

(Confirmed minutes)
(Translation)

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

Date : 18 September 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 SZE Pan-pan	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai, MH	Member of Sai Kung District Council
Mr CHAN Kuen-kwan, MH	Member of Sai Kung District Council
Mr TSANG Kwok-ka	Member of Sai Kung District Council
Mr WAN Kai-ming	Member of Sai Kung District Council
Mr WONG Wang-to, MH	Member of Sai Kung District Council
Mr WONG Yuen-hong	Member of Sai Kung District Council
Ms KAN Tung-tung	Member of Sai Kung District Council
Ms TAM Chuk-kwan	Member of Sai Kung District Council
Mr LI Yangfei	Co-opted Member
Mr DONG Qizhen	Co-opted Member
Miss LEE Wai-lam, Vivian (Secretary)	Executive Officer (District Council)2, Sai Kung District Office

In Attendance

Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Miss LUI Tsz-kiu, Crystal	Assistant District Officer (Sai Kung)2 (Designate), Sai Kung District Office
Mr CHUNG Kai-yin	Senior Executive Officer (District Council), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), Sai Kung District Office
Ms TONG See-ming, Abigail	Liaison Officer i/c (Hang Hau), Sai Kung District Office
Ms CHAN Ka-man, Carmen	Liaison Officer i/c (Tseung Kwan O) Central, Sai Kung District Office
Miss WONG Wai-ming, Mandy	Senior Transport Officer/Sai Kung, Transport Department
Mr LEE Sui-kit, Donald	Senior Transport Officer/Sai Kung & Public Pier, Transport Department
Mr BOEDIHARDJO Johnathan, Ding-chian	Engineer/Sai Kung, Transport Department
Ms HUI Yi-lam, Eunice	Engineer/Pedestrian Improvements, Transport Department
Mr CHIM Tsz-sing	Engineer/Special Duties 1, Transport Department
Mr AU Chun-wai, David	District Engineer/Tseung Kwan O, Highways Department
Mr 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 TAM Ka-kuen	Sub-unit Commander (Operations Support), 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
Mr Karl HUEN	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited

Ms Penny CHUNG	Corporate Affairs Manager - Stakeholder Engagement, Citybus Limited	} For agenda item II(A)
Mr WU Kin-kei, Alan	Senior Engineer/Projects 1, Port Works Division, Civil Engineering and Development Department	
Mr MAK Ka-yeung, Terry	Engineer/Projects 1 C, Port Works Division, Civil Engineering and Development Department	
Mr CHAN Tsun-yin, Tiger	Assistant Engineer/Projects 1 A, Port Works Division, Civil Engineering and Development Department	
Mr LI Kam-sang	Technical Director (Civil), Mott MacDonald Hong Kong Limited	
Mr FONG Ki-chuen, Orange	Civil Engineer, Mott MacDonald Hong Kong Limited	
Mr WONG Wai-hung, Luke	Manager - External Affairs, MTR Corporation Limited	

Welcome Remarks

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

I. Confirmation of Minutes of the 4th Traffic and Transport Committee Meeting held on 24 July 2025

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

II. New Items

(A) Improvement Works at Yim Tin Tsai Pier
(SKDC(TTC) Paper No. 101/25)

3. The Chairman welcomed the following representatives to the meeting:

- Mr Alan WU, Senior Engineer/Projects 1, Port Works Division, Civil Engineering and Development Department (CEDD);
- Mr Terry MAK, Engineer/Projects 1 C, Port Works Division, CEDD;
- Mr Tiger CHAN, Assistant Engineer/Projects 1 A, Port Works Division, CEDD;
- Mr LI Kam-sang, Technical Director (Civil), Mott MacDonald Hong Kong Limited (MMHK); and

- Mr Orange FONG, Civil Engineer, MMHK.
4. Members noted the paper.
 5. Mr Alan WU, Senior Engineer/Projects 1, Port Works Division, CEDD and Mr LI Kam-sang, Technical Director (Civil), MMHK briefly introduced the project and its latest progress.
 6. Members' views were consolidated as follows:
 - They enquired about the service life of the floating platform, the anticipated changes in water level, and whether it would be provided with a roof cover.
 - They enquired whether the captioned project would adversely impact the nearby marine ecology and environment.
 - They enquired whether the design had accommodated the mooring needs of different types of vessels.
 - When several vessels were berthing or mooring at the same time, they asked if the pier would become overcrowded and if its safety would be affected.
 - They enquired whether there was a need to remove or relocate the facilities at the pavilion ashore, and whether the nearby platform would be enlarged for the convenience of constructing a barrier-free access.
 - They enquired about the cost of the captioned project.
 - In order to prevent overcrowding, they recommended expanding the passenger waiting area to provide sufficient space for passengers or users to queue up or gather.
 7. The Vice-Chairman enquired whether Phase 3 of the Pier Improvement Programme (PIP) would be implemented in the future and suggested constructing a pier near the breakwaters at the High Island Reservoir.
 8. The Chairman enquired about the commencement date and construction period of the works. He also suggested installing a roof cover and lighting facilities.
 9. Mr Alan WU of CEDD responded as follows:
 - Under the PIP, the Committee on Piers (the Committee), led by the Development Bureau and inter-departmental efforts, determined 23 public pier improvement works after taking into account a host of factors, such as usage rates of the piers, public views, connectivity to scenic and natural heritage attractions, public safety, and environmental and land issues. CEDD understood that residents or the public wished to include other piers in the PIP. CEDD would convey the relevant views to the Committee and consider them thoroughly when formulating the next phase of the PIP.
 - The cost of the original pier improvement proposal was relatively high. It would require more time to pool resources and apply for funding. With

limited resources, it was suggested to adopt a more streamlined proposal. The project was expected to be completed under the Capital Works Reserve Fund (i.e. project cost not exceeding \$50 million) and strive to commence as soon as possible.

- With the addition of roof cover, the floating platform would be more easily affected by winds, and the sizes of the piles and the platform to be installed would also need to be adjusted accordingly, resulting in a higher construction cost. The stability of sheltered floating platform would also be easily affected by strong winds, posing safety risks. Therefore, CEDD would not recommend adding roof cover at the floating platform, and suggested the public use the pavilion ashore and the existing pier facilities while waiting for vessels.
- Two new additional vessel berths would be provided under the captioned project.
- During the project implementation, a series of procedures, including consultation, gazettal, detailed design, tendering and funding applications, would be involved. The project was expected to commence in mid-2027 at the earliest, and the construction period would span approximately two years.

10. Mr LI Kam-sang of MMHK responded as follows:

- A series of assessments concerning the impact of the captioned project on the environment and the marine ecology had been conducted through site inspections carried out by divers to collect relevant information. The assessments concluded that there will be no significant impact on the marine ecology if suitable mitigation measures were taken during the construction stage.
- The captioned project would provide a total of three vessel berths, two of which would be located at the floating platform and one at the existing conventional landing steps.
- The freeboard of the berths at the floating platform were approximately one metre in height. Such standard was applicable to vessels travelling between outlying islands. For fishing vessels or other types of vessels operating in remote areas, they could use the existing berth at the landing steps according to their needs.
- The impact of the proposed works on the nearby pavilion would be minimised as far as practicable. During and after the proposed works, members of the public could wait for vessels at the pavilion and board vessels using the floating platform via the gangway.

11. Members' views were consolidated as follows:

- They asked the department to provide an actual budget estimate for the captioned project.
- Based on the “photomontage of preliminary layout” provided (the Layout),

the project was relatively straightforward and estimated to take around half a year to finish.

- They enquired about the differences between the simplified and the original proposals, and asked the department to provide information on the actual time saved and the works funding.
- They suggested constructing a rain shelter at the gangway.

12. The Chairman suggested using pre-cast units to shorten the construction period, enlarging the waiting area and adding more berths.

13. Mr Alan WU of CEDD responded as follows:

- The original proposal in 2023 involved the closure of the existing pier and the construction of a temporary pier, which would require a longer construction period and a higher cost. The streamlined approach currently adopted involved the provision of a floating platform next to the existing pier to create two additional berths. This proposal would not require relocation of the existing pier and would result in a lower cost for the project.
- Based on past experiences from the relevant projects, a series of environmental mitigation measures were required to be implemented at the construction site for typical floating platform works. Therefore, the construction period of approximately two years was considered reasonable.
- Wind load would cause the gangway to oscillate while crowds gathering on the gangway would also affect its stability. Since installing a roof cover over the gangway would increase safety risks and affect the project cost, such modification was not recommended.
- The department aimed to keep the project cost below \$50 million. At present, the project was at the preliminary study phase, and the environmental mitigation measures implemented during the project would also affect the overall cost.

14. Mr LI Kam-sang of MMHK responded that marine works would be easily affected by factors of uncertainty, such as the environment, hardware facilities and the weather. For instance, the works team would perform baseline environmental monitoring at the construction site; the floating platform was built at a shipyard in the Chinese Mainland and it must pass a series of tests, such as tests on the degree of inclination and load-bearing capacity, before obtaining the relevant certification from the Chinese Mainland; and vessels carrying out marine works must head to typhoon shelters for berthing during typhoons. With consideration of various factors mentioned above, the construction period was estimated to be at least two years, though the progress might be expedited under favourable weather conditions.

15. Mr Terry MAK, Engineer/Projects 1 C, Port Works Division, CEDD supplemented that, in addition to conducting piling works and constructing a floating platform, the project also required the installation of additional fixed platforms and catwalks. In

general, only one or two barges would be deployed to assist with marine works, so as to avoid occupying too much area of the waters or obstructing the operation of other vessels. Before the commencement of works, the environmental and water quality baseline monitoring must first be completed. The construction would then proceed from the coastal areas to offshore in an orderly manner. Given limited space and machinery, it would be difficult to conduct all works procedures simultaneously, including conducting piling works and installing the fixed platforms. Therefore, the project duration of approximately two years was within a reasonable range.

16. Members' views were consolidated as follows:

- They asked if the white platforms along the gangway on the Layout were fixed and suggested installing roof covers.
- They enquired whether an environmental impact assessment had been conducted for the captioned project, and asked about the piling methods to be employed.

17. The Chairman enquired whether the floating platform could be used for loading and unloading goods.

18. Mr Alan WU of CEDD responded as follows:

- The floating platform could be used for transporting goods, but it should not bear excessive weight.
- CEDD would not recommend installing roof covers at the white platforms as users should not be encouraged to wait at the floating platform, which would increase safety risks. Instead, the department suggested users wait at the pavilion ashore.

19. Mr LI Kam-sang of MMHK responded as follows:

- The proposed works project did not fall within the scope of designated projects under the Environmental Impact Assessment Ordinance (Cap. 499). Nevertheless, the department and the consultant had carried out a preliminary environmental impact assessment. After the assessment, the Environmental Protection Department confirmed that the project would have minimal impact on the environment.
- The bored piling method would be employed in the proposed works project, under which drilling would be conducted at the designated spots and materials in the boreholes would be removed. Piles would then be driven into the seabed until reaching the rock head level. Afterwards, the procedures for excavating the rock cores would be carried out. Upon the removal of rock cores, H-beams would be inserted and concrete would be injected. A construction method with minimal impact on the environment would be deployed throughout the entire pile construction process.

20. The Chairman asked CEDD and the consultant to follow up Members' views.

III. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 July 2025 to 31 August 2025
(SKDC(TTC) Paper No. 102/25)

21. Members noted the paper.

22. Members' views were consolidated as follows:

- They suggested the Transport Department (TD) provide detailed information on minibus route no. 116.
- They suggested increasing the service frequency of minibus and bus routes operating via the development project at the Anderson Road Quarry (ARQ) site.

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

- She suggested arranging charging facilities for electric public light buses (e-PLBs) in the vicinity of The Chinese Medicine Hospital of Hong Kong (CMHHK) to promote the electrification of minibus route no. 116.
- She suggested advancing the first departure time of minibus route no. 117A to facilitate travel for parents and students.
- She suggested advancing the first departure time of bus route no. 694S and increasing the service frequency.

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

- CMHHK would commence operation by the end of this year. TD had been discussing with the Health Bureau and various public transport operators to enhance public transport services in the Pak Shing Kok area. TD expected to provide relevant information and conduct consultation within October.
- TD was discussing matters related to e-PLB charging facilities with the operator of minibus route no. 116. TD also conducted a site inspection with the operator and the engineering staff of CMHHK this week. TD would continue to liaise with the operator, CMHHK, and the departments concerned regarding the relevant matters.
- TD noted Members' suggestions regarding transport services at the ARQ site. Public transport operators had already adjusted service frequency based on the intake progress of public housing estates at the ARQ site, as well as the needs of neighbouring schools. TD would continue to monitor the intake

progress of public housing estates at the ARQ site together with public transport operators, so as to adjust and increase service frequency in a timely manner. With the commissioning of new school premise within the ARQ site, some of the traffic routes had been adjusted. For example, Kowloon Motor Bus route no. 19 had been re-routed via On Hei Street to serve teachers and students in that area. TD would continue to flexibly arrange corresponding public transport services in line with the progress of public housing intake and development projects at the ARQ site.

- TD had conveyed to the bus company the suggestion to advance and increase the service frequency of Citybus route no. 694S, and would review passenger demand and continue to follow up with the bus company.

25. Mr Eric LEE, Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited (KMB) responded as follows:

- KMB was maintaining close communication with TD and proactively following up public transport arrangements after the completion of CMHHK.
- Since the introduction of bus route nos. 19 and 600 in March this year, KMB had been closely monitoring the operational performance of both routes. Over the past few months, KMB had progressively enhanced the bus services. KMB would continue to closely observe the operational situation and, when appropriate, explore with TD further arrangements to enhance the services.
- Regarding other routes serving the ARQ site, including bus route nos. 13 and 213E which commenced operation in August, KMB would keep a close watch on changes in patronage and review service levels as necessary in response to passenger demand.

26. Ms Penny CHUNG, Corporate Affairs Manager - Stakeholder Engagement, Citybus Limited (Citybus) responded as follows:

- Citybus had been paying close attention to the commissioning of CMHHK and maintaining close communication with TD. Additionally, Citybus had submitted a proposal to TD for service enhancement in the district. Relevant updates would be announced by TD.
- At present, the service frequency of bus route no. 694S was generally able to meet current passenger demand. Nevertheless, Citybus noted Members' suggestion to advance the first departure time. In this regard, Citybus would further study passenger travel patterns and consider making adjustments in a timely manner.

27. The Chairman suggested the bus companies take into account passenger travel records and adjust service frequency as appropriate.

28. Members' views were consolidated as follows:

- They suggested utilising the Anderson (On Yu Road) Public Transport Terminus by utilising the existing bus routes operating via On Tat Estate to connect to the ARQ site.
- They suggested introducing a special route between the ARQ site and the Kwun Tong town centre.
- They suggested providing an additional bus stop at CMHHK.

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

- She suggested increasing the service frequency of bus routes operating between the ARQ site and Pak Shing Kok.
- She suggested providing e-PLB stands with charging facilities at the Anderson (On Yu Road) Public Transport Terminus and in the vicinity of CMHHK.
- She suggested the comprehensive implementation of low-floor minibuses to provide convenience for the elderly and mobility impaired persons.
- She enquired whether there were any plans to split existing routes or introduce a new direct route connecting LOHAS Park and CMHHK.
- She suggested considering the addition of barrier-free minibuses and extending their services to CMHHK.

30. Miss Mandy WONG of TD responded as follows:

- She noted and would review Members' views on utilising the Anderson (On Yu Road) Public Transport Terminus and on providing bus services between the ARQ site and Kwun Tong, based on the overall transport network in the vicinity.
- If operators were interested in installing e-PLB charging facilities at CMHHK and the ARQ site, TD would actively assist them in co-ordinating with the relevant departments.
- TD would follow up and convey to the operators Members' suggestions on the use of e-PLBs and low-floor minibuses.
- TD was aware that new lay-bys would be provided at Pak Shing Kok Road off CMHHK, and would discuss with public transport operators how to make good use of the two lay-bys to enhance services.
- TD was actively communicating with public transport operators, with the aim of utilising resources along Pak Shing Kok Road and nearby routes, so as to meet future passenger demand arising from CMHHK and the development of the neighbouring areas more effectively.
- She noted and would study Members' views on the proposed introduction of a new route between CMHHK and LOHAS Park.

31. Mr Eric LEE of KMB responded as follows:

- Bus route nos. 19 and 600 were highly favoured by passengers. Therefore,

KMB would adjust the service frequency of bus route no. 19 during peak hours in response to the actual patronage, with a view to meeting passenger demand.

- KMB would work with TD to explore ways to enhance the existing services of bus route nos. 13 and 213E based on patronage.
- KMB would maintain close communication with TD to explore ways to enhance the existing services, facilitating passengers' access to CMHHK.

32. Ms Penny CHUNG of Citybus responded that the relevant departments would announce more information on arrangements for future bus services passing through Pak Shing Kok, CMHHK and other locations. In addition, all buses of Citybus adopted the low-floor design to provide convenience for passengers in need.

(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. 103/25)

33. Members noted the paper.

34. Members' views were consolidated as follows:

- They enquired about the works progress of setting up "no cycling" signage at the Tseung Kwan O Promenade Southern Bridge (the Southern Bridge).
- They enquired about the works details on the additional signage along Wan O Road near Wan Po Road.
- They proposed installing additional signage near the MEGA Plus data centre at Wan Po Road (southbound) (Wan Po Road near the data centre), opposite Le Prestige of LOHAS Park, so as to remind pedestrians not to cross the road in a dangerous manner.

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

- TD had earlier received comments that many people might cycle on the Southern Bridge. Therefore, TD had considered installing signage to remind the public that the Southern Bridge was not a cycle track. In light of the recent situation, TD had reviewed the relevant locations again and was considering alternative solutions. TD would report to Members when there were further follow-ups.
- TD had received reports that members of the public frequently jaywalked at Wan O Road near Wan Po Road. Therefore, TD was installing signage to remind pedestrians not to jaywalk there, in order to enhance safety awareness.

36. The Chairman suggested enhancing soft publicity efforts at prominent locations on the Southern Bridge to remind the public not to cycle on it.

37. Members' views were consolidated as follows:

- They suggested hanging relevant banners to remind the public before the completion of works.
- They suggested painting "no cycling" markings on the road surface to enhance the warning effect.
- They suggested increasing the size of the existing signage on the Southern Bridge to improve clarity.

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

- She suggested providing additional markings of "Please do not cross here" at the Southern Bridge and Wan Po Road near the data centre, following the approach used at Po Tat Estate.
- She recommended providing red markings on the carriageway near the roundabout at Tin Ha Wan Village.

39. Mr CHIM Tsz-sing of TD responded that in order to address the issue of inappropriate cycling activities within the Tseung Kwan O South Waterfront area (including the Southern Bridge and adjacent parks) more effectively, TD was collaborating with relevant departments to devise a whole set of corresponding measures. In addition to the original plan of installing signage at both ends of the Southern Bridge, TD was considering measures to strengthen the reminders, such as increasing the size of the existing signage or providing clearer markings. TD was also evaluating whether to proceed with the original plan based on the latest situation.

40. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD noted and would study Members' views on the provision of additional signage at Wan Po Road near the data centre.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 104/25)

41. Members noted the paper.

42. Members suggested the relevant department provide a timetable for repairing uneven road surfaces at locations such as Po Lam Road North, so as to ensure driving and pedestrian safety.

43. The Chairman suggested that, upon discovering any road surface damage, Members might take photos for record and notify the relevant department for follow-up.

44. The Vice-Chairman enquired about information regarding the provision of red markings on the carriageway near Savannah at Chi Shin Street (Project

No.: NE/25/00690), and the design works addressing the vehicle speed and pedestrian safety issues there.

45. The Chairman thanked various departments for their co-ordination in advancing the project completion to mid-2026. He recommended expediting the progress of widening the carriageway and adding a designated left-turn lane at the roundabout of Clear Water Bay Road near Ying Yip Road (Project No.: NE/24/01200).

46. Mr David AU, District Engineer/Tseung Kwan O, Highways Department (HyD) responded as follows:

- HyD had been regularly inspecting road conditions. When damage was identified, HyD would arrange for immediate repair work. The issue of uneven road surfaces at locations such as Po Lam Road North would be referred to the Maintenance Section of HyD for follow-up.
- HyD had been actively expediting the progress of the works at the roundabout of Clear Water Bay Road near Ying Yip Road (the roundabout), with additional manpower and machinery deployed to the construction works. However, there were multiple challenges during the works, such as the relocation of underground utilities and removal of trees. HyD would continue to maintain close communication with all relevant parties and make every effort in all respects to accelerate the works progress.

47. The Vice-Chairman thanked various departments for their co-ordination and efforts in shortening the works period. She further suggested installing a variable message sign (VMS) at the roundabout to inform residents of the latest works progress in both Chinese and English. In addition, she recommended that the Police should carry out traffic control at the roundabout during peak hours every day to ease traffic.

48. The Chairman said that following the commissioning of the Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel), vehicular traffic at the roundabout had increased significantly. He suggested the Police deploy additional manpower to assist in easing traffic there.

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

- With the commissioning of the new tunnel, traffic at the roundabout had increased. However, due to manpower constraints, it was difficult for the Police to deploy officers every morning to direct traffic there.
- Last week, the Police conducted a test and found that such arrangement would cause a knock-on effect on vehicular traffic in the other direction.
- If traffic control was implemented, it would lead to more serious congestion in the other direction. Therefore, a balance must be struck to address the needs of various parties when handling this issue.

- The Police would closely monitor the situation at the roundabout. Upon receiving reports of traffic accidents or serious congestion at that location, the Police would immediately deploy officers to handle the situations. Where necessary, the Police would direct traffic on site.

50. The Chairman appealed to drivers to show mutual consideration and, where practicable, to avoid travelling during peak hours.

51. Mr David AU of HyD responded that HyD had liaised with the contractor and relevant departments to review suitable locations for VMS installation.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 105/25)

52. Members noted the paper.

53. Members enquired about the works progress and completion date of the Provision of Universal Accessibility Facilities for the footbridge across King Ling Road near the Hong Kong Design Institute (Structure No.: SK03).

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

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 106/25)

55. Members noted the paper.

56. Members' views were consolidated as follows:

- They suggested strengthening communication with bicycle-sharing operators to improve management.
- They suggested improving the environmental hygiene issues at the LOHAS Park Station Public Transport Interchange (PTI).

57. The Vice-Chairman suggested planning dedicated parking zones for shared bicycles.

58. The Chairman suggested stepping up the clearance of abandoned or illegally parked shared bicycles in rural areas.

59. Mr Simon HUI, Senior Executive Officer (District Management), Sai Kung District Office (SKDO) responded as follows:

- SKDO was mainly responsible for co-ordinating two monthly inter-

departmental joint clearance operations against illegally parked and abandoned bicycles.

- The LOHAS Park Station PTI fell under the purview of TD.
- The suggestion regarding the planning of dedicated parking zones for shared bicycles should be followed up by TD and the Lands Department (LandsD).

60. Mr WONG Kwai-sun, Administrative Assistant/Lands, District Lands Office, Sai Kung (DLO/SK) noted and would contact the relevant departments regarding the suggestion to plan dedicated parking zones for shared bicycles. If necessary, DLO/SK would actively co-operate.

[Post-meeting note: The planning of dedicated parking zones for shared bicycles does not fall within the purview and scope of functions of LandsD.]

61. Members suggested that, when conducting joint clearance operations against illegally parked bicycles at the LOHAS Park Station PTI, litter near bicycles should also be cleared at the same time.

62. Miss Mandy WONG of TD noted the issues of environmental hygiene and miscellaneous objects at the LOHAS Park Station PTI. Taking into account various factors such as the actual circumstances and resource allocation, TD would arrange joint operations with the relevant departments in due course.

63. The Vice-Chairman suggested TD further strengthen its management and urge the contractor to enhance cleaning and maintenance efforts at the Hang Hau Station PTI.

64. The Chairman suggested TD expedite the handling of the issues and communicate directly with the relevant Members.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 107/25)

65. Members noted the paper.

66. Members suggested the relevant departments strengthen the regulation of the illegal use of food delivery bicycles on footpaths.

67. Mr CHENG Tsz-wah, OC District Traffic Team, Tseung Kwan O District, HKPF noted Members' views. The Police conducted at least two operations against cycling offences every month. He would remind frontline officers again to pay greater attention to the problem of offences related to food delivery bicycles.

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

- She suggested that a bicycle registration system should be established to

address the problems of bicycle parking and cycling offences.

- She suggested the Police display information about enforcement actions on the cycle track along the Tseung Kwan O Waterfront Promenade for public attention.

69. The Chairman reflected that groups of cyclists would often ride in Clear Water Bay and the rural areas of Sai Kung on Friday and Saturday evenings. Such a large number of bicycles would pose a risk of accidents. He suggested providing signage on Clear Water Bay Road to remind bicycle users and setting up roadblocks during specific periods to ensure road safety.

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

- In each of the two monthly enforcement operations, at least ten persons were prosecuted for cycling offences.
- He would relay Members' suggestion to display banners with information about enforcement actions to the respective Regional Road Safety Office(s).
- He would remind frontline police officers to be vigilant. Upon spotting groups of cyclists riding on a road, frontline police officers would advise them to keep as close to the edge of the road as possible, so as not to affect other road users.

71. Members' views were consolidated as follows:

- They suggested strengthening the management of food delivery bicycles, such as by reducing their number.
- They suggested that, when conducting enforcement operations against cycling offences, persons suspected of using electric mobility devices on the road should also be prosecuted.

72. Mr CHENG Tsz-wah of HKPF responded that the Police arrested two individuals for using electric food delivery bicycles during enforcement operations this month. The Police would continue to monitor the situation of offences related to food-delivery bicycles, and instruct frontline officers to step up enforcement.

73. Members suggested considering the conversion of footpaths along one side of rural roads into cycle tracks, which could reduce road usage by cyclists.

74. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD responded that TD needed to carefully consider the needs of different road users. He explained that converting footpaths along one side of roads into cycle tracks would affect pedestrian access.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 108/25)

75. Members noted the paper.

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

- She enquired whether the fixed penalty tickets issued for illegal parking, as mentioned in the paper, included those issued for “dead vehicles” (i.e. unclaimed vehicles) left idle for prolonged periods, and whether such “dead vehicles” were illegally occupying parking spaces.
- She enquired how the Police would handle “dead vehicles” occupying parking spaces after the implementation of the new vehicle registration and licensing regime on 22 December.

77. Members suggested the Police step up enforcement actions at Choi Ming Street near Choi Ming PTI, O King Road and the vicinity of Saint Francis University.

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

- He suggested stepping up the co-ordination of inter-departmental joint operations to handle vehicles that were illegally parked or left idle for prolonged periods in rural areas.
- He suggested Members take photos for record and notify the relevant departments for follow-up if they discovered any abandoned vehicles.

79. Mr CHENG Tsz-wah of HKPF responded that the Police participated in the monthly inter-departmental joint operations co-ordinated by SKDO to clear abandoned vehicles. During the operations, vehicles that were illegally abandoned would be removed. The Police would also step up patrols and enforcement actions at the three locations mentioned by Members.

80. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, SKDO added that the inter-departmental joint operations against abandoned vehicles co-ordinated by SKDO were usually arranged in view of locations identified through public complaints, reports from Members, or district inspections by SKDO colleagues. If Members identified locations in villages or urban areas that required follow-up, they were welcome to report such information to SKDO. SKDO would promptly notify the relevant departments to arrange clearance.

81. The Vice-Chairman suggested TD study the feasibility of providing additional private car parking spaces on the footpath opposite Shin Ming Estate, and improve the safety issues at the entrance at the road bend.

82. Mr CHIM Tsz-sing of TD responded that TD would consider Members' suggestions to improve the roads at Shin Ming Estate.

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

(A) Three discussion items related to bus service

83. As the following two discussion items were related and there being no objection from Members, the Chairman declared that these items would be discussed together.

- (1) Suggest introducing bus routes between Tseung Kwan O South and the core business district in Hong Kong Island to better serve the needs of the local community and alleviate the impact of railway service disruptions (SKDC(TTC) Paper No. 109/25)

84. The Chairman said that the discussion item was raised by Mr WONG Yuen-hong, Ms LI Ka-yan, Ms SZE Pan-pan, Mr TSANG Kwok-ka, Mr LAM Chun-ka, Ms TAM Chuk-kwan, Mr CHAN Chi-ho, Mr WAN Kai-ming, Mr YAU Ho-lun, Mr Philip LI, Mr CHAU Ka-lok, Mr CHONG Yuen-tung, Mr LI Tin-chi, Mr CHEUNG Chin-pang and the Vice-Chairman.

- (2) Suggest reinstating cross-harbour bus services between Tseung Kwan O South and Hong Kong Island Central (SKDC(TTC) Paper No. 110/25)

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

86. Members noted the written replies from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 114/25 to 118/25).

87. Members' views were consolidated as follows:

- They suggested introducing direct cross-harbour bus services between Tseung Kwan O South and Hong Kong Island to serve residents living relatively far from MTR stations.
- They enquired about the monthly usage of TKO-LT Tunnel and the Cross Bay Link, Tseung Kwan O (CBL) in 2025. They suggested arranging for more bus routes to use TKO-LT Tunnel and CBL.
- They suggested increasing the service frequency of bus route no. 690S.

88. Ms Penny CHUNG of Citybus responded that during railway incidents, Citybus would enhance the services of various bus routes in response to the actual demand. These included bus route nos. 690 or 694 series operating between Hong Kong Island

and Tseung Kwan O. Meanwhile, Citybus would maintain close communication with TD and the MTR Corporation Limited (MTRCL). If necessary, Citybus would deploy non-franchised buses to assist in diverting passengers.

89. Mr Eric LEE of KMB responded as follows:

- He noted Members' suggestion to introduce bus routes operating from Tseung Kwan O South to Hong Kong Island. KMB would explore feasible proposals with TD in due course.
- During railway incidents, KMB would adjust bus service arrangements according to the actual circumstances to assist in diverting affected passengers.

90. Miss Mandy WONG of TD responded as follows:

- When planning the public transport service network, including studying suggestions to introduce additional bus services, TD would review factors such as the existing supply of public transport services, passenger demand, potential impact on traffic and resource utilisation etc.
- She noted Members' suggestion to introduce new cross-harbour bus routes. TD would study the suggestion with bus companies in due course.
- Regarding the earlier MTR railway incident of the Tseung Kwan O Line, MTRCL had formulated an action plan on incident prevention and handling at the Government's request. This included considering the enhancement of free shuttle bus service arrangements to meet passenger demand and minimise the impact of such incidents.
- TD was actively co-ordinating with the relevant bus companies on the service arrangements for cross-harbour bus route no. 690S. At the same time, TD welcomed and encouraged the bus companies to submit applications for service frequency adjustment or enhancement for this jointly operated route based on patronage. TD would continue to follow up with the bus companies.

91. The Vice-Chairman suggested that bus route no. 690S should be split and extended to the area around Sheung Tak.

92. Members' views were consolidated as follows:

- They enquired about the monthly usage of TKO-LT Tunnel and CBL in 2025.
- They enquired why the service frequency of bus route no. 690S had not yet been increased.
- They suggested operating special departures passing via the Immigration Headquarters for cross-harbour routes during peak hours.

93. Miss Mandy WONG of TD responded as follows:

- TD would continue to follow up with the bus companies on the timetable of cross-harbour bus route no. 690S in order to meet the actual demand.
- She noted Members' suggestion to operate special departures for cross-harbour routes. TD would comprehensively consider the suggestion together with the arrangements for district development and transport infrastructure.

94. Mr Eric LEE of KMB noted Members' suggestions regarding bus route no. 690S. KMB would study their feasibility with TD.

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

- (3) Suggest bus companies implement two-way section fares in Tseung Kwan O (SKDC(TTC) Paper No. 111/25)

96. The Chairman said that the discussion item was raised by Ms SZE Pan-pan, Ms LI Ka-yan, Mr Ken CHAN, Mr LAM Chun-ka, Mr CHAN Chi-ho, Mr WAN Kai-ming, Mr Philip LI, Mr CHEUNG Chin-pang, Mr TSANG Kwok-ka, Mr CHONG Yuen-tung, Mr LI Tin-chi, Mr WONG Yuen-hong, Mr CHAU Ka-lok, Mr Chris CHEUNG, Ms TAM Chuk-kwan, Mr Kelvin YAU, Mr YAU Ho-lun and the Vice-Chairman.

97. Members noted the written replies from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 119/25 to 121/25).

98. The Vice-Chairman asked whether KMB would expand the scope of its two-way section fare scheme in the district. She also suggested KMB introduce the operational arrangement for the scheme.

99. Miss Mandy WONG of TD responded as follows:

- She noted Members' suggestion to provide more fare concessions.
- The Government had all along been encouraging public transport operators to lower fares and offer concessions such as section fares as far as practicable, provided that efficient public transport services could be maintained, and taking into account their operational conditions and the socio-economic environment. Currently, various franchised bus companies were offering passengers with a variety of fare concessions.
- In line with the spirit of free enterprise, the provision of fare concessions is a commercial decision of individual public transport operators. TD was proactively liaising with public transport operators regarding the introduction of section fares throughout the journey for more suitable bus routes. TD would review the needs of long-haul and short-haul passengers of various

routes, with a view to ensuring sufficient capacity to meet the travel needs of different passengers.

100. Mr Eric LEE of KMB responded as follows:

- KMB had implemented the Regional Short-haul Two-way Section Fare Scheme in Tseung Kwan O/Sai Kung since 2021. Details were available in KMB's written reply.
- He noted Members' suggestion to further enhance the scheme. KMB would continue to closely monitor the usage of the scheme and the operation of each route. KMB would also study the feasibility of enhancing the scheme in due course.

101. Members suggested bus companies consider improving the validation methods for two-way section fares. Specifically, passengers should tap their Octopus cards on the payment device at the front of the bus compartment once more before alighting. The system would then automatically apply the two-way section fare concession and calculate the applicable fare.

102. Miss Mandy WONG of TD responded as follows:

- There were two ways to obtain section fare concessions throughout the journey. Passengers could use the same payment method on the one-stop validator at a designated bus stop after alighting, or revalidate at the
- payment device at the front of the bus compartment once more before alighting.
- The methods for obtaining section fare concessions throughout the journey should depend on the passenger needs for and the actual operation of individual routes.

103. Mr Eric LEE of KMB responded as follows:

- Regarding routes serving Tseung Kwan O, passengers should first pay the full fare when boarding using an eligible Octopus card or e-payment method. Passengers should then use the same payment method on the one-stop validator at a designated bus stop once more after alighting to enjoy the applicable short-haul bus fare concession within the district.
- Regarding routes serving Sai Kung, bus route no. 94 also offered short-haul section fares for journeys from the Sai Kung town centre to Mak Pin. Passengers should use the same payment method on the e-payment device at the front of the bus compartment once more before alighting for validation.
- KMB would take into account the actual situation of individual routes and explore the feasibility of allowing passengers to use the same payment method on the e-payment device at the front of the bus compartment once more before alighting to validate the applicable short-haul bus fare

concession.

104. The Chairman asked TD, KMB and Citybus 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) One discussion item related to MTR service

- (1) Suggest optimising the telecommunications signal coverage within the MTR stations of the Tseung Kwan O Line and the LOHAS Park area (SKDC(TTC) Paper No. 112/25)

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

106. Members noted the written replies from MTRCL and the Office of the Communications Authority (OFCA) (SKDC(TTC) Paper Nos. 122/25 and 123/25).

107. The Chairman welcomed the following representative to the meeting:

- Mr Luke WONG, Manager – External Affairs, MTRCL.

108. Members mentioned the problem of poor reception of telecommunications signals when using train services of the Tseung Kwan O Line. They suggested MTRCL provide additional radio base stations to improve the reception of telecommunications signals.

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

- MTRCL had been closely collaborating with various mobile network operators (the operators), proactively facilitating the enhancement of their mobile network systems and facilities within MTRCL's railway network, so as to enhance data capacity, connectivity and coverage.
- At present, all train stations within MTRCL's network were covered by the fifth generation (5G) mobile network. In collaboration with the operators, upgrade works for the 5G "Golden Spectrum" had commenced in some of the MTR stations, including four stations of the Tseung Kwan O Line, namely North Point, Quarry Bay, Yau Tong and Tiu Keng Leng MTR Stations. MTRCL hoped to provide passengers with an enhanced travel experience.
- MTRCL noted Members' views on matters related to mobile signal reception at some sections of the Tseung Kwan O Line, and would relay their views to

the operators.

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

- She suggested conducting upgrade works for the 5G “Golden Spectrum” at Tseung Kwan O Station.
- The owners’ sub-committees (OSCs) of the residential buildings of LOHAS Park were unable to reach a consensus on the proposals made by the operators.
- She suggested MTRCL communicate more with the current-term OSCs of LOHAS Park to facilitate the enhancement of mobile signal reception in the area.

111. Members understood that addressing the situation of mobile network coverage in the housing estates of LOHAS Park would require time and co-ordination of stakeholders’ views. They asked MTRCL to provide a timetable for upgrading the mobile network system within its railway network.

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

- MTRCL had been actively collaborating with the operators to commence upgrade works for the 5G “Golden Spectrum” within MTRCL’s railway network. He would relay to the operators Members’ suggestions to enhance mobile network signals along sections between stations such as Tiu Keng Leng Station and LOHAS Park Station.
- Regarding housing estates, the customer service centre had previously received proposals made by the operators to upgrade network telecommunications facilities in housing estates. The customer service centre had actively liaised with OSCs of LOHAS Park and the operators to assist in explaining the proposals to OSCs.
- Proposals to improve mobile network services had to be discussed by OSCs and relevant stakeholders before implementation.
- MTRCL noted and would relay Members’ views to OSCs.

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

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

- (1) Enquire about the speed limit on a section of traffic lane at the exit of the Tseung Kwan O – Lam Tin Tunnel
(SKDC(TTC) Paper No. 113/25)

114. The Chairman said that the discussion item was raised by Ms Angel CHONG,

Mr Chris CHEUNG, Mr Philip LI, Mr Kelvin YAU, Ms SZE Pan-pan, Mr CHAN Chi-ho, Mr LI Tin-chi, Mr WONG Yuen-hong, Mr YAU Ho-lun, Mr LAM Chun-ka, Mr WAN Kai-ming, Mr CHONG Yuen-tung, and the Vice-Chairman.

115. Members noted the written replies from TD and HKPF (SKDC(TTC) Paper Nos. 124/25 and 125/25).

116. Members' views were consolidated as follows:

- They enquired why the speed limit on the section of the Tseung Kwan O exit of TKO-LT Tunnel (the section) could not be increased from 50 kilometres per hour (km/h) to 70 km/h.
- They suggested providing additional signage on the section.
- They enquired about the reasons for setting up speed enforcement roadblocks on the section 12 to 22 times per month.

117. Mr CHENG Tsz-wah of HKPF responded that operations involving road speed enforcement roadblocks were conducted by the Traffic Kowloon East.

118. Mr CHIM Tsz-sing of TD responded that Members might refer to the pictures in TD's written reply. As shown in the pictures, the slip road from TKO-LT Tunnel to Tiu Keng Leng was very winding. Vehicles should not travel at a high speed on that winding section and near the traffic light junction. Therefore, a speed limit of 50 km/h on the section was more appropriate. Additionally, there was already sufficient signage at the exit towards LOHAS Park of TKO-LT Tunnel. Nevertheless, TD would study the provision of additional reminders and signs or other improvement measures.

119. The Chairman asked TD, HyD 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.

V. Any Other Business

120. No other business was raised by Members.

VI. Date of Next Meeting

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

122. The meeting ended at 12:25 p.m.

Sai Kung District Council Secretariat
October 2025