Road.
- Following the completion of narrowing the central island and widening the carriageway, the roundabout would maintain two traffic lanes.
- The original design of the roundabout would be retained. The spiral roundabout design would require two traffic lanes at each exit, but there would be insufficient space to adopt this design due to site constraint. The road markings would be re-painted during the works.

22. Mr David AU of HyD responded as follows:

- The major difficulty in the works involved coordinating with underground utility undertakers. Relocating a single set of underground utilities by undertakers would take about six to nine months. If all underground utilities within the central island needed to be relocated together, this would significantly affect the overall works timeline.
- The vetting and approval of the Tree Preservation and Removal Proposals was currently ongoing. After completion, the department might consider removing trees on both sides of Hang Hau Road and Clear Water Bay Road first.
- The department was actively taking forward the works. HyD was responsible for the modification of the central island of the roundabout and carriageway widening works of Hang Hau Road and Clear Water Bay Road, which would take only approximately 12 to 15 months to complete in total. Prior to the start of the process, relocation of underground pipelines and tree removal would vary in duration, thereby increasing uncertainty in various works phases. The department was currently liaising with utility

undertakers to help expedite the progress of underground utility relocation.

- Following the completion of the first phase of the works, the department expected that it could make more accurate projections for the subsequent works schedule. The duration required for the entire works would be reported to Members in due course.

23. Members' views were consolidated as follows:

- They enquired if the additional traffic lane on Clear Water Bay Road to Hang Hau would be designated as a "give way" line or a "stop" line.
- They suggested that trees along the walkway should be removed first, followed by the introduction of a dedicated left-turn lane to ease traffic. Other works could be carried out later.

24. The Chairman asked the departments to provide a concrete works schedule.

25. Mr Johnathan BOEDIHARDJO of TD responded that the additional traffic lane for turning left from Clear Water Bay Road northbound onto Hang Hau Road would be set as "give way".

26. Mr David AU of HyD responded that the first phase of the works would take approximately 12 months in total, i.e. about six to nine months for utility undertakers to relocate underground pipelines and utilities at the central island of the roundabout, and approximately three to four months for HyD to modify the central island. As a result, the first phase might be completed by the end of this year or early next year. After completion of the first phase, the department would review the actual work timelines of other utility undertakers and estimate the time required for the second and third phases.

27. The Vice-Chairman suggested stepping up publicity, such as hanging banners at the roundabout to inform residents of the works progress.

28. The Chairman expressed support for more publicity efforts, such as hanging more banners on the construction site and sharing updates online. Also, he asked TD and HyD to continue to follow up Members' views.

(C) Bus Route Planning Programme 2025 - 2026 for Sai Kung District
(SKDC(TTC) Paper No. 28/25)

29. The Chairman welcomed the following representatives:

- Ms Virginia LIU, Senior Transport Officer/Bus/New Territories East 2, TD
- Miss Cathy MAN, Transport Officer/Bus/New Territories East 2, TD

30. Members noted the paper.

31. Ms Virginia LIU, Senior Transport Officer/Bus/New Territories East 2, TD introduced the programme.

32. Members' views were consolidated as follows:

Kowloon Motor Bus Company (1933) Limited (KMB) route nos. 93K/95M

- They suggested retaining and optimising route no. 95M to facilitate residents in the area of Tsui Lam (in particular the elderly and mobility impaired persons) and proposed considering an extension to Tseung Kwan O South or the Anderson Road Quarry (ARQ) site.
- They expressed concern that bus route rationalisation might substantially extend the travelling time, causing inconvenience to passengers.
- They were concerned that following the bus route rationalisation, buses would get full during peak hour and the residents of Tsui Lam Estate, Hong Sing Garden and Ma Yau Tong Village might be unable to board buses.
- They suggested that the rationalised route should still pass through Tsui Lam Bus Terminus.
- They were concerned about the fare increase after the route rationalisation.

Citybus Limited (Citybus) route no. 795

- They were pleased to see route no. 759 operating on Central Kowloon Route, which would make a clear differentiation from route no. 793, allowing passengers to choose a suitable route.
- They suggested extending the operation of route no. 795 to whole-day service.

Citybus route nos. A28/A28X

- They welcomed a trial operation of route no. A28X and suggested that consideration could be given to converting it as a regular service after sufficient data was collected.
- They suggested increasing the service frequency of route no. A28X.

KMB route no. 96

- They suggested introducing special routes directly to boundary control points (e.g. Heung Yuen Wai Control Point).
- They proposed modifying the route to operate via Tiu Keng Leng.

Others

- They suggested increasing the frequency of cross-harbour bus route no. 690S and offering service on Saturdays and Sundays.

- They suggested introducing bus routes between Tseung Kwan O town centre, LOHAS Park, Tiu Keng Leng and various boundary control points (e.g. Heung Yuen Wai Control Point, Shenzhen Bay Port).

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

- She suggested that route no. 93K should operate via Tsui Lam Bus Terminus with provision of section fare and frequency enhancement to maintain the existing service level.
- She enquired whether the noise barrier works near Tsui Lam Estate would affect the implementation of bus route scheme.
- She suggested improving the accuracy of real-time bus arrival updates for the temporary bus stop at Tsui Lam Estate in the KMB mobile application.
- She proposed introducing a new bus route via Route 6 and to or via the Hong Kong Children's Hospital (HKCH).
- She suggested that Citybus could follow KMB's practice by offering regional short-haul two-way section fares.

34. The Chairman suggested that a bus stop at Mau Wu Tsai should be added for KMB route nos. 95M and 95.

35. Ms Virginia LIU of TD responded as follows:

KMB route nos. 93K/95M

- The proposal aimed to reduce overlapping service coverage of the existing route nos. 93K and 95M. After the amalgamation, the service frequency of route no. 93K would be higher than that of each of the existing route nos. 93K and 95M, maintaining headway of approximately 15 to 30 minutes. The route amalgamation could enhance overall operational efficiency, and passengers could enjoy more stable and frequent services to the Kwun Tong area.
- The route rationalisation proposal could provide whole day direct bus services to residents in the Po Lam area to the United Christian Hospital and more frequent services to the Kwun Tong area during morning peak hours.
- In order to optimise the overall routing and travelling time, it was proposed that the two routes would not enter Tsui Lam Bus Terminus. Taking note of Members' views, the department would review the arrangements with the bus company.
- After the route rationalisation, the new section fare of \$5.6 would be introduced to route no. 93K from Tsui Lam Estate to Kwun Tong (outside Millennium City). Additionally, the section fare for route no. 93K from Ngau Tau Kok Station or subsequent stops to Po Lam would be reduced from the current \$8.2/\$7.1/\$5.8 to \$5.6, aligning with the current fare of route no. 95M.

Citybus route no. 795

- She thanked Members for their support for the proposal to modify route no. 795 to operate via Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel, which would provide more convenient bus services for passengers travelling between Tseung Kwan O Industrial Estate/LOHAS Park and Mong Kok/Lai Chi Kok.

Citybus route no. A28X

- TD noted Members' suggestion to operate Route A28X as regular and whole-day service. In response to previous Members' views on providing an express route from Tseung Kwan O South to the airport, TD, after discussion with the bus company, proposed introducing an express route route no. A28X from Tseung Kwan O South and LOHAS Park to the airport and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port during the morning peak hours on weekdays in two phases via Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel, with a view to providing relatively more convenient airport bus services to passengers in Tseung Kwan O South and LOHAS Park. Upon future implementation of the route, TD would continue to closely monitor the passenger needs between Tseung Kwan O South/LOHAS Park and the airport/HZMB Hong Kong Port, as well as the actual operating situation, and to explore with the bus company the feasibility of increasing the service frequency when necessary.

KMB route no. 96

- Taking note of Members' views on introducing special departures of route no. 96 directly to the Heung Yuen Wai Control Point, the Government had considered the cross-boundary needs of residents (including those from different districts), in planning public transport services at various ports and control points. However, due to the capacity constraints of the connecting roads and facilities at boundary control points, TD encouraged the public to make use of the existing public transport services and interchange arrangements for travelling to and from different ports and control points. For example, to reach the Heung Yuen Wai Control Point, they might take the railway services to Fanling or Tai Wai MTR Stations and interchange with Citybus route nos. B7 or B8 respectively, or take cross-boundary coaches in the vicinity of Kwun Tong Station. Nevertheless, TD would continue to closely monitor the number of passengers using the Heung Yuen Wai Control Point as well as the travel patterns. Having regard to the capacity of the roads and facilities in the vicinity of the boundary control point, TD would make timely adjustments to the relevant public transport services so as to meet the passenger demand in different districts.

Others

- Members' views on increasing the service frequency of route no. 690S were noted. TD regularly examined passenger demand through on-site surveys and data analysis. In the past, the service frequency of the route had been increased in phases in response to the passenger demand, facilitating residents in areas such as Hang Hau and LOHAS Park to travel to Hong Kong Island West. TD would continue to monitor the actual operation with the bus companies and explore the feasibility of further service frequency adjustment based on the passenger demand.
- TD noted Members' views on the transport arrangements in the area of HKCH. Following the completion of HKCH and the New Acute Hospital nearby, TD would continue to enhance the public transport services of the location.

36. Members' views were consolidated as follows:

- They suggested enhancing the bus services in the vicinity of Tiu Keng Leng and Tseung Kwan O South.
- They suggested making good use of Tsui Lam Bus Terminus so as to provide more bus routes.
- They suggested optimising KMB route no. 95M, such as extending the route to Kowloon Bay Business Area and the Kai Tai area in order to increase patronage.
- They suggested that the implementation of the rationalisation plan to amalgamate KMB route nos. 93K and 95M should be deferred, and that the bus service adjustments along Po Lam Road North/Po Lam Road should be reviewed in conjunction with the occupation of the newly built Po Lam Road Disciplined Services Quarters and the New Development Area at the ARQ site.

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

- She suggested enhancing KMB route no. 95M and retaining Tsui Lam Bus Terminus and Hong Sing Garden Bus Terminus to facilitate residents in the area of Tsui Lam (in particular the elderly and mobility impaired persons).
- She suggested an early implementation of Citybus route no. A28X.
- She suggested enhancing KMB route no. 298 series to meet the passenger demand in the vicinity of the Fire Services Department Pak Shing Kok Married Quarters, The Chinese Medicine Hospital of Hong Kong and the Government Chinese Medicine Testing Institute.

38. Ms Virginia LIU of TD responded as follows:

- She noted Members' views on the transport demand in the Tiu Keng Leng area. In recent years, new bus routes had been introduced to Tiu Keng Leng, e.g. KMB route no. 90 to New Territories East and Citybus route no. 694S to Hong Kong Island East, etc. TD would continue to review public transport services therein based on the passenger demand.
- She noted Members' concerns over the proposed amalgamation of KMB route nos. 93K and 95M. She explained that the rationalisation plan could enable passengers to enjoy more stable and frequent services to the Kwun Tong area, and provide whole-day direct bus service to the United Christian Hospital to the residents in the vicinity of Po Lam. TD would continue to monitor changes in passenger demand from the areas of Po Lam Road North and the ARQ site, and would further review the feasibility of implementing the rationalisation plan with the bus company in response to Members' views.
- She noted Members' expectation for an early service introduction of Citybus route no. A28X. Its proposed implementation date would be subject to the commissioning of Central Kowloon Route. According to the works departments, the construction of Central Kowloon Route was expected to complete by late 2025. The exact commissioning date had yet to be confirmed by the works departments.
- She noted Members' suggestion to enhance KMB route no. 298 series. Upon the completion of The Chinese Medicine Hospital of Hong Kong, TD noticed the changes in passenger demand in the vicinity of Pak Shing Kok and would discuss with the bus companies to enhance public transport services therein when necessary.

39. Mr Eric LEE, Officer, Operations Support, KMB responded as follows:

- After the amalgamation of route nos. 93K and 95M, a combined 15-minute headway service would be provided for passengers travelling along Po Lam and Po Lam Road North to Kwun Tong during the morning peak hours. During other periods, route no. 93K would maintain a service frequency of every 15 to 30 minutes.
- In the amalgamation plan, KMB would offer section fare concessions for route no. 93K (Po Lam to/from Kwun Tong), matching the current fare level of route no. 95M (\$5.6). KMB was also willing to explore providing a stop at Tsui Lam Bus Terminus to facilitate nearby residents.
- Regarding Members' suggestion to enhance route no. 95M, such as extending the route to other areas, KMB maintained an open mind and would actively consider the matter.
- He noted Members' suggestions to enhance other routes, such as the service frequency for route no. 690S, bus services in Tiu Keng Leng or service arrangements for route no. 96. KMB would explore the feasibility of introducing special departures of route no. 96 and of extending the route to

the boundary control points.

40. Mr Calvin WONG, Manager (Planning), Citybus responded as follows:

- He thanked Members for their support for route no. 795. Citybus hoped to extend the service coverage by providing a stop at Jordan Road near Hong Kong West Kowloon Station, thereby increasing passenger capacity to meet the need for more frequent services.
- In response to Members' concerns about the travelling time from Tseung Kwan O South and LOHAS Park to the airport, Citybus would operate route no. A28X on a trial basis. During peak passenger hours on weekdays, trial run of three trips would be arranged from LOHAS Park and Tseung Kwan O South to the airport and HZMB Hong Kong Port for the convenience of passengers. Citybus would closely monitor passenger needs and consider adjusting the service level as needed.
- Regarding Members' views on enhancing the service of route no. 690S, Citybus would actively examine the service level for further review.
- As for transport in Pak Shing Kok, Citybus currently operated a number of routes to serve passengers in the area. Citybus would continue to keep in view the passenger needs and the commissioning timeline of the Pak Shing Kok development project, and would consider enhancing the service when necessary.

41. The Chairman invited TD, KMB and Citybus to continue to follow up Members' views.

42. As the following discussion items were related to this agenda item and there being no objection from Members, the Chairman declared that they would be brought forward and discussed together.

- (1) Suggest providing transport services between LOHAS Park and boundary control points
(SKDC(TTC) Paper No. 36/25)

43. The Chairman said that the discussion item was raised by Mr Chris CHEUNG, Mr WAN Kai-ming, Mr WONG Yuen-hong, Ms TAM Chuk-kwan, Mr CHEUNG Man-tim, Ms Natasha YU, Ms LI Ka-yan, Mr Kelvin YAU, Mr TSANG Kwok-ka and the Vice-Chairman.

- (2) Suggest providing transport services between Tseung Kwan O and Liantang/Heung Yuen Wai Boundary Control Point or cross boundary coach services
(SKDC(TTC) Paper No. 37/25)

44. The Chairman said that the discussion item was raised by the Vice-Chairman,

Mr TSANG Kwok-ka, Mr LI Tin-chi, Mr WONG Yuen-hong, Mr Ken CHAN, Mr WAN Kai-ming, Ms TAM Chuk-kwan, Mr LAM Chun-ka and Mr CHEUNG Chin-pang.

45. Members noted the written responses from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 40/25 to 43/25).

46. Members' views were consolidated as follows:

- They suggested introducing or enhancing the bus routes between Tseung Kwan O and North District, Tai Po or land boundary control points (e.g. Heung Yuen Wai Boundary Control Point and Shenzhen Bay Port), for example, by providing designated passenger pick-up/drop-off points.
- They enquired about the reason for not introducing bus routes operating directly from Tseung Kwan O to land boundary control points.
- They suggested introducing direct bus routes between the rural areas of Sai Kung and land boundary control points via Ma On Shan and Tai Shui Hang.
- They suggested optimising KMB route no. 96, such as by introducing special departures passing through Tseung Kwan O South and LOHAS Park.

47. The Chairman said that it was very inconvenient to travel between the rural areas of Sai Kung and land boundary control points via Tseung Kwan O. He suggested that the department should actively consider introducing bus routes operating directly from the rural areas of Sai Kung to land boundary control points, passing through Ma On Shan and Tai Shui Hang.

48. The Vice-Chairman suggested that the department could provide additional passenger pick-up/drop-off points outside the bus stops at the Heung Yuen Wai Boundary Control Point.

49. Miss Mandy WONG, Senior Transport Officer/Sai Kung, TD responded as follows:

- The Government had taken into account the cross-boundary needs of the public (including residents in different districts) when planning the public transport services for the ports and control points. However, in view of the capacity constraints of the connecting roads and control point facilities, it was not viable to provide direct transport services to the boundary control points for residents in all districts.
- TD noted the views regarding the provision of additional transport services for the boundary control points, and would relay the suggestion to introduce bus routes between Tseung Kwan O and the areas near the boundary control points (e.g. North District) to the relevant section.
- Apart from the existing individual cross boundary coach services from Tseung Kwan O to the boundary control points, TD had written to the trade associations of the cross boundary coach to convey Members' suggestion to

provide additional pick-up/drop-off points for cross boundary coaches in the vicinity of Tseung Kwan O South and LOHAS Park.

50. Mr Calvin WONG of Citybus responded that, as the franchised bus operator serving the boundary control points (including Heung Yuen Wai Control Point and Shenzhen Bay Port), Citybus attached importance to the needs of cross-boundary passengers in various districts of Hong Kong. Citybus would discuss closely with TD and work in tandem with TD's measures in reviewing the existing route planning. For example, considerations would be given to suggestions such as setting up additional bus stops for some of the bus termini near the boundary control points in view of the capacity constraints at the bus termini.

51. Mr Eric LEE of KMB responded that KMB would proactively study the feasibility of introducing special departures of KMB route no. 96 to the boundary control points with TD. They would also explore other options to meet the needs for travelling from different areas in Sai Kung District (including Tseung Kwan O) to the boundary control points.

52. The Chairman asked TD, KMB and Citybus to follow up Members' views. With the consent of Members, the Chairman said that the two discussion items would be deleted at the next meeting.

III. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 January 2025 to 28 February 2025
(SKDC(TTC) Paper No. 29/25)

53. Members noted the paper.

54. Members' views were consolidated as follows:

- They suggested improving the queuing arrangement for KMB route no. 91B at the stop at Hang Hau Station Public Transport Interchange (PTI).
- They expressed concerns about the low service frequency of Citybus route no. 796P after the service frequency enhancement of Citybus route no. 790. They suggested operating more departures of the affected route.
- They recommended providing an additional drop-off point for green minibus (GMB) route no. 11M at Hang Hau Station PTI.

55. The Chairman suggested launching the bus and minibus routes serving the ARQ site ahead of schedule. He also proposed extending the terminating points of the existing bus routes to the ARQ site.

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

- She enquired about the impact on passengers after the terminus of KMB route nos. 298E and 298F was relocated from Hang Hau Station PTI to Hang Hau (North). She suggested enhancing the service frequency of KMB route nos. 298E and 298F.
- She suggested extending the services of KMB route no. 98S, Citybus route no. 795 and bus route no. 690S to provide whole-day services.
- She suggested providing minibus interchange services at Tseung Kwan O Tunnel Bus-Bus Interchange (BBI).
- She recommended offering section fare concessions for Citybus route no. 797.

57. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded that KMB route no. 91B was mainly intended for diverting the passengers of KMB route no. 91M travelling from Hang Hau Station to The Hong Kong University of Science and Technology. TD noted Members' views on the queuing arrangements for KMB route no. 91B at the stop at Hang Hau Station PTI, and would discuss with the bus company relevant improvement proposals. TD also noted Members' views on the drop-off point of GMB route no. 11M at Hang Hau Station PTI. TD would require the operator of GMB route no. 11M to remind drivers that they must drop off passengers at appropriate and safe locations to avoid inconvenience.

58. Miss Mandy WONG of TD responded as follows:

- TD would proactively follow up the views on relevant bus routes with bus companies, including the unstable service of Citybus route no. 796P, and the provision of whole-day services of KMB route no. 298 series as well as the cross-harbour bus route no. 690S.
- As mentioned by TD earlier in an information paper about the traffic arrangements at the ARQ site, the development of the ARQ site would be completed in phases. Therefore, TD would maintain close liaison with relevant departments, and collaborate with public transport operators to introduce four bus routes and two GMB routes successively according to the progress of the development and passenger needs.
- She noted the Member's suggestion to launch the bus routes serving the ARQ site ahead of schedule. TD would liaise with bus company proactively.
- She noted the suggestions to offer section fare concessions and to enhance interchange concessions at Tseung Kwan O Tunnel BBI. TD would continue to explore the suggestions with bus companies.
- She noted the suggestion to provide minibus interchange services at Tseung Kwan O Tunnel BBI. In view of the new passenger demand arising from the development of the ARQ site and the relatively high carrying capacity of buses, TD would review the situation before conducting further research.

59. Mr Eric LEE of KMB responded as follows:

- KMB would collaborate with TD to follow up closely the bus services at the ARQ site, with a view to promptly launching relevant bus routes to meet residents' needs.
- KMB would proactively study with TD the suggestion to extend the existing bus routes to the ARQ site.
- He noted Members' suggestions on other routes, such as the provision of whole-day services of bus route no. 690S and KMB no. 298X, and the service arrangements for bus services at Pak Shing Kok. KMB would continue to monitor the patronage of its services and follow up relevant service adjustments with TD in due course, with a view to meeting passenger needs.

60. Mr Albert YU, Operations Manager – Cityflyer & Airport Services, Citybus responded that the service rationalisation of route no. 796P had been implemented in September the previous year. As regards the overall service, the service of route no. 790 had been enhanced, whereas the service level of route no. 796P remained unchanged. However, bus services might sometimes be affected by road traffic conditions or other factors, which might result in longer journey time. According to Citybus' operational records, the journey time of route no. 796P had been longer than scheduled on individual days mainly at the end of the previous year and the beginning of this year due to traffic congestion at Tsim Sha Tsui and Kwun Tong Bypass in the morning.

61. Members suggested increasing the service frequency of Citybus route no. 796P during the morning and afternoon peak hours.

62. The Chairman suggested that TD or the bus company should proactively consider the regularisation of the service of KMB route no. 91S.

63. Miss Mandy WONG of TD noted Members' suggestion to increase the service frequency of Citybus route no. 796P during the morning and afternoon peak hours. TD would study the suggestion with the bus company.

64. Mr Donald LEE of TD responded that KMB had adjusted the departure time of route no. 91S at Clear Water Bay, as well as its stop locations and routing in Kwun Tong District since Monday (17 March). TD would closely monitor the changes in passenger needs after such adjustment, and study the feasibility of further service adjustments with the bus company in due course.

65. Mr Eric LEE of KMB responded that the departure time and routing of KMB route no. 91S had been adjusted since Monday (17 March). KMB would pay close attention to the changes in passenger needs and residents' views after the adjustment. KMB would also study the feasibility of further service adjustments with TD in due course.

66. Mr Albert YU of Citybus responded that Citybus had been monitoring the operation of route no. 796P. Citybus would explore service adjustments with TD in due course based on the patronage.

(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. 30/25)

67. Members noted the paper.

68. Members' views were consolidated as follows:

- They enquired about the works schedule of the provision of dropped kerbs on the footpath at Tong Tak Street near the cul-de-sac at Tong Ming Court. They suggested arranging for Members to join the site inspections.
- They enquired about the reason for adopting a new design proposal for the pedestrian crossing at Chi Shin Street.
- They suggested expediting the implementation of the proposal to relocate the bus stop at LOHAS Park, Wan Po Road (opposite to Le Prestige) closer to the pedestrian crossing.

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

- Regarding the current progress of providing pick-up/drop-off points for persons with disabilities at the taxi stand near Tong Ming Court, he asked HyD to provide supplementary information. Site inspections could be arranged.
- As for the design proposal for the pedestrian crossing at Chi Shin Street, after re-inspecting the location and taking into account various proposals adopted in other districts, TD considered that narrowing the traffic lane would be more effective in making motorists reduce speed. The new proposal could also shorten the road crossing distance for pedestrians.

70. Members' views were consolidated as follows:

- They asked TD to provide examples similar to the new design proposal for reference.
- They relayed the concerns of residents of nearby housing estates. Heavy vehicles passing by the spot would not slow down simply because the road was narrowed. The proposal might shorten the distance between pedestrians and vehicles, hence heightened the risk.

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

- One of the relevant examples was the location at Tong Yin Street, Tseung

Kwan O near French International School of Hong Kong. There were similar narrowed roads with shortened pedestrian crossings. He could provide more reference examples to Members after the meeting.

- TD would install traffic bollards along the extended pedestrian crossing to ensure the safety of pedestrians.

72. Mr David AU of HyD responded that HyD was carrying out advance preparation work for the provision of dropped kerbs on the footpath at Tong Tak Street near the cul-de-sac at Tong Ming Court. Such work included applying for Excavation Permits. The project was expected to commence in May this year and be completed in July.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 31/25)

73. Members noted the paper.

(D) Progress Report of the Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 32/25)

74. Members noted the paper.

75. Members' views were consolidated as follows:

- They enquired about the works progress of the provision of Universal Accessibility (UA) facilities at the pedestrian subway (Structure No. NS149) across Po Ning Road near Tseung Kwan O Po Ning Road Health Centre.
- They enquired about the works progress of the provision of UA facilities at the footbridge (Structure No. KM01) across Ling Kwong Street connecting Kin Ming Estate and Choi Ming Shopping Centre. They also asked about the relevant noise control measures.

76. Mr David AU of HyD noted Members' views and would refer them to the relevant section.

77. The Vice-Chairman suggested that the relevant departments should follow up the issue of road signs being covered by leaves. Additionally, she suggested putting up a sign with the text "Pedestrian crossing ahead" at On Ning Garden, Hang Hau opposite to Po Leung Kuk Fung Ching Memorial Primary School.

78. The Chairman suggested that Members should pay more attention to dilapidated road signs and notify relevant departments for carrying out improvement works.

79. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD noted Members' views and would study whether the traffic signs or road markings at the location were

sufficient.

80. Members suggested putting up directional signs along the route to Saint Francis University in Tiu Keng Leng.

81. Mr CHIM Tsz-sing of TD responded that TD would actively follow up the suggestion to provide directional signs to Saint Francis University.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 33/25)

82. Members noted the paper.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 34/25)

83. Members noted the paper.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 35/25)

84. Members noted the paper.

85. Members' views were consolidated as follows:

- They suggested enhancing enforcement actions at the cul-de-sac at Tong Ming Court and the road opposite the Immigration Headquarters.
- They suggested installing automatic traffic enforcement systems at various roundabouts in Tseung Kwan O to tackle the problem of illegal parking.
- They suggested identifying suitable locations for providing pick-up/drop-off points with relevant markings near the Immigration Headquarters.
- They suggested coordinating with relevant departments to address the issues of abandoned vehicles and skips in the vicinity of Chun Cheong Street, Chun Wang Street and Chun Yat Street within Tseung Kwan O Industrial Estate.

86. The Chairman suggested providing additional parking meters in Hang Hau Village.

87. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, Hong Kong Police Force (HKPF) responded as follows:

- The Police was aware of the traffic conditions of the cul-de-sac at Tong Ming Court and the road opposite the Immigration Headquarters, and had conducted regular traffic enforcement actions at the above locations. In particular, near the bus stop opposite the Immigration Headquarters, where

vehicles often stopped to pick up or drop off passengers, resulting in traffic congestions.

- The Police supported the suggestion to identify suitable locations for providing pick-up/drop-off points near the Immigration Headquarters, or to adopt other improvement measures. The Police would also regularly monitor the situation at the location and take enforcement actions to ensure it would not become over-congested.
- Since skips were classified as machinery, the Police could not issue fixed penalty tickets for illegal parking of skips. Even if relevant complaints were received, the Police could only notify the skip owners to remove them. It would be difficult for the Police to take actions unless the skips posed a direct danger or obstruction to road users.

88. Members suggested announcing the road closure arrangements for the Sai Kung Tin Hau Festival earlier, and providing temporary motorcycle parking spaces.

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

- She suggested coordinating with relevant departments to address the issues of dumping waste and abandoning machinery in the vicinity of Chun Cheong Street, Chun Wang Street and Chun Yat Street within Tseung Kwan O Industrial Estate.
- She suggested that the relevant departments should coordinate to relocate shops offering tyre replacement services and operating heavy machinery and heavy vehicles to Area 137.
- She expressed concerns about the situation of illegally parked bicycles at the agricultural area at Pak Shing Kok near the Fire and Ambulance Services Academy.

[Post-meeting note: DLO/SK advised that the suggestion to relocate the relevant shops to Tseung Kwan O Area 137 pertained to land use planning matters. Members could direct their enquiries to the Planning Department and express their views on the matter.]

90. Mr Johnathan BOEDIHARDJO of TD noted the traffic conditions during the Sai Kung Tin Hau Festival. This year, TD would attempt to provide temporary motorcycle parking spaces at Man Nin Street near the promenade. Approximately two weeks before the event, HyD would also place temporary signs in prominent locations nearby to remind drivers about the road closure and traffic diversion arrangements effective from 2 May to early June.

91. Mr Simon HUI, Senior Executive Officer (District Management), Sai Kung District Office (SKDO) responded that last week, SKDO had, in collaboration with TD, DLO/SK and the Food and Environmental Hygiene Department, conducted a joint operation targeting waste dumping and machinery abandonment in Tseung Kwan O Industrial Estate. During the joint operation, car tyres at the planters on pavements or

near cycle tracks were removed, and the miscellaneous items discarded within the car park areas were also cleared.

92. Mr WONG Kwai-sun, Administrative Assistant/Lands, DLO/SK noted the issues of abandoned vehicles and dumping of miscellaneous items in Tseung Kwan O Industrial Estate. DLO/SK would cooperate with SKDO to conduct joint operations.

IV. Discussion Items Suggested by Members (Total four discussion items)

(A) Two discussion items related to bus service

- (1) Suggest providing transport services between LOHAS Park and boundary control points
(SKDC(TTC) Paper No. 36/25)

93. The Chairman said the above discussion item had been jointly discussed with other items earlier.

- (2) Suggest providing transport services between Tseung Kwan O and Liantang/Heung Yuen Wai Boundary Control Point or cross boundary coach services
(SKDC(TTC) Paper No. 37/25)

94. The Chairman said the above discussion item had been jointly discussed with other items earlier.

(B) One discussion item related to other public transport services

- (1) Suggest strengthening efforts to combat overcharging by taxi drivers in Sai Kung District
(SKDC(TTC) Paper No. 38/25)

95. The Chairman said the discussion item was raised by Mr WONG Yuen-hong, Ms Natasha YU, Mr Chris CHEUNG, Ms TAM Chuk-kwan, Mr Ken CHAN, Ms KI Lai-mei, Ms LI Ka-yan, Mr Kelvin YAU, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr CHEUNG Man-tim and the Vice-Chairman.

96. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 44/25 and 45/25).

97. Members' views were consolidated as follows:

- They suggested displaying publicity leaflets inside taxi cabins and stepping up education for drivers to achieve a deterrent effect and enhance their service quality.

- They suggested offering incentives to taxi drivers or arranging for taxi fleets, coordinated by TD, to pick up passengers at the High Island Reservoir East Dam.
- They suggested improving the network signal reception at the High Island Reservoir East Dam.
- They suggested increasing the frequency of GMB route no. 9A travelling to and from the High Island Reservoir East Dam.
- They suggested stepping up enforcement at the High Island Reservoir East Dam, and enhancing publicity and education efforts, such as by distributing publicity leaflets and putting up banners at minibuses stops to inform visitors of standard taxi fares.

98. The Chairman asked the Secretariat to relay Members' views to the Office of the Communications Authority (OFCA) in writing.

[Post-meeting note: The Secretariat relayed Members' views to OFCA in writing on 8 April 2025.]

99. Mr Donald LEE of TD noted Members' views and would convey to relevant sections Members' suggestions to display publicity leaflets inside taxi cabins or add other items to the yellow taxi fare table posted in taxi cabins for reference. At present, the relevant information was displayed at major taxi stands. Furthermore, TD was continuously coordinating the public transport services at the High Island Reservoir East Dam (GMB route no. 9A) and reviewing the public transport services to and from the East Dam based on passenger needs, so as to tie in with the planning and management of the Hong Kong Geopark by the Agriculture, Fisheries and Conservation Department (AFCD).

100. Mr Terence TSUI, Assistant Divisional Commander (Operations), Sai Kung Division, HKPF responded that the Police attached great importance to taxi-related violations and had taken various enforcement actions, including carrying out decoy operations, setting up road blocks at Pak Tam Chung Barrier at irregular intervals, enquiring with passengers in real time about whether there were any suspected violations committed by taxi drivers (e.g. overcharging), patrolling around the area of the East Dam to demonstrate police presence and stepping up publicity efforts. The Police would strengthen manpower to strictly enforce the law during peak travel seasons such as the Labour Day Golden Week, in order to combat the black sheep in the taxi industry. To enhance publicity, he suggested that the relevant government departments could draw reference from the airport's practice to display publicity banners, and list out the transport fares to specific tourist spots in Hong Kong for visitors' reference. Alternatively, they could follow the practice at tourist hotspots such as the Lower Terminus in Central, by arranging "Taxi Ambassadors" to assist with promotion and publicity, so as to combat taxi-related violations.

101. Members suggested that TD or the Police could cooperate with AFCD to set up

information boards at public toilets, pavilions, etc. in the area of the High Island Reservoir East Dam, to publicise the relevant information (e.g. a fare table) for the convenience of tourists.

102. The Chairman asked TD and HKPF to follow up Members' views. With the consent of Members, the Chairman said that the discussion item would be deleted at the next meeting.

(C) One discussion item related to road works / facilities

- (1) Concern about the impact of the closure of the temporary car park at Chi Shin Street and the corresponding arrangements
(SKDC(TTC) Paper No. 39/25)

103. The Chairman said the discussion item was raised by Ms SZE Pan-pan, Mr Philip LI, Mr Kelvin YAU, Mr WAN Kai-ming, Mr WONG Yuen-hong, Mr WONG Wang-to, Mr CHAN Kwong-fai, Mr CHAU Ka-lok, Ms KI Lai-mei, Mr LAM Chun-ka, Mr TSANG Kwok-ka, Mr YAU Ho-lun, Ms TAM Chuk-kwan, Mr Chris CHEUNG, Mr CHONG Yuen-tung, Mr CHAN Chi-ho, Mr Ken CHAN, Mr CHEUNG Man-tim, Ms LI Ka-yan and the Vice-Chairman.

104. Members noted the written reply from TD and DLO/SK (SKDC(TTC) Paper No. 46/25).

105. Members' views were consolidated as follows:

- They asked DLO/SK to inform them about the lease terms for the temporary car parks at Tong Yin Street and Chui Shin Street.
- They suggested converting the short-term tenancy (STT) car parks into permanent car parks.
- They enquired whether the department had liaised with stakeholders in the vicinity of the temporary car park at Tong Yin Street and implemented measures to reduce noise nuisance and pollution, so as to minimise the impact on residents and users.
- They suggested implementing measures at the temporary car park before the rainy season to prevent flooding.
- They suggested enhancing publicity in the vicinity of the temporary car park at Chi Shin Street and contacting the existing vehicle owners as early as possible.
- They enquired about the official move-in schedule for the Joint-user Government Office Building in Area 67, Tseung Kwan O.

106. Mr Sunny WONG of DLO/SK said that the information on the lease terms for the two temporary car parks at Tong Yin Street and Chui Shin Street and the flood prevention measures could not be provided at the meeting. He would provide

supplementary information after the meeting.

[Post-meeting note: DLO/SK replied the Secretariat in writing with the relevant information provided on 22 April 2025.]

107. Mr CHIM Tsz-sing of TD responded that whether the existing temporary car parks would be converted to permanent ones would be subject to further discussion, as part of the land was designated for other land uses in long-term planning. He would relay to the relevant task force Members' views regarding the coordination and transition of the STT car parks subject to various conditions.

108. Members added that during an earlier site inspection to the STT car park at Tong Yin Street with TD, they noted that the relevant department had dug a drainage channel nearby to mitigate the problem of stagnant water accumulation. They hoped that similar measures to discharge accumulated water could be adopted in other car parks in the vicinity.

109. The Chairman asked TD and DLO/SK to follow up Members' views. With the consent of Members, the Chairman said that the discussion item would be deleted at the next meeting.

V. Any Other Business

110. No other business was raised by Members.

VI. Date of Next Meeting

111. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 22 May 2025 (Thursday).

112. The meeting ended at 1:26 p.m.

Sai Kung District Council Secretariat
April 2025