

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

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Date : 24 July 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
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 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 Alex LEE	Manager, Operations,
Mr Karl HUEN	Kowloon Motor Bus Company (1933) Limited
Mr Thomas CHAN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited
	Assistant Corporate Communications Officer, Citybus Limited

} For agenda  
item II(A)

## **Absent**

Mr LAM Chun-ka

Member of Sai Kung District Council

## **Welcome Remarks**

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

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

### **I. Confirmation of Minutes of the 3rd Traffic and Transport Committee Meeting held on 22 May 2025**

3. The Chairman said that the Secretariat had not received any proposed amendment before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the above minutes were confirmed.

## **II. Report Items**

(A) Major changes in public transportation services launched in Sai Kung District from 1 May 2025 to 30 June 2025  
(SKDC(TTC) Paper No. 71/25)

4. Members noted the paper.

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

- She enquired about the operation and patronage of kaito ferry service of "Tseung Kwan O (South) – Sai Wan Ho".
- She asked whether the Transport Department (TD) could play a co-ordinating role in increasing the service frequency of kaito ferry service to pick up passengers crossing the harbour during MTR railway incidents.

6. Miss Mandy WONG, Senior Transport Officer/Sai Kung, TD responded that TD had recently informed Members in writing about the current situation of kaito ferry service and the updated service timetable. The patronage following the service adjustment would be provided after the meeting. Before adjustment to the service hours was made, the average patronage of kaito ferry service during weekends/holidays was around 190 passengers per day. TD would continue to review the situation of this

kaito ferry service. Furthermore, in the event of MTR railway incidents, TD would alert various public transport operators as soon as possible according to established procedures, so that they could increase service frequency for affected passengers. TD would also remind the relevant kaito ferry service operator (kaito operator) to closely monitor the situation if similar incidents occurred, and to make the greatest effort possible to direct and assist affected passengers.

7. The Chairman suggested that the kaito operator could introduce an additional sightseeing route on Friday and weekend evenings to enhance Tseung Kwan O's appeal to visitors.

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

- She suggested extending the ferry route to LOHAS Park.
- She suggested that the department should put more efforts into promoting the kaito ferry service.
- She enquired whether TD had played a co-ordinating role in increasing the frequency of kaito ferry service to assist affected passengers on the day of the railway incident on 22 May.

9. Members suggested providing feeder services between different transport modes to enhance passenger connectivity from Tseung Kwan O MTR Station to the landing facility at Tseung Kwan O South.

10. Miss Mandy WONG of TD responded as follows:

- TD had worked with the relevant kaito operator to review its service, including the nature of the ferry route, service hours and the expansion of the service catchment. Due to the current lack of suitable landing facilities at LOHAS Park, kaito ferry points could not be introduced at the moment. Additionally, regarding the suggestions to adjust the service catchment and service hours, TD would continue to negotiate and explore with the relevant kaito operator. To promote the kaito ferry service, the relevant kaito operator had tried to collaborate with other public transport operators to place publicity materials on their transport vehicles and facilities. Concurrently, the relevant kaito operator had promoted its service via social media platforms.
- TD noted Members' views on the emergency railway incident reporting mechanism, and would remind the relevant kaito operator to monitor the situation when necessary.

11. Members' views were consolidated as follows:

- They suggested providing a landing at LOHAS Park.
- They enquired about the licensing conditions and criteria established by TD

for kaito operators.

- They recommended that the relevant kaito operator carefully devise operational strategies and submit an improvement plan to the department.
- They opined that developing marine transport would ease traffic on roads or railways, providing the residents of Tseung Kwan O with an additional travel option.
- They suggested introducing new ferry routes or extending the existing route to other destinations, such as from Tseung Kwan O to Central, Wan Chai or Tsim Sha Tsui.
- They suggested introducing a sightseeing route during holidays and weekends.
- They suggested enhancing co-ordination between TD's offices in Sai Kung District and Eastern District to set up efforts in promoting of the kaito ferry service in both districts.
- They took the view that the MTR Corporation Limited (MTRCL) should make suitable arrangements more actively and promptly in the event of incidents.
- They suggested that TD should work out a co-ordination mechanism to promptly grasp the latest situation during an emergency.
- They suggested that TD could incorporate a clause to ensure a certain operational period when entering into contracts with kaito operators.
- They suggested improving the landing facility at Tseung Kwan O South, such as installing railings.

12. Miss Mandy WONG of TD responded as follows:

- She noted Members' suggestions. TD would continue to discuss the plan for service enhancement with the relevant kaito operator to maintain the operation of kaito ferry service.
- Taking note of Members' views on the landing facilities, she would relay them to the Civil Engineering and Development Department for consideration.
- Regarding Members' concerns about the publicity arrangements in Eastern District, the relevant kaito operator had put up relevant publicity banners along Tai Hong Street in Sai Wan Ho in January this year.
- She noted Members' suggestions to place additional signage and publicity materials within Tseung Kwan O South Park. TD would assist the relevant kaito operator in co-ordinating with the Leisure and Cultural Services Department (LCSD).
- TD had proposed extending the ferry route to Central and other areas to the relevant kaito operator. As far as TD understood, the operator currently had no intention to extend the ferry route, after considering factors such as resources, manpower and journey time, and comparing these with other public transport options in Tseung Kwan O. Nevertheless, TD would relay Members' views to the operator for consideration.

13. Members' views were consolidated as follows:

- They enquired about the reason for not increasing the service frequency of cross-harbour buses on the days of the two MTR railway incidents (22 May and 18 July).
- They suggested that some bus routes passing through the Cross Bay Link in Tseung Kwan O (CBL) and the Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel) could be operated on a whole-day basis. Examples included bus route no. 690S, Citybus Limited (Citybus) route no. 790 and Kowloon Motor Bus Company (1933) Limited (KMB) route no. 298X.
- They enquired whether the plan to amalgamate KMB route nos. 93K and 95M had been shelved.
- They asked for information on the training buses running in Tiu Keng Leng.
- They enquired about details of a bus operated by Citybus that pulled over on the Cross Bay Bridge (CBB) due to an accident on 17 July.
- There were other buses using the bus stops of Citybus for pick-up and drop-off at Tseung Kwan O Station Public Transport Interchange (PTI) at about 7:00 a.m. from Mondays to Saturdays. They enquired whether those buses were operated by Citybus.

14. The Vice-Chairman noted that part of the Central Kowloon Bypass would be commissioned at the end of the year. She enquired about the implementation plan and schedule for bus routes via the Central Kowloon Bypass (e.g. Citybus route nos. 795 and A28X).

15. Mr Thomas CHAN, Assistant Corporate Communications Officer, Citybus responded as follows:

- With the increase in patronage, Citybus was willing to explore the feasibility of increasing the service frequency of bus routes operating via CBB and TKO-LT Tunnel in response to passenger demand. For example, the "LOHAS Express" bus route no. 790 had recently been converted to whole-day service. In the future, for some of the more popular routes, such as bus route no. 690S, discussions regarding the possibility of increasing service frequency would be held with KMB, depending on passenger demand.
- As stated in the Bus Route Planning Programme 2025 - 2026 for Sai Kung District (the Programme), the re-routing of bus route no. 795 passing by the new road section and the introduction of bus route no. A28X depended on the finalised arrangements for the road network. Currently, Citybus would keep in view the commissioning date of the Trunk Road T2 and Cha Kwo Ling Tunnel and maintain close communication with TD.
- TD had established a driving test centre at Citybus Tseung Kwan O Depot early this year. To meet the demand for recruiting bus captains, Citybus would arrange driving training in the district, which would help local residents obtain bus driving licences and secure local employment.

- Citybus would follow up with Members after the meeting regarding the enquiries about Tseung Kwan O Station PTI, aiming to minimise the impact on passengers waiting for franchised bus services.

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

- He noted the proposed whole-day operation or increase in the service frequency of bus route no. 690S and KMB route no. 298X, and would explore their feasibility in response to passenger demand.
- During MTR incidents, KMB had taken contingency measures to increase the service frequency of its bus routes. KMB would also simultaneously release the latest information to Members.
- KMB would continue to explore with TD whether any bus routes would operate via the Central Kowloon Bypass.
- Having considered various submissions received regarding the proposed amalgamation of KMB route nos. 93K and 95M, TD had advised in the “Settled Bus Route Planning Programme” that the proposal would not be taken forward at the current stage.

17. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded that, as stated in the paper submitted to TTC by the relevant section of TD on 23 June this year, the views from the relevant District Councils had been consolidated. In response to Members’ concerns about the impact of the proposal relating to KMB route nos. 93K and 95M on residents in the Tsui Lam and Sau Mau Ping areas, the proposal would not be finalized at the current stage. TD would continue to monitor the service levels of and demand for the routes in question and discuss on suitable service arrangements in due course.

18. Members said that the left turn from Chui Ling Road to King Ling Road was a right-angled traffic light junction, which might pose some degree of difficulty for probationary driving licence holders. They suggested that driving test routes should be planned to avoid passing through this location. In addition, communication with Members of the Sai Kung District Council (SKDC) could be enhanced before setting up the driving test centre for buses.

19. Mr Thomas CHAN of Citybus responded that the two driving test routes were approved by TD, and other information would be supplemented after the meeting.

20. Members enquired about the feasibility of operating the bus routes via CBB and TKO-LT Tunnel on a whole-day basis, such as bus route no. 690S.

21. Miss Mandy WONG of TD responded that, taking bus route no. 690S as an example, TD was co-ordinating with the bus companies. TD welcomed applications from bus companies to adjust or increase service frequency based on passenger demands. Also, TD would continue to follow up with the bus companies.

(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. 72/25)

22. Members noted the paper.

23. Members' views were consolidated as follows:

- They enquired about the works schedule and the final design proposal for the improvement to the design of the pedestrian crossing on Chi Shin Street. They suggested inviting Members and relevant stakeholders for a site inspection.
- They enquired about the reasons for painting reddish-brown road markings at the pedestrian crossings on Sheung Ning Road and Pui Shing Road near Po Leung Kuk Fung Ching Memorial Primary School, as well as the works schedules. They also suggested installing yellow flashing beacons.
- They enquired about the consultation result and works schedule for the provision of pick-up/drop-off points for persons with disabilities at the roundabout of Beverly Garden.

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

- TD had received a letter from the Owners' Committee at the last meeting and subsequently provided detailed drawings and technical data to clarify the relevant works details. According to TD's response, the Owners' Committee had no further enquiries. After addressing the final comment, TD had issued a works request to the Highways Department (HyD). Regarding the works schedule and progress, he asked HyD to provide details.
- TD would arrange for a site inspection at the pedestrian crossing on Chi Shin Street as soon as possible.
- The provision of red road markings at the pedestrian crossing near Po Leung Kuk Fung Ching Memorial Primary School was intended to remind drivers of the pedestrian crossing ahead. A "Slow" road marking and a speed reduction sign had already been in place to alert drivers. However, given the location's proximity to the school and the frequent presence of students, TD decided to adopt the proposal to add red road markings to further safeguard pedestrian safety.
- TD had completed the consultation on the provision of pick-up/drop-off points for persons with disabilities at Tong Ming Street and Beverly Garden and issued a works request to HyD. He asked HyD to provide an update on the latest progress.

25. The Vice-Chairman suggested providing road signage and painting "Slow" road markings on Sheung Ning Road and Pui Shing Road near Po Leung Kuk Fung Ching

Memorial Primary School.

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

- HyD had received the works request issued by TD in June regarding the improvement to the pedestrian crossing at Chi Shin Street. HyD was currently undertaking the preparation works, such as applying for excavation permit and preparing temporary traffic arrangements, which were expected to be completed in the fourth quarter of this year. The works would commence subsequently, with the entire works project scheduled for completion in the first or second quarter of next year.
- Details of the works on Pui Shing Road would be provided after the meeting.

27. Mr CHIM Tsz-sing of TD noted the suggestions and would explore the feasibility of providing road signage and additional “Slow” road marking near Po Leung Kuk Fung Ching Memorial Primary School.

28. Members suggested installing yellow flashing beacons at the locations of Sheung Ning Road and Pui Shing Road near Po Leung Kuk Fung Ching Memorial Primary School, to help drivers identify the exact locations of the pedestrian crossings more clearly.

29. Mr CHIM Tsz-sing of TD responded that TD could study the feasibility of providing zebra crossings and yellow flashing beacons after data collection and studying.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)  
(SKDC(TTC) Paper No. 73/25)

30. Members noted the paper.

31. The Vice-Chairman enquired about the progress of painting a “Tseung Kwan O” road marking on the fast lane of Hiram’s Highway towards Kowloon.

32. Members’ views were consolidated as follows:

- They enquired about the specific location where a minibus parking space would be provided on Po Yap Road near Tong Chun Street (Project No.: NE/25/01007).
- They enquired about the details and effectiveness of providing red markings on the carriageway of Tong Yin Street near French International School of Hong Kong (Project No.: NE/25/00619).

33. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD responded that HyD had

added a “Clear Water Bay” marking on the road surface of Hiram’s Highway in May this year.

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

- The drawings of the minibus parking space on Po Yap Road near Tong Chun Street would be provided after the meeting to illustrate its location and size.
- Regarding the provision of red markings on the carriageway of Tong Yin Street near French International School of Hong Kong, similar red markings would also be applied at the pedestrian crossing on Chi Shin Street. TD would then review and assess the effectiveness.

35. The Vice-Chairman suggested providing a “Tseung Kwan O” road marking on the road surface near the roundabout of Nam Pin Wai to allow drivers to prepare in advance. She also suggested inviting Members and relevant stakeholders for a site inspection.

36. Members’ views were consolidated as follows:

- They suggested extending the double white lines on the leftmost lane of Hiram’s Highway near Cheng Chek Chee Secondary School to prevent accidents caused by vehicles abruptly and successively changing lanes.
- They suggested providing “Right Lane for Tseung Kwan O” signage at the middle section of Hiram’s Highway towards Clear Water Bay.

37. Mr Johnathan BOEDIHARDJO of TD noted Members’ views, and would study their feasibility.

(D) Progress Report of Major Works of the Sai Kung District Council  
(SKDC(TTC) Paper No. 74/25)

38. Members noted the paper.

39. The Vice-Chairman said due to insufficient lighting around Pak Wai, she suggested providing reflective facilities (such as road studs) and markings.

40. Mr Viggo CHAN, District Engineer/Sai Kung, HyD noted Members’ views on Hiram’s Highway Improvement Stage 2 project (the Stage 2 Project), and would relay them to the project team of the Stage 2 Project from the Major Works Project Management Office of HyD. HyD would follow up with TD regarding 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. 75/25)

41. Members noted the paper.

42. Members suggested that the Police should step up law enforcement against dangerous cycling by food delivery couriers.

43. Mr CHENG Tsz-wah, OC District Traffic Team, Tseung Kwan O District, Hong Kong Police Force (HKPF) responded that the Police would take monthly law enforcement actions against illegally parked bicycles with prosecutions instituted every time. Regarding the problem of dangerous cycling by food delivery couriers raised by Members, the Police would instruct frontline officers to pay more attention to and monitor the relevant situation.

44. The Vice-Chairman suggested planning designated parking zones for shared bicycles.

45. Members' views were consolidated as follows:

- They relayed that residents' bicycles could not be retrieved after the clearance, and would be scrapped eventually. They recommended providing clear signage to indicate that bicycle parking areas would allow parking for 24 hours only.
- They suggested enhancing communication with bicycle-sharing operators to improve management.

46. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, Sai Kung District Office (SKDO) responded as follows:

- SKDO was mainly responsible for co-ordination of inter-departmental joint clearance operations against illegally parked and abandoned bicycles. The proposals for designated parking zones for shared bicycles had to be submitted to TD for consideration and assessment.
- The Secretariat would collate views on public bicycle parking areas after the meeting and forward them to TD for consideration of improvement measures, such as installing "24-hour parking only" signage to the bicycle parking areas.
- SKDO had previously discussed improvement plans with TD and LocoBike through the Sai Kung District Management Committee regarding the illegally parked and abandoned shared bicycles in the district, and had established a handling mechanism. Upon receiving reports via 1823, from SKDC Members or the public, SKDO would directly forward the relevant location details and photos to LocoBike for follow-up. LocoBike also said that dedicated teams would be deployed daily to address illegally parked and abandoned bicycles in Sai Kung District. SKDO would continue to monitor the situation closely and enhance communication with TD and LocoBike.
- SKDO noted that a new operator, HelloRide, had recently entered the bicycle-sharing market in the district. In this connection, SKDO had suggested TD to closely monitor the situation.

- During inter-departmental joint clearance operations, SKDO would review whether there was a growing trend in the number of illegally parked and abandoned shared bicycles. SKDO would also continue to enhance co-ordination and communication with relevant departments and operators.

47. Members' views were consolidated as follows:

- They suggested conducting regular joint clearance operations against “dead bicycles” and abandoned bicycles so as to maintain environmental cleanliness.
- They reported that a significant number of shared bicycles were parked at pedestrian crossings, obstructing residents' access. They suggested that the department actively consider planning designated parking zones for shared bicycles.

48. The Chairman suggested that Members take photos of any shared bicycles obstructing passageways and forward them to the relevant department. Citizens or volunteers who encountered similar situations were encouraged to assist in resolving the issue.

49. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD noted Members' views and would forward them to the relevant section for consideration.

(F) Statistics on cycling accidents  
(SKDC(TTC) Paper No. 76/25)

50. Members noted the paper.

51. Members' views were consolidated as follows:

- They suggested that the Police step up law enforcement and prosecution against the suspected users of electric mobility devices (EMDs) on roads.
- They asked TD to provide an update on the latest progress regarding the regulation of EMDs.

52. Ms Eunice HUI of TD said that information regarding the regulation of EMDs could not be provided during the meeting. She would forward Members' views to the relevant section and provide supplementary information after the meeting.

53. Mr Ian COWIESON, District Operation Officer, Tseung Kwan O District, HKPF responded as follows:

- He understood the community's concerns about the use of EMDs.
- The Police would conduct regular law enforcement actions approximately on a monthly or bimonthly basis, targeting EMD users on footpaths or food

delivery couriers who failed to comply with traffic signals. The Police were aware that local residents occasionally used EMDs for convenient travelling. However, the Police's law enforcement actions had to be taken strictly in accordance with the law. As such, three to five offenders would be prosecuted during each of these enforcement actions.

(G) Statistics on illegal parking  
(SKDC(TTC) Paper No. 77/25)

54. Members noted the paper.

55. The Chairman thanked the Police for stepping up patrols and put chalk marks (commonly known as “drawing ghost legs”) on the tyres of vehicles parked at the car park around the Lung Ha Wan roundabout, which effectively resolved the issue of illegal parking. He suggested inter-departmental co-operation to address prolonged parking of vehicles.

56. Mr CHENG Tsz-wah of HKPF responded that reports were occasionally received from Members as well as colleagues from the Police Community Relations Office, particularly regarding the situation at Tai Au Mun Road Car Park. For vehicle owners suspected of illegal parking, the Police would take the initiative to call them to request immediate removal of their vehicles. Additionally, the Police would ensure that the frontline colleagues would “draw ghost legs” at the car park every week. Even if a vehicle owner had already received a penalty ticket against illegal parking, the Police would check again the next day and issue a new penalty ticket to reinforce the traffic enforcement effect until the vehicle owner ceased to illegally occupy the parking space.

57. Members' views were consolidated as follows:

- They enquired about the difference between the number of complaints received regarding illegal parking in various districts and the actual number of penalty tickets issued, as well as the reasons behind the difference.
- The current issue of roadside skips being abandoned or placed indiscriminately was severe. Members were concerned that the situation might worsen further due to the likely resumption of the sites for placing skips in Area 137. They suggested that temporary sites for placing skips should be provided as a short-term measure, and that a registration system should be implemented in the long term.

58. The Vice-Chairman said that in several key locations, such as Pak Shing Kok or Tseung Kwan O Industrial Estate (i.e. the vicinity of Tseung Kwan O InnoPark), a serious issue had been identified involving roadside skips being abandoned or placed indiscriminately. She suggested that the Police should step up enforcement efforts.

59. Mr Simon HUI, Senior Executive Officer (District Management), SKDO

responded that SKDO had regularly co-ordinated joint operations to clear skips located in the vicinity of the Tseung Kwan O Industrial Estate. Under the prevailing arrangements, the Lands Department (LandsD) would affix a statutory notice under the Land (Miscellaneous Provisions) Ordinance (Cap. 28) (the Ordinance) on an illegally placed skip, requiring the relevant party to remove it before the date specified in the statutory notice. If the skip was not removed by the party concerned within the timeframe specified in the statutory notice, relevant Government departments would effect its removal. Regarding the suggestions to establish a long-term registration system for the regulation of skips, or to designate specific locations in Area 137 for the industry to place skips, these should be referred to other relevant departments for follow-up and consideration.

60. Members' views were consolidated as follows:

- They suggested that the Police strengthen enforcement actions outside Ocean Shores' shopping arcade, in the vicinity of Saint Francis University, and at Choi Ming Street near Choi Ming PTI.
- They recommended incorporating statistics on illegal parking along O King Road.

61. Mr CHENG Tsz-wah of HKPF responded as follows:

- Last month, the Police had proactively taken enforcement actions at Choi Ming Street near Choi Ming PTI, prosecuting over 40 drivers for illegal parking along double yellow lines. The Police had also placed traffic cones on the footpath to obstruct pedestrians from boarding taxis, and reminded taxi drivers not to stop thereat.
- The Police would step up enforcement actions outside Ocean Shores' shopping arcade.
- The current issue of illegal parking along O King Road was under control. Therefore, HKPF would not consider incorporating the relevant statistics in the paper.

62. Members' views were consolidated as follows:

- Seven to eight vehicles were found illegally parked along O King Road every evening. However, owing to limited police resources, patrols could only be conducted once a week.
- They enquired whether, following the launch of the digitalisation of fixed penalty notices (penalty tickets), a second penalty ticket would only be issued after a certain period of time.

63. The Chairman suggested that the Police should conduct more patrols along O King Road.

64. Mr CHENG Tsz-wah of HKPF responded that when the frontline staff identified an illegally parked vehicle and was ready to issue a penalty ticket, the computer system would automatically check whether a penalty ticket in relation to the vehicle had been issued within the last 30 minutes. If a record was found, no duplicate penalty ticket would be issued. He further said that penalty tickets would currently be issued under a “dual-track” arrangement, under which offenders would receive both electronic and paper penalty tickets. This arrangement was expected to continue for one year until further notice.

### **III. Discussion Items Suggested by Members (Total eight discussion items)**

#### **(A) Two discussion items related to other public transport services**

- (1) Suggest changing the use of the taxi stand at Yi Chun Street in Sai Kung (SKDC(TTC) Paper No. 78/25)

65. The Chairman said that the discussion item was raised by Mr LI Tin-chi, Mr CHAN Kuen-kwan, Mr YAU Ho-lun, Mr Philip LI, Mr CHAN Chi-ho, Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr WAN Kai-ming, Mr CHEUNG Chin-pang, Mr Kelvin YAU, Ms LI Ka-yan, Mr WONG Yuen-hong, Mr LAM Chun-ka, Mr CHAN Kwong-fai, Mr WONG Wang-to, Ms KI Lai-mei, Mr CHONG Yuen-tung, Mr TSANG Kwok-ka, Ms Angel CHONG and the Vice-Chairman.

66. Members noted the written reply from TD (SKDC(TTC) Paper No. 86/25).

67. Members’ views were consolidated as follows:

- They asked TD and the Planning Department to provide statistics on the current shortage of vehicle and motorcycle parking spaces in Sai Kung town centre, based on the “Hong Kong Planning Standards and Guidelines”.
- They suggested providing a long-term proposal to increase the number of parking spaces in Sai Kung town centre.
- They suggested that the taxi stand at Yi Chun Street should be converted into a metered parking area, and the nearby metered parking spaces should be vacated and changed into motorcycle parking spaces.

68. Mr Johnathan BOEDIHARDJO of TD noted Members’ suggestions regarding the taxi stand and parking spaces at Yi Chun Street in Sai Kung. TD had to carefully balance the operational requirements for taxi pick-up and drop-off with the parking needs of other drivers. Currently, drivers might use other nearby roadside parking spaces. There was also public car parks near Sai Kung town centre for drivers’ use. TD would continue to monitor the operation of taxi stands and parking spaces within Sai Kung town. Where necessary, TD would explore the feasibility of enhancement measures with relevant stakeholders and invite SKDO to conduct consultations.

69. The Chairman suggested that rural committee members could pay more attention to suitable locations nearby, take reference photos, and submit them to the relevant departments for vetting and approval. He also proposed improving and converting the road behind Sai Kung Tang Shiu Kin Sports Ground into parking spaces for motorcycles or metered parking spaces.

70. 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 improving the ventilation and cooling facilities at Hang Hau Station Public Transport Interchange (SKDC(TTC) Paper No. 79/25)

71. The Chairman said that the discussion item was raised by Mr CHAN Chi-ho, Mr LAM Chun-ka, Mr TSANG Kwok-ka, Mr Philip LI, Ms TAM Chuk-kwan, Ms LI Ka-yan, Mr CHONG Yuen-tung, Mr WONG Yuen-hong, Ms Natasha YU, Mr WAN Kai-ming, Mr Ken CHAN, Ms SZE Pan-pan, Ms Angel CHONG, Ms KI Lai-mei, Mr YAU Ho-lun, Mr Chris CHEUNG, Mr CHEUNG Chin-pang and the Vice-Chairman.

72. Members noted the written reply from TD (SKDC(TTC) Paper No. 87/25).

73. Members' views were consolidated as follows:

- They suggested cleaning fans and other ventilation equipment regularly at various bus termini in Sai Kung and Tseung Kwan O.
- They suggested providing free water filling stations at various bus termini in Sai Kung and Tseung Kwan O.
- The five wall-mounted fans currently installed at Hang Hau Station PTI were considered insufficient. They suggested installing additional wall-mounted fans.
- They suggested installing air purifying facilities at Hang Hau Station PTI to improve air quality thereat.
- They suggested advancing the activation time of the fans to 6:00 a.m. at Hang Hau Station PTI.
- They asked TD to provide the latest air quality test result for the PTIs in Sai Kung and Tseung Kwan O.
- They enquired if the airflow from the ventilation system at Hang Hau Station PTI could be enhanced.
- They suggested improving mobile phone reception at Hang Hau Station PTI or LOHAS Park Station PTI.

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

- She suggested providing an air-conditioned passenger waiting hall at Hang

Hau Station PTI to improve the waiting experience.

- She recommended enhancing the cleaning of walls.
- She suggested improving bicycle hooks at the stand for green minibus route no. 109M (heading towards Hang Hau Station) outside Hang Hau Station PTI to prevent obstruction of passengers' access.

75. Miss Mandy WONG of TD responded as follows:

- TD regularly appointed cleaning contractors to clean various PTIs. Regarding Members' suggestion to enhance cleaning efforts, TD would continue to monitor the situation and follow up with the cleaning contractors.
- TD would consult the Electrical and Mechanical Services Department (EMSD) to explore technical improvement measures in air quality or temperature within PTIs, so as to provide passengers with a more pleasant waiting environment.
- TD would continue to follow up with EMSD regarding the activation/deactivation time of the fans.
- TD would review and follow up the issue of miscellaneous objects within the PTIs.

76. Members suggested providing floor-standing fans of new models at Hang Hau Station PTI and considering the introduction of a misting system.

77. Miss Mandy WONG of TD responded as follows:

- Regarding the latest air quality monitoring result at the PTIs in Sai Kung and Tseung Kwan O, TD would provide the supplementary data after the meeting.
- TD would take into account various considerations including actual site conditions, resources allocation and venue space, for the suggestion to install new self-standing fans, to improve ventilation at the entire PTI.

78. 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.

**(B) Six discussion items related to road works / facilities**

- (1) Suggest increasing the frequency of inspection and pruning of roadside trees in Sai Kung District and optimising the notification mechanism on the risk of tree collapse to enhance road safety  
(SKDC(TTC) Paper No. 80/25)

79. The Chairman said that the discussion item was raised by Mr CHAN Kuen-kwan, Mr LI Tin-chi, Mr YAU Ho-lun, Mr WONG Wang-to, Mr Philip LI, Mr LAM Chun-ka, Ms LI Ka-yan, Mr Kelvin YAU, Mr Chris CHEUNG, Mr CHONG Yuen-tung,

Mr CHEUNG Chin-pang, Mr CHAN Chi-ho, Ms KI Lai-mei, Mr CHAN Kwong-fai, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr CHAN Kai-wai, Ms Angel CHONG, Mr Ken CHAN, Mr WONG Yuen-hong, Mr CHAU Ka-lok and the Vice-Chairman.

80. Members noted the written replies from the Development Bureau (DEVB), LCSD, HyD, and the District Lands Office, Sai Kung (DLO/SK) (SKDC(TTC) Paper Nos. 88/25 to 91/25).

81. Members' views were consolidated as follows:

- They suggested conducting more inspections and avoid planting tall trees under the Stage 2 Project, so as to minimise the potential risk of collapse.
- They suggested reviewing and removing plants from noise barriers or central reservations, and handling ageing trees promptly.

82. The Vice-Chairman highlighted that roots of large trees might damage road surfaces and affect nearby residences. She suggested that relevant departments consider prioritising the handling of trees that would pose a risk of collapse at the village entrances or on main road sections.

83. The Chairman thanked the relevant departments for clearing 80% to 90% of collapsed trees caused by the typhoon, with only 10% to 20% remaining which would require continued follow-ups.

84. Mr Viggo CHAN of HyD responded as follows:

- He would relay Members' views to the design team of the Stage 2 Project. The team would consider these views in accordance with the prevailing guidelines, while balancing actual circumstances and planting requirements.
- HyD would follow the "Guidelines for Tree Risk Assessment and Management Arrangement" published by DEVB. HyD would arrange for tree risk assessments to be conducted annually before the typhoon season in areas with high pedestrian and vehicular flows, and would implement appropriate mitigation measures to reduce the risk of tree collapse. HyD understood the concerns raised by Members regarding the road sections with a high risk of tree collapse, including Clear Water Bay Road and Hiram's Highway. HyD had already implemented a series of reinforcement measures and would conduct more inspections.
- The plants near the noise barriers should have been cultivated under the prevailing guidelines. He would relay Members' views to the relevant section for further adjustment.

85. Members' views were consolidated as follows:

- They suggested that the department should review the plants at the noise

barriers or central reservations.

- They enquired whether risk assessments had been conducted on the trees which had recently collapsed on the highway.

86. The Vice-Chairman asked which department(s) should be responsible for wild trees in rural villages.

87. Mr WONG Kwai-sun, Administrative Assistant/Lands, DLO/SK responded that LandsD was responsible for ad hoc clearance and maintenance of trees on unallocated and unleased government land that were not under the routine maintenance responsibility of specified government departments (including trees on the slopes maintained by LandsD), when necessary (such as upon receiving complaints or referrals).

88. Mr Viggo CHAN of HyD responded as follows:

- Regarding the trees not planted by HyD at the noise barriers, he would relay the information to the maintenance team for inspection and assessment to determine whether pruning was required due to the potential hazards caused to road users.
- He would provide the relevant risk assessment data after the meeting.

89. The Chairman asked DEVB, LCSD, HyD 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.

- (2) Suggest reviewing and optimising the spiral roundabout design for the roads in Tseung Kwan O (SKDC(TTC) Paper No. 81/25)

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

91. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 92/25 and 93/25).

92. Members' views were consolidated as follows:

- They asked HKPF to provide traffic accident statistics for each exit of the roundabouts that had been converted to spiral design in Tseung Kwan O over the past five years.
- They suggested reviewing the traffic volume at roundabouts.
- They suggested installing closed-circuit television cameras at traffic black spots at roundabouts.

93. The Vice-Chairman said that most drivers were unfamiliar with using roundabouts. She suggested that TD should provide additional road signage for roundabouts and strengthen publicity and educational efforts.

94. Mr CHIM Tsz-sing of TD noted Members' views and would study their comments on roundabouts.

95. Members enquired whether footage capturing other drivers failing to use their direction indicators could be reported to the Police.

96. Mr Ian COWIESON of HKPF responded that failure to use direction indicators correctly when using roundabouts might constitute careless driving. Drivers who witnessed suspected careless driving might report such incidents to the Police by electronic means. Overall, the incidence of traffic accidents at roundabouts was not high, and the Police did not regard roundabouts as black spots for traffic accidents. However, the occurrence of traffic accidents was primarily determined by drivers' behaviour and driving attitude.

97. 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.

- (3) Concern about impact to the traffic of Cross Bay Link and Tseung Kwan O – Lam Tin Tunnel after the future commissioning of the Central Kowloon Bypass (Kowloon Bay Section Tunnel) of Route 6 (Trunk Road T2) (SKDC(TTC) Paper No. 82/25)

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

99. Members noted the written replies from TD and HyD (SKDC(TTC) Paper Nos. 94/25 and 95/25).

100. Members enquired about the location of the toll booths at the Central Kowloon Bypass. They also suggested adjusting the charging scheme for the Central Kowloon Route.

101. The Chairman reflected that the road surface in front of the tunnel entrance on Tseung Kwan O CBB towards Kowloon had subsided, posing a risk of accidents. He suggested that the relevant departments strengthen inspection and maintenance efforts to prevent incidents resulting from damaged facilities.

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

- She enquired whether real-time traffic information for Route 6 could be provided to drivers via the variable message signs on CBL and TKO-LT Tunnel.
- She suggested that the main responsible department for CBL and TKO-LT Tunnel should appoint a dedicated liaison representative to facilitate direct communication.
- She enquired about the information and emergency contact details for Route 6.

103. Mr CHIM Tsz-sing of TD would refer the series of enquiries concerning the Route 6 to the relevant sections and provide supplementary information to Members after the meeting.

104. Mr David AU of HyD said that the issue of the uneven road surface on Tseung Kwan O CBB had been referred to colleagues of the Maintenance Section for follow-up. Additionally, he had reminded frontline management staff of HyD to step up routine patrols to ensure road safety.

105. The Chairman asked TD and 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 extending the traffic signal timing for the traffic lanes between Manor Hill of LOHAS Park and Shek Kok Road (SKDC(TTC) Paper No. 83/25)

106. The Chairman said that the discussion item was raised by Mr YAU Ho-lun, Mr CHAU Ka-lok, Mr WAN Kai-ming, Ms TAM Chuk-kwan, Mr CHAN Chi-ho, Mr WONG Yuen-hong, Ms KI Lai-mei, Mr CHONG Yuen-tung, Mr Philip LI, Mr LAM Chun-ka, Ms Angel CHONG, Mr TSANG Kwok-ka and the Vice-Chairman.

107. Members noted the written reply from TD (SKDC(TTC) Paper No. 96/25).

108. Members suggested adjusting the traffic signal timing for the traffic lanes between Manor Hill of LOHAS Park and Shek Kok Road during non-peak hours.

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

- She noticed that recently the ongoing large-scale pipeline works near Shek Kok Road had been occupying one of the traffic lanes. She suggested employing trenchless pipe-laying technology to minimise disruption to nearby residents.

- She suggested that the department should enhance communication with local stakeholders when undertaking major projects.
- She suggested that in the long run, the traffic lanes should be appropriately widened, and consideration should be given to adding a dedicated left-turn lane.

110. Ms Eunice HUI of TD noted Members' views and had relayed the suggestion to adjust the timing of the traffic signal timing to the Traffic Control Division. The relevant section would conduct site inspections and collect data for follow-up. Additionally, she said that the design of the junction would be reviewed after the meeting.

111. 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.

- (5) Suggest tackling the problem of illegal parking outside the Immigration Headquarters near Po Yap Road  
(SKDC(TTC) Paper No. 84/25)

112. The Chairman said that the discussion item was raised by Ms SZE Pan-pan, Ms Angel CHONG, Mr Philip LI, Ms KI Lai-mei, Mr CHONG Yuen-tung, Mr CHAN Chi-ho, Ms TAM Chuk-kwan, Mr YAU Ho-lun, Mr CHAU Ka-lok, Ms Natasha YU, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr WONG Yuen-hong and the Vice-Chairman.

113. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 97/25 and 98/25).

114. Members enquired about the commissioning date and the exact location of Location A in TD's written reply to the discussion item.

115. Mr CHIM Tsz-sing of TD responded that supplementary images would be provided after the meeting to explain the details of Location A.

116. Members' views were summarised as follows:

- Visitors would often board and alight from private vehicles at the bus stop on Po Yap Road near the Immigration Headquarters, preventing buses from properly pulling into the bus stop. As a result, bus passengers had to jaywalk after alighting. Members suggested designating suitable temporary pull off points for vehicles to pick up and drop off passengers at safe locations without obstructing the bus stop.
- They suggested that the Police should step up enforcement actions against illegal parking on Po Yap Road near the Immigration Headquarters.

- Members suggested installing a prominent sign near Location A to advise relevant vehicles that passenger pick-up and drop-off should be carried out at a suitable location.

117. The Chairman suggested collaborating with electronic navigation providers to direct vehicles to nearby streets of the Immigration Headquarters, such as Chi Shin Street, to facilitate safe passenger boarding and alighting without obstructing buses from reaching the bus stop. He further suggested designating pick-up/drop-off points near the bus stop or within the Immigration Headquarters in the future to alleviate the situation.

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

- TD would send staff to inspect the area in front of the bus stop again, to assess whether there were manoeuvring issue between buses and private vehicles and whether adjustment to the lay-by arrangement were needed subsequently.
- He noted Members' suggestion to add pick-up/drop-off points on the roadside. As there remained unused capacity at nearby parking areas, TD must first assess the utilization levels of the alternative locations before considering whether to proceed with improvement works at the proposed spots.

119. Mr CHENG Tsz-wah of HKPF responded that he would relay Members' views to frontline colleagues.

120. 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.

- (6) Suggest introducing wading lines in Sai Kung and Tseung Kwan O to ensure the safety of road users  
(SKDC(TTC) Paper No. 85/25)

121. The Chairman said that the discussion item was raised by Mr WONG Yuen-hong, Mr YAU Ho-lun, Ms Natasha YU, Mr TSANG Kwok-ka, Mr Ken CHAN, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr CHONG Yuen-tung, Ms TAM Chuk-kwan, Ms LI Ka-yan, Mr CHAN Chi-ho, Mr Philip LI, Ms Angel CHONG, Mr Chris CHEUNG and the Vice-Chairman.

122. Members noted the written replies from TD and the Drainage Services Department (DSD) (SKDC(TTC) Paper Nos. 99/25 and 100/25).

123. The Chairman suggested providing additional drainage facilities appropriately in low-lying areas within Sai Kung District, and stepping up inspections of flooding black spots within the district, so as to alleviate flooding.

124. Members' views were consolidated as follows:

- They reflected that drivers might be unable to see the words "Wading Line" after flooding. They suggested adding red wavy lines and the "Wading Line" markings at the starting and ending points of the affected areas to enhance visibility and facilitate identification.
- They enquired about the designation criteria for pilot areas under the relevant scheme. They suggested adding wading lines in flood-prone areas of Sai Kung and Tseung Kwan O, such as the section of Clear Water Bay Road near The Hong Kong University of Science and Technology towards Choi Hung.
- They suggested optimising the Pilot Scheme on Wading Line System, such as establishing a relevant notification mechanism.

125. The Chairman asked HyD and DSD 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**

126. No other business was raised by Members.

#### **V. Date of Next Meeting**

127. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 18 September 2025 (Thursday).

128. The meeting ended at 12:45 p.m.

Sai Kung District Council Secretariat  
August 2025