

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

Date : 22 May 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 LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office	
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office	
Mr CHUNG Kai-yin	Senior Executive Officer (District Council), Sai Kung District Office	
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office	
Ms TONG See-ming, Abigail	Liaison Officer i/c (Hang Hau), Sai Kung District Office	
Ms CHAN Ka-man, Carmen	Liaison Officer i/c (Tseung Kwan O) Central, Sai Kung District Office	
Miss WONG Wai-ming, Mandy	Senior Transport Officer/Sai Kung, Transport Department	
Mr LEE Sui-kit, Donald	Senior Transport Officer/Sai Kung & Public Pier, Transport Department	
Mr 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 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 Alex LEE	Manager, Operations, Kowloon Motor Bus Company (1933) Limited	For agenda item II(A)
Mr Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited	
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited	
Ms SO Yuk-yin, Rysta	External Affairs Manager, MTR Corporation Limited	For agenda item III(A)
Mr WONG Wai-hung, Luke	Assistant Manager–External Affairs, MTR Corporation Limited	
Mr WANG Ran, Thomas	Engineer/New Territories East (Distribution 3), Water Supplies Department	For agenda item III(C)4

Welcome Remarks

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

I. Confirmation of Minutes of the 2nd Traffic and Transport Committee Meeting held on 20 March 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. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 March 2025 to 30 April 2025
(SKDC(TTC) Paper No. 47/25)

3. Members noted the paper.

4. Members' views were consolidated as follows:

- They were pleased to see the introduction of route nos. 600 and 19 of The Kowloon Motor Bus Company (1933) Limited (KMB), primarily serving the Anderson Road Quarry (ARQ) site. They suggested regularising KMB route no. 600 in response to the population growth in the ARQ area, and optimising the stop locations and routing of KMB route no. 19 to provide convenience for residents of the ARQ site to travel to Diamond Hill.
- They suggested adopting new energy buses in Sai Kung District as soon as possible and providing a schedule for the relevant plan.
- They suggested splitting KMB route no. SP1 departing from Kai Tak Sports Park into two routes: one heading to Kwun Tong, and the other to Tseung Kwan O North and the ARQ site.
- They enquired about the occupancy rate of green minibus (GMB) route no. 117A. Also, they suggested that the stands should adopt geographical names commonly used by nearby residents. For example, the name of the stand at the "Tseung Kwan O West Low Level Salt Water Service Reservoir" could be replaced with "Tsui Lam Estate".

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

- She enquired about the operation and patronage of KMB route no. 600.
- She suggested regularising the measure to increase the service frequency of

GMB route no. 9A in order to divert passengers.

- She suggested providing laybys along Man Yee Road.

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

- He conveyed the operational difficulties encountered by the operator of GMB route no. 117A and suggested adjusting its routing to pass through Metro City, Hang Hau and PopCorn shopping mall.
- He reported on the recent lost trip of KMB route no. 91S, which affected many villagers near Clear Water Bay Road. He suggested regularising the said route.

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

- Members' views on enhancing the service frequency of KMB route no. 600 was noted, as well as the stop locations and routing of KMB route no. 19. TD would continue to maintain close communication with relevant departments, so as to understand the progress of the development project at the ARQ site. TD would pay close attention to passenger demand, review and adjust the existing route services as appropriate. Also, to introduce the remaining planned new routes to meet public needs in a timely manner.
- Supplementary information on the occupancy rate of GMB route no. 117A would be provided after the meeting.
- Based on passenger demand and the existing public transport network, TD would explore making adjustments to the routing of GMB route no. 117A with the GMB operator, so as to facilitate public access between Po Lam Station and the vicinity of Tseung Kwan O Town Centre.
- TD would relay the relevant views to the operator of GMB route no. 117A and consider changing the name of stops at Tsui Lam on the information panel of the existing GMB stand at Tsui Lam, to facilitate public identification of the locations.
- TD noted Members' suggestion to split KMB route no. SP1 to provide service for Kwun Tong District and Sai Kung District respectively, and would explore the feasibility with the bus company.
- TD had been encouraging bus companies to provide services using new energy buses. It would continue to work with the bus companies to review the deployment of new energy buses on suitable routes.

8. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded that there had been a service delay on KMB route no. 91S the previous morning (21 May). TD had requested the bus company to investigate the incident. It was found that, due to relatively heavy traffic in the vicinity of Clear Water Bay Road at that time the previous day, the bus arrived late at Clear Water Bay Bus Terminus. As a result, the original departure from Clear Water Bay Bus Terminus scheduled for 8:05

a.m. was delayed until 8:11 a.m. TD had requested the bus company to review the relevant operational arrangements.

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

- At present, the occupancy rate of route no. 600 was about 70%. KMB had therefore introduced one additional departure starting from 12 May. Regarding Members' suggestion to increase the service frequency, KMB was paying close attention to the issue and would explore adjusting service arrangements in due course.
- Regarding Members' suggestions to adjust the routing of route no. 19 and split route no. SP1, KMB would explore the feasibility with TD.
- KMB noted the service delay incident of KMB route no. 91S. As mentioned by TD, the bus departure was delayed upon arrival at Clear Water Bay Bus Terminus due to road traffic conditions the day before. Consequently, the morning departure was deferred until 8:11 a.m. KMB was currently exploring operational adjustment options to enhance the punctuality of bus departures.

10. Mr Thomas CHAN, Assistant Corporate Communications Officer, Citybus Limited (Citybus) said that Citybus route no. SP9 was a special route departing from Kai Tak Sports Park, travelling via Tiu Keng Leng, Sheung Tak, Tseung Kwan O South, Pak Shing Kok and LOHAS Park. Free interchange concessions were offered at Tseung Kwan O Tunnel Bus-Bus Interchange. Passengers could enjoy free interchange with Citybus route nos. 694, 798, E22A, or Cityflyer route no. A29 to Tseung Kwan O North, including Hang Hau, Po Lam and Tsui Lam, etc.

(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. 48/25)

11. Members noted the paper.

12. Members' views were consolidated as follows:

- They enquired about the consultation results and works schedule of the improvement to the design of the pedestrian crossing on Chi Shin Street.
- They enquired about the consultation period and works schedule of the provision of pick-up/drop-off points for persons with disabilities at the roundabout of Beverly Garden.
- They expressed concerns about the provision of parking spaces designated for persons with disabilities at Wo Mei Hung Min Road in Sai Kung. They considered that the demand for and usage of the said parking spaces were lower than those of the general parking spaces.

13. The Vice-Chairman welcomed the provision of parking spaces designated for persons with disabilities at Wo Mei Hung Min Road in Sai Kung to facilitate their use. However, she suggested that the parking spaces could be made available to all drivers during non-peak hours, with a view to flexibly deploying resources. For the improvement to the design of the pedestrian crossing on Chi Shin Street, she enquired whether the proposals to raise the pedestrian crossing or to narrow the junction would be adopted. She suggested expediting the works progress.

14. The Chairman reflected that the arrangements for the installation of parking meters in parking spaces at the roundabout of Lung Ha Wan in Tai Wan Tau caused inconvenience to the nearby residents. He suggested that the departments could invite Members and relevant stakeholders for a site inspection.

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

- As for the suggestion to improve the design of the pedestrian crossing on Chi Shin Street, TD was proactively addressing the views received during the consultation and would strive to balance the needs of both drivers and pedestrians. After responding to all enquiries, TD would issue a works request to the Highways Department (HyD). TD would provide supplementary information in the paper for the next meeting.
- Regarding the progress of the provision of pick-up/drop-off points for persons with disabilities at the roundabout of Beverly Garden, TD was addressing the views received during the consultation and would provide supplementary information in the paper for the next meeting.
- TD had stated in its consultation paper that the current proposal to narrow the junction would completely replace the original proposal to raise the pedestrian crossing. Following the site inspection conducted by TD's staff and consideration of the views received by TD, it was found that individual vehicles sometimes going at high speeds at the relevant location. Therefore, the proposal to narrow the junction was considered more effective than raising the pedestrian crossing.
- In addition to the example mentioned in previous meetings regarding the location at Tong Yin Street near French International School of Hong Kong, more similar successful examples could be viewed on TD's website.
- If TD decided to provide parking spaces designated for persons with disabilities, these parking spaces would generally be reserved for the disabled at all times. TD would relay Members' suggestion to make the parking spaces available for all drivers during non-peak hours to the relevant section.

16. The Chairman suggested providing new proposals for those in need to extend the parking time for vehicles at metered parking spaces.

17. The Vice-Chairman suggested stepping up enforcement actions against illegal

parking and abandoned vehicles at the Tai Au Mun Road Car Park, Po Lo Che Garden and Ngong Ping New Village.

18. Members' views were consolidated as follows:

- They opined that the parking spaces designated for people with disabilities had made it more convenient for the disabled.
- They asked the department to explain the proposal to narrow the junction and outline the reasons for it.

19. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, Sai Kung District Office (SKDO) responded that SKDO regularly co-ordinated joint operations to clear illegally abandoned vehicles with relevant departments. During these joint operations, it was found that motorcycles accounted for the majority of the illegally abandoned vehicles. The supplementary figures would be provided for reference after the meeting.

20. Members' views were consolidated as follows:

- They enquired about the reasons for not planning to provide a zebra crossing at the pedestrian crossing at Chi Shin Street, and the views received during the works consultation on the proposal to narrow the junction.
- They enquired about the criteria for providing parking spaces designated for people with disabilities, as well as the number and type of public parking spaces provided at Wo Mei Hung Min Road in Sai Kung.

21. Mr CHIM Tsz-sing of TD gave a consolidated response as follows:

- TD noted Members' views on the adoption of an advance booking system for parking spaces designated for people with disabilities and would relay them to the relevant section.
- As a section of Chi Shin Street (the location opposite Savannah and Yung Ming Court) did not fully comply with TD's specifications for the zebra crossing design, a zebra crossing could not be provided thereat.
- As regards the problems of vehicular speed and pedestrian safety at Chi Shin Street, even though traffic signs and road markings had been increased over the past few years, residents opined that they were of limited effects. Based on past experience, it was more effective to narrow the junction. Therefore, it was decided to adopt the proposal. This measure could encourage reasonable drivers to automatically reduce the vehicular speed due to the narrowed road. Meanwhile, TD would also paint red markings on the road surface and place a "road ahead narrows" traffic sign before the narrowed junction. Also, bollards would be installed along the pavement to ensure pedestrian safety. The carriageway would be maintained to the standard width to avoid conflicts between vehicles and pedestrians.

22. The Chairman suggested drawing reference from the design of the zebra crossing and yellow flashing beacon at Hang Hau Village opposite Po Leung Kuk Ho Yuk Ching (1984) College for the pedestrian crossing at Chi Shin Street, so as to remind drivers to slow down the speed and enhance road safety.

23. Members said that for drivers who lacked safety awareness, simply narrowing the junction might not be sufficient to ensure their compliance with the relevant rules. They thus suggested installing speed enforcement cameras at the relevant road section to strengthen the deterrent effect on drivers.

24. Mr CHENG Tsz-wah, OC District Traffic Team, Tseung Kwan O District, Hong Kong Police Force (HKPF) responded that the Police co-operated and participated in the inter-departmental joint clearance operations against abandoned vehicles led by SKDO, and would visit 10 locations to handle abandoned vehicles on the day of the meeting. The frontline police officers would put chalk marks (commonly known as “drawing ghost legs”) on the tyres of vehicles parked at the Tai Au Mun Road Car Park, according to notifications from village representatives or the Police Community Relations Office, and follow up the situation regularly.

25. Members’ views were consolidated as follows:

- They enquired whether residents could still raise their views after the consultation period regarding the design of the pedestrian crossing at Chi Shin Street, and when the next phase of the project would commence.
- They suggested considering the provision of a zebra crossing at the pedestrian crossing at Chi Shin Street. They hoped that TD could consider arranging for Members to conduct a site inspection at the location.

26. Mr CHIM Tsz-sing of TD responded that TD would actively consider arranging a site inspection to explain the proposal to narrow the junction and other relevant proposals more clearly. Regarding the consultation period, views should generally be submitted to TD within the response period specified in the consultation paper. Nevertheless, should there be any further views or enquiries in the future, they could be forwarded to TD anytime.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 49/25)

27. Members noted the paper.

28. Members’ views were consolidated as follows:

- They enquired about the reasons for providing pedestrian crossing light

- facilities near Pik Uk on Clear Water Bay Road (Project No.: NE-24-01945).
- They enquired about the location and intended users of short traffic light poles with button functions to be provided on Po Yap Road near Tong Yin Street (Project No.: NE/25/00161).
- They enquired about the works progress of setting up a “no cycling” signage at the Tseung Kwan O Promenade Southern Bridge.

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

- She enquired about the thickness of the road humps and the works schedule for installing them on Sheung Sze Wan Road near Caribbean Villas (Project No.: NE-24-00213).
- She enquired about the works schedule and details of the provision of road signage, road markings and coloured pedestrian crossing indicators on Hiram’s Highway near Marina Cove (Project No.: NE-24-02102).
- She enquired about the design and works progress of the provision of pedestrian crossing light facilities on Clear Water Bay Road near Pik Uk (Project No.: NE-24-01945).
- She enquired about the works schedule for widening the cycle track at Shek Kok Road (Project No.: NE/24/01639). Also, she suggested providing additional bicycle parking spaces at the location further away from the footpath nearby.

30. Mr CHIM Tsz Sing of TD responded as follows:

- The short traffic light poles with button functions at Po Yap Road near Tong Yin Street were designed for pedestrians, making it easier for those in need to touch the buttons. They would be installed on another side of the pavement or refuge island, opposite the existing traffic light pole. This would allow pedestrians to press the buttons easily and cross the road safely.
- Regarding the situation where cyclists often mistakenly cycled on the Tseung Kwan O Promenade Southern Bridge, TD had deployed staff for inspection. It was found that the signage on the bridge might not be clear enough. TD was currently exploring the provision of new signage at appropriate locations.

31. Mr David AU, District Engineer/Tseung Kwan O, HyD responded that as to the widening works of the cycle track at Shek Kok Road (Project No.: NE/24/01639), HyD was carrying out preparatory work which would require the relocation of road lights and underground utilities. HyD expected that the works would commence in August this year. As regards Members’ suggestion to provide additional bicycle parking spaces in the vicinity, HyD would discuss the feasibility with TD.

32. Mr Viggo CHAN, District Engineer/Sai Kung, HyD responded that regarding the latest progress of the provision of road signage, road markings and coloured pedestrian

crossing indicators on Hiram's Highway near Marina Cove (Project No.: NE-24-02102), HyD's contractor had submitted papers about temporary traffic measures to the relevant department for approval in April this year. The approving department's views were currently being processed. Once approved, the works could be carried out. HyD anticipated that the works would commence as early as the third quarter of this year and be completed in the fourth quarter of this year.

33. Mr CHIM Tsz Sing of TD said the information on Project Nos. NE-24-00213 and NE-24-01945 was not available at the meeting for the time being and would be provided after the meeting.

34. Members' views were consolidated as follows:

- They understood that the installation of short traffic light poles with button functions on Po Yap Road near Tong Yin Street (Project No.: NE/25/00161) was to assist pedestrians in crossing the road. Additionally, they enquired about the waiting time for the traffic light to turn green after pedestrians pressed the buttons, and whether the pedestrian green time would be extended.
- Due to the short duration of traffic light signals and high traffic volume on Tong Chun Street, they suggested enhancing the signage "To Sheung Tak" at the roundabout of Po Yap Road and Po Hong Road, indicating a left turn after proceeding towards Tseung Kwan O Sports Ground to reach Sheung Tak.
- They suggested that the department should promptly provide the content related to the works of Project No. NE-24-01945 and allow sufficient time for communication between Members and stakeholders of the main villages.

35. The Vice-Chairman suggested commencing the works of NE-24-01945 as soon as possible to facilitate residents' access.

36. Mr CHIM Tsz Sing of TD gave a consolidated response as follows:

- Regarding the traffic light data after a pedestrian call button was pressed on Po Yap Road near Tong Yin Street, TD would relay the matter to the relevant section.
- TD would consider Members' suggestion to optimize the signage "To Sheung Tak" at the roundabout of Po Yap Road and Po Hong Road.

37. Members raised concerns about vehicles being parked frequently outside Immigration Headquarters for a prolonged period, affecting buses from pulling over at stops. They suggested converting the nearby cycle track into temporary parking spaces to alleviate this issue. Separately, Members welcomed the completion of the works of Project No. LD6_0182(RSEW), which improved the physical separation between the carriageway and the footpath, allowing both pedestrians and drivers to clearly see the

footpath.

38. Mr CHIM Tsz Sing of TD said he would consider the suggestion to provide parking spaces in the vicinity of Immigration Headquarters or convert the cycle track nearby into a parking area.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 50/25)

39. Members noted the paper.

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

- She suggested including Sha Ha in Hiram's Highway Improvement Stage 2 Project (the Stage 2 Project). Also, she proposed installing noise barriers opposite the construction site and crash barriers at the roundabout and make clear planning for the footpaths there.
- She suggested providing a passenger pick-up/drop-off area at the bus stop in Pak Wai and considering the installation of a traffic light for the pedestrian crossing.
- She was concerned whether the septic tanks in Kau Sai San Tsuen would be included in the scope of the Stage 2 Project, and suggested that the department should communicate with villagers as early as possible.

41. Mr Viggo CHAN, District Engineer/Sai Kung, HyD noted Members' views regarding the Stage 2 Project. HyD would relay the relevant views to the design team for the Major Works Project Management Office on Hiram's Highway, and would co-ordinate with TD to follow up Members' views on the relevant design.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 51/25)

42. Members noted the paper.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 52/25)

43. Members noted the paper.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 53/25)

44. Members noted the paper.

45. Members' views were consolidated as follows:

- They suggested setting up automatic traffic enforcement systems at the traffic black spots in Tseung Kwan O to mitigate illegal parking.
- They proposed stepping up enforcement actions against illegal parking at Exit A of Hang Hau Station.
- They suggested stepping up enforcement actions near the entrance of PopCorn shopping mall in the MTR station on Tong Yin Street to crack down on illegal loading/unloading by trucks.

46. The Vice-Chairman suggested strengthening enforcement actions in the Tai Au Mun Road Car Park, Po Lo Che Garden, Ngong Ping New Village to alleviate the problems of illegal parking and abandoned vehicles.

47. Mr CHENG Tsz-wah of HKPF responded that patrols should be stepped up at the three locations mentioned earlier. Additionally, no fixed penalty tickets were issued for illegal vehicle parking exceeding 24 hours in the Tai Au Mun Road Car Park. Although frontline police officers had put chalk marks on vehicle tyres for enforcement (commonly known as “drawing ghost legs”), they were unable to initiate prosecution, given that vehicle owners had moved their vehicles within the 24-hour limit. He added that on the day of the meeting, prosecutions were taken out against illegally parked vehicles, including one parked in the Tai Au Mun Road Car Park. When the Police noticed that some vehicles had not been moved for a long time or were considered abandoned, they would take follow-up actions immediately.

48. The Chairman recommended stepping up publicity efforts in the Tai Au Mun Road Car Park to alleviate the problem of illegal parking. He suggested that frontline police officers should adopt the approach of “give advice before enforcement” when carrying out traffic enforcement actions to avoid unnecessary conflicts and complaints.

III. Discussion Items Suggested by Members (Total seven discussion items)

(A) One discussion item related to MTR service

- (1) Suggestions on MTRCL's pet-friendly policy to promote community inclusion and the pet economy in Sai Kung District
(SKDC(TTC) Paper No. 54/25)

49. The Chairman said that the discussion item was raised by Ms TAM Chuk-kwan, Mr Ken CHAN, Mr CHEUNG Chin-pang, Mr CHAU Ka-lok, Mr TSANG Kwok-ka, Mr CHAN Chi-ho, Mr CHONG Yuen-tung, Mr Chris CHEUNG, Ms Natasha YU, Mr WAN Kai-ming, Ms KAN Tung-tung, Mr CHAN Kwong-fai, Mr Kelvin YAU, Ms SZE Pan-pan, Mr LI Tin-chi, Mr CHEUNG Man-tim, Ms LI Ka-yan, Mr YAU Ho-lun and the Vice-Chairman.

50. Members noted the written reply from the MTR Corporation Limited (MTRCL) (SKDC(TTC) Paper No. 61/25).

51. The Chairman welcomed the representatives of MTRCL, including:

- Ms Rysta SO, External Affairs Manager; and
- Mr Luke WONG, Assistant Manager–External Affairs.

52. Members’ views were consolidated as follows:

- They were pleased to see the “Cat/ Dog Carrying Trial Scheme” (Trial Scheme) implemented by MTRCL, which would help boost the local economy in Sai Kung District.
- As some citizens were concerned about the impact caused by pets on cleanliness in MTR compartments, they suggested increasing the penalties for violations. Also, they recommended that pet owners should be allowed to purchase basic cleaning supplies within MTR premises, or that such supplies should be made available in the compartments where pets and their owners were allowed to remain.
- They suggested using pet-friendly cleaning products to clean the relevant compartments and facilities.
- They asked whether the Light Rail currently had clear signage to help passengers identify where pets were allowed to remain in the compartment.

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

- If considering the implementation of such pet scheme is to be extended to the system on the heavy rail system, she suggested that it should first be implemented during non-peak hours and in the last compartments to minimise the impact on other passengers.
- She suggested that consideration could be given to allowing pets into restaurants to boost the local economy in Sai Kung District.

54. Mr Luke WONG, Assistant Manager–External Affairs, MTRCL responded as follows:

- MTRCL was always committed to providing safe and reliable railway services, while paying attention to social development and continuously enhancing services to meet diverse travel needs of passengers. Following careful evaluation and detailed planning, a two-month Trial Scheme had been launched on the Light Rail network starting from 1 May. The Trial Scheme allowed passengers who had purchased a “Cat/ Dog Carrying Pass” to bring their cats/ dogs to ride on the Light Rail vehicles on weekends and public holidays.
- The objective of launching the Trial Scheme was to respond to growing

public demand for facilitating cat/ dog travel, while contributing to promoting an inclusive community. MTRCL encouraged mutual inclusion and respect among passengers. Those carrying cats/ dogs should take into account the concerns of other stakeholders and properly look after their pets, so as to maintain a comfortable travelling environment together. As observed by MTRCL during the initial implementation of the Trial Scheme, the operation had been generally smooth. Most passengers carrying cats/ dogs on the light rail had complied with the relevant provisions. MTRCL would continue to monitor the operation of the Trial Scheme.

- To ensure smooth implementation of the Trial Scheme, MTRCL had established relevant travel terms and conditions with a view to strike a balance on the needs among different passengers. Publicity and notices had been posted at all the Light Rail stops and inside compartments to remind pet owners to comply with the terms and conditions. These included requiring cats/ dogs to be secured in pet-specific carriers before boarding, and mandating the concerned passengers to board and alight from the last door of each Light Rail vehicles, while remaining at the rear of the compartment throughout the journey. Additionally, MTRCL disseminated the relevant information through broadcasting at Light Rail stops as well as deployed additional manpower at busier ones to provide guidance and assistance for passengers during the initial implementation of the Trial Scheme.
- If individual passengers carrying cats/ dogs unable to comply with the relevant terms and conditions, MTRCL staff would firstly advise the concerned person. If the violation persisted after the advice was given, corresponding measures would be taken, including revocation of the “Cat/ Dog Carrying Pass”.
- Regarding hygiene issues, MTRCL suggested that passengers carrying cats/ dogs should arrange for their pets to excrete before entering a stop, place absorbent pads inside pet carriers, etc. MTRCL would continue to monitor environmental conditions in compartments and step up cleaning efforts.

55. The Chairman asked MTRCL to follow up Members’ views. With the consent of Members, the Chairman said that the discussion item would be deleted at the next meeting.

(B) Two discussion items related to other public transport services

- (1) Suggest introducing a sightseeing route between Tseung Kwan O South and Victoria Harbour
(SKDC(TTC) Paper No. 55/25)

56. The Chairman said that the discussion item was raised by Mr CHAN Chi-ho, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr Chris CHEUNG, Mr LAM Chun-ka, Ms Natasha YU, Mr Ken CHAN, Mr CHEUNG Chin-pang, Mr CHAN Kai-wai,

Ms TAM Chuk-kwan, Mr WONG Yuen-hong, Mr WONG Wang-to, Mr Kelvin YAU, Ms SZE Pan-pan, Ms LI Ka-yan, Mr CHEUNG Man-tim, Ms KAN Tung-tung, Mr LI Tin-chi, Mr CHAN Kwong-fai, Mr YAU Ho-lun, Mr CHONG Yuen-tung and the Vice-Chairman.

57. Members noted the written reply from TD (SKDC(TTC) Paper No. 62/25).

58. Members' views were consolidated as follows:

- They enquired about the conditions under which TD would consider approving an operator's plan to invest resources in introducing a new route in Sai Kung District.
- They enquired about the operational feasibility of introducing a ferry route from Tseung Kwan O to Victoria Harbour, and whether TD would proactively invite operators to provide services.
- They were disappointed at the cancellation of the weekday service operating from Tseung Kwan O to Sai Wan Ho. They suggested that TD should step up publicity and improve the landing facility at Tseung Kwan O South, such as installing handrails, queuing facilities, shelters and signage.
- They suggested that TD should draw reference from overseas experience to develop maritime transport to alleviate congestion on roads or railways, thereby providing residents in Tseung Kwan O with an additional option of transportation.
- They suggested introducing sightseeing routes to enrich visitors' experience and enhance Tseung Kwan O's appeal for tourists.
- They suggested that TD's two offices in Sai Kung District and Eastern District should enhance coordination, so as to step up publicity efforts in both districts.

59. The Chairman suggested optimising relevant routes, such as offering island tours or introducing routes from Tseung Kwan O to Sai Kung or Hong Kong Island.

60. The Vice-Chairman suggested providing electric shuttle services or adjusting the routing of GMB route no. 114A to facilitate access to the landing facility at Tseung Kwan O South by residents travelling from Tseung Kwan O MTR Station or Sheung Tak Estate. Additionally, she suggested optimising the relevant water route or extending it to other locations, such as LOHAS Park and Central.

61. The Chairman said that water route improvement required collaboration in many aspects. In terms of publicity, in addition to the Government's efforts, non-governmental organisations could also leverage online media to attract visitors. Regarding infrastructure, since the relevant landing facility was originally designed solely as berthing space for boarding and alighting, instead of accommodating ferry services. Members should carefully consider the actual conditions when proposing improvement suggestions.

62. Miss Mandy WONG of TD gave a consolidated response as follows:

- Members' suggestions on introducing new tourist ferry services was noted.
- TD had not received any applications for operating new ferry services in Sai Kung and would continue to monitor the situation.
- Regarding the existing kaito ferry service operating from Tseung Kwan O to Sai Wan Ho, TD had observed that passenger demand had remained relatively low since the service was launched in January last year. According to the feedback from the operator, patronage figures were relatively low on weekdays, while the service was more popular during weekends/holidays. Therefore, TD suggested adjusting the service schedule to allow the operator to focus its resources on the weekends/holidays service to better align with passenger demand.
- As regards the publicity, TD would maintain close contact with the operator and encourage it to use various channels to promote its service, including putting up promotional posters at specific locations in Tseung Kwan O or Sai Wan Ho, and actively promoting the service on electronic platforms.
- TD would continue to actively follow up the relevant feedbacks with the operator, and would also continue to review the service arrangements after adjusting the timetable for the kaito ferry service.

63. The Vice-Chairman suggested offering minibus-kaito ferry interchange discounts to help promote kaito ferry services.

64. Miss Mandy WONG of TD noted Members' views and would study their comments.

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

- (2) Suggest strengthening the regulation of kaito ferries and pleasure vessels in Sai Kung District to ensure passenger safety
(SKDC(TTC) Paper No. 56/25)

66. The Chairman said that the discussion item was raised by Ms Natasha YU, Mr WONG Yuen-hong, Ms TAM Chuk-kwan, Mr WONG Wang-to, Mr CHEUNG Chin-pang, Mr CHAN Chi-ho, Mr CHAN Kai-wai, Mr Chris CHEUNG, Mr LAM Chun-ka, Mr CHAU Ka-lok, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr YAU Ho-lun, Ms SZE Pan-pan, Mr CHONG Yuen-tung, Ms KAN Tung-tung, Mr Kelvin YAU, Mr CHAN Kwong-fai, Ms LI Ka-yan, Mr CHEUNG Man-tim, Mr LI Tin-chi and the Vice-Chairman.

67. Members noted the written replies from the Marine Department (MD) and TD (SKDC(TTC) Paper Nos. 63/25 and 64/25).

68. Members' views were consolidated as follows:

- They enquired whether the nine vessels prosecuted last year for suspected violations of law had been convicted and what penalties had been imposed.
- They enquired about the system for inspecting vessel repairs and maintenance as well as safety equipment.
- They enquired about the system for qualification review and vocational training for vessel owners, captains and crew members.
- They suggested shortening the time for checking suspected drink-boating.
- They suggested strengthening undercover operations to combat illegal carriage of passengers on vessels.

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

- She suggested that the non-scheduled kaito ferry services in Sai Kung District should be converted to regular services.
- She suggested adding route signs at public piers in Sai Kung District to provide visitors with more relevant information.

70. Mr Donald LEE of TD responded that for the kaito ferry services approved by TD, operators must display a flag marked with the text "Approved 'Kaito' Ferry Service" on their vessels for public identification. TD had also provided the relevant information on its website for the public to identify approved kaito ferry services.

71. The Chairman suggested enlarging the flags for "Approved 'Kaito' Ferry Service" and enhancing publicity efforts on shore for easy identification by visitors.

72. The Chairman asked MD, 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) Four discussion item related to road works / facilities

- (1) Suggest improving the lighting issue in the temporary car park at Tong Yin Street
(SKDC(TTC) Paper No. 57/25)

73. The Chairman said that the discussion item was raised by Mr WONG Yuen-hong, Mr Chris CHEUNG, Mr Philip LI, Mr YAU Ho-lun, Ms TAM Chuk-kwan, Mr CHEUNG Chin-pang, Mr TSANG Kwok-ka, Mr WONG Wang-to, Mr CHAN Chi-ho, Mr CHEUNG Man-tim, Mr CHONG Yuen-tung, Ms SZE Pan-pan, Mr LI Tin-chi, Ms KAN Tung-tung, Ms LI Ka-yan, Mr CHAN Kwong-fai, Mr Kelvin YAU and

the Vice-Chairman.

74. Members noted the written replies from the Environmental Protection Department and the District Lands Office, Sai Kung (DLO/SK) (SKDC(TTC) Paper Nos. 66/25 and 67/25).

75. The Chairman asked 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.

- (2) Suggest extending the pedestrian phase at Chiu Shun Road and the crossroad of Tong Yin Street
(SKDC(TTC) Paper No. 58/25)

76. The Chairman said the discussion item was raised by Mr WONG Yuen-hong, Ms TAM Chuk-kwan, Mr CHEUNG Chin-pang, Mr TSANG Kwok-ka, Mr WONG Wang-to, Mr WAN Kai-ming, Ms Natasha YU, Ms KI Lai-mei, Mr CHAU Ka-lok, Mr CHAN Chi-ho, Mr CHAN Kwong-fai, Mr CHEUNG Man-tim, Ms LI Ka-yan, Mr LI Tin-chi, Mr YAU Ho-lun, Mr CHONG Yuen-tung, Mr Kelvin YAU, Ms KAN Tung-tung, Ms SZE Pan-pan and the Vice-Chairman.

77. Members noted the written reply from TD (SKDC(TTC) Paper No. 67/25).

78. Members' views were consolidated as follows:

- They enquired about the specific time referred to as peak hours at the junction of Ngan O Road/ Chiu Shun Road, as well as the extended pedestrian phase under a crossing signal during those peak hours.
- They enquired about the reasons why the "Smart Device for the Elderly and the Disabled to extend Flashing Green Time" (Smart Device) had not yet been installed at Chiu Shun Road and the crossroad of Tong Yin Street.
- They suggested installing a pedestrian cover at the junction of Po Yap Road/ Tong Yin Street to enhance the pedestrian experience.

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

- She was pleased to see that TD, after considering the ratio of pedestrian to vehicular flow, had correspondingly extended the pedestrian crossing phase for the "Green man" light at the junction of Ngan O Road/ Chiu Shun Road.
- She suggested using a real-time adaptive traffic signal system at the junction of Po Yap Road/ Tong Yin Street and enquired about the usage criteria.

80. Mr CHIM Tsz-sing of TD gave a consolidated response as follows:

- Regarding the specific time referred to as peak hours at the junction of

Ngan O Road/ Chiu Shun Road, as well as the actual duration of the extended pedestrian phase under a crossing signal during those peak hours, he would relay the matter to the relevant section for a response after the meeting.

- TD would consider adjusting the pedestrian crossing phase for the “Green man” light at the junction of Ngan O Road/ Chiu Shun Road based on the pedestrian crossing need.
- He would relay Members’ views on the installation of a Smart Device to the relevant section for follow-up.
- TD noted Members’ suggestion regarding the pedestrian crossing.

81. The Chairman enquired about the schedule for providing diagonal crossings in the area of Tseung Kwan O, Sai Kung.

82. Mr CHIM Tsz-sing of TD responded that he noted Members’ suggestion to provide diagonal crossings in the Tseung Kwan O area. Further update would be provided to Members once available.

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

- (3) Suggest closely following up the “Universal Accessibility” Programme to ensure smooth commencement of its works in Sai Kung District (SKDC(TTC) Paper No. 59/25)

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

85. Members noted the written reply from HyD (SKDC(TTC) Paper No. 68/25).

86. Members were pleased to see that HyD had provided information regarding the Provision of Universal Accessibility Facilities for the subway across Po Ning Road near Tseung Kwan O Po Ning Road Health Centre (Structure No.: NS149). They also enquired about the information on tree transplanting (including the locations and number of trees, etc.) as well as the timeline for the entire works.

87. Mr David AU of HyD responded that in order to facilitate the lift retrofitting works, the contractor had to use part of the area of Tseung Kwan O Hospital Poolside Garden and remove or transplant some existing trees in the garden so as to construct a temporary

construction entrance/exit. It was understood that, after the project team actively responded to the department's comments on the tree removal and compensatory planting proposal, approval was obtained in early May 2025. TD expected that the tree removal and transplanting would commence in June 2025, with the entire lift retrofitting works scheduled for completion in the third quarter of 2026. Additionally, regarding Members' enquiry about the number of trees to be removed as well as the locations of tree transplanting, the matter would be referred to the relevant section for follow-up.

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

- (4) Suggest optimising and expediting the construction timeline for road works in the Tseung Kwan O area
(SKDC(TTC) Paper No. 60/25)

89. The Chairman said that the discussion item was raised by Mr CHAN Kai-wai, Mr LAM Chun-ka and Mr Chris CHEUNG.

90. Members noted the written replies from HyD and the Water Supplies Department (WSD) (SKDC(TTC) Paper Nos. 69/25 and 70/25).

91. The Chairman welcomed the representative of WSD, including:

- Mr Thomas WANG, Engineer/New Territories East (Distribution 3).

92. Members' views were consolidated as follows:

- The department should have conducted numerous surveys and trial pit excavations before commencing the works. They enquired why the discovery of water mains within the works area during construction would cause a delay in the construction timeline.
- They suggested that the department should improve the workflow to shorten the construction duration as much as possible, so as to avoid obstructing major roads and posing hazards.

93. Mr David AU of HyD gave a consolidated response as follows:

- Regarding the lift retrofitting works for the footbridge across King Ling Road near the Hong Kong Design Institute (Structure No.: SK03), the associated diversion works for underground water mains were completed in February this year. The contractor was currently carrying out the foundation works. The entire lift retrofitting works were expected to be completed in the second quarter of 2026. HyD and the resident engineering staff would closely monitor the works progress and strive to

expedite the implementation.

- HyD placed great importance on all projects involving the closure of carriageways and pavements. It would actively take appropriate measures to expedite the works, thereby minimising the impact on road traffic and road users.
- Regarding the lift works for Fu Ning Garden and other places, it was understood that such lift projects would not only include the construction of lift structures but would also involve preparatory work, such as the relocation of underground utilities or trees. Therefore, it would cover multiple phases and types of work processes during the construction period. Detailed works information would be provided after the meeting.

94. Mr Thomas WANG, Engineer/New Territories East (Distribution 3), WSD responded that the waterworks project (Contract No.: 5/WSD/21) in the area of King Ling Road and Chui Ling Road involved the rehabilitation of an existing primary fresh water main with a diameter of 900 mm. In addition to the primary water main, the project site included some branch mains and reserved branch connections, among other ancillary facilities. In general, the department would confirm the alignment of underground water mains through the record drawings, the locations of valve chambers on the ground and necessary utility detection. However, due to various alteration works or road resurfacing, some valve chambers might have been buried. Therefore, during the improvement works, engineering staff discovered some unexpected branch mains not indicated in the drawings while inspecting the water main, leading to extra time for planning and implementation of the corresponding rehabilitation works.

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

IV. Any Other Business

96. No other business was raised by Members.

V. Date of Next Meeting

97. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 24 July 2025 (Thursday).

98. The meeting ended at 12:22 p.m.

Sai Kung District Council Secretariat
June 2025