

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

Date : 20 November 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 LUI Tsz-kiu, Crystal	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 CHENG Tsz-wah	OC District Traffic Team, Tseung Kwan O District, Hong Kong Police Force
Mr TSUI Chun-yiu, Terence	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force
Mr WONG Kwai-sun, Sunny	Administrative Assistant/Lands, District Lands Office, Sai Kung
Mr Alex LEE	Manager, Operations, Kowloon Motor Bus Company (1933) Limited
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
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Welcome Remarks

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

I. Confirmation of Minutes of the 5th Traffic and Transport Committee Meeting held on 18 September 2025

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

II. Report Items

(A) Major changes in public transportation services launched in Sai Kung District from 1 September 2025 to 31 October 2025
(SKDC(TTC) Paper No. 126/25)

3. Members noted the paper.

4. Members' views were consolidated as follows:

- They suggested the Kowloon Motor Bus Company (1933) Limited (KMB) extend route no. 96 to Tiu Keng Leng.
- They suggested The Chinese Medicine Hospital of Hong Kong (CMHHK) provide feeder bus service to and from Po Lam, Hang Hau, Tiu Keng Leng and LOHAS Park.

5. The Vice-Chairman suggested relocating the stop of green minibus (GMB) route no. 116 to the main entrance of Fire Services Department (FSD) Pak Shing Kok Married Quarters.

6. The Chairman said he heard from the minibus operator that the routing of the free feeder bus service planned by CMHHK operating between Pak Shing Kok and Tseung Kwan O Station was similar to that of GMB route no. 116. He suggested the relevant GMB operator undertake the same feeder bus service to facilitate co-ordination.

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

- She noted the suggestion to operate KMB route no. 96 via Tiu Keng Leng. TD would review the scope of service and passenger demand for the current routing, as well as to conduct studies with the bus company as appropriate.

- TD would explore the stop location issue at Pak Shing Kok Road with the operator of GMB route no. 116.
- TD understood Members' concern about the feeder bus service connecting CMHHK, which was to be provided by the operator of CMHHK. TD had relayed the suggestion on extending the feeder bus service to other MTR stations in the Tseung Kwan O area to the operator of CMHHK. TD would maintain liaison with them and announce any public transportation service arrangement in due course.
- New stops would be provided for GMB route no. 116 in view of the operation of CMHHK. As mentioned in the previous consultation paper, TD also planned to introduce GMB route no. 116H at the main entrance of CMHHK to provide whole-day service in alignment with the service hours of CMHHK.

8. Mr Eric LEE, Officer, Operations Support, KMB noted Members' suggestion to operate KMB route no. 96 via Tiu Keng Leng. KMB would explore its feasibility and follow up with TD when appropriate.

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

- She said that the minibus operator was interested in introducing electric public light buses (e-PLBs). After co-ordination, CMHHK had also promised to install charging piles to accommodate the needs of e-PLBs. She also suggested introducing low-floor minibuses to facilitate the access of visitors and mobility impaired persons to CMHHK.
- She suggested TD monitor the operation of the free feeder bus service and GMB route no. 116, and explore whether these services should be managed together, to ensure that the operator could exercise effective management.
- She suggested improving the design of planters near the FSD Pak Shing Kok Married Quarters to ensure the safety of passengers boarding and alighting.
- She supported the suggestion to extend KMB route no. 96 to Tiu Keng Leng, and enquired about the impact of the route adjustment on the travelling time.

10. The Chairman said that GMB route no. 116H and CMHHK would commence services soon. At present, priority should be given to address the problem of service duplication between the free feeder bus service and GMB route no. 116, while the addition of routes connecting Hang Hau Station or LOHAS Park Station to CMHHK could be discussed at a later stage.

11. Miss Mandy WONG of TD responded as follows:

- She noted the issue concerning the stop locations of GMB route no. 116 and would further study with the relevant colleagues and discuss with the GMB operator.
- TD had all along been maintaining liaison with CMHHK and the minibus operator, and had also inspected the situation at CMHHK the day before the

meeting. TD would continue to collaborate with the relevant departments, the operator of CMHHK and the GMB operator, as well as to discuss and follow up the arrangements of e-PLBs.

- TD strived to balance between the needs of various parties and the operational environment of the public transport operators. TD noted the relevant views and would further co-ordinate with CMHHK, with a view to announcing further updates and arrangements regarding public transport services and the ancillary transport facilities in the vicinity as soon as possible.
- After receiving suggestions on service enhancement to connect various MTR stations (e.g. LOHAS Park Station) and CMHHK, TD had proactively discussed with the operator of CMHHK and understood the concerns of the GMB operator. TD would strive to balance the needs of various stakeholders.

12. The Chairman suggested arranging a site visit for the Sai Kung District Council at CMHHK and the nearby ancillary facilities.

(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. 127/25)

13. Members noted the paper.

14. Members suggested installing a dropped kerb at the proposed lay-by on Pui Shing Road in Tseung Kwan O to facilitate boarding and alighting for persons with disabilities.

15. The Chairman suggested conducting publicity efforts and installing traffic signs before the commissioning of the lay-by, so as to ensure that motorists were fully informed of the changes to avoid confusion.

16. The Vice-Chairman enquired about the reason for withdrawing the proposal of installing roadside motorcycle parking spaces on Pui Shing Road in Tseung Kwan O.

17. Ms Eunice HUI, Engineer/Pedestrian Improvements, TD responded as follows:

- TD had considered providing motorcycle parking spaces on Pui Shing Road in Tseung Kwan O. However, the MTR Corporation Limited (MTRCL) stated that such arrangement would affect the daily operation of the station as the proposed location was close to the exit of Hang Hau Station. Following detailed discussions between both parties, TD accepted MTRCL's suggestion and eventually withdrew the relevant proposal.
- After the meeting, TD would review the arrangements to install a dropped kerb and traffic signs at the above location.

18. The Chairman suggested the Police strengthen law enforcement along Pui Shing

Road to facilitate smooth traffic in the nearby area.

19. Members asked why MTRCL considered the provision of roadside motorcycle parking spaces on Pui Shing Road in Tseung Kwan O would obstruct the operation of the station.

20. Ms Eunice HUI of TD responded that MTRCL reflected that in the event of an emergency, the motorcycles parked at the roadside parking spaces would obstruct the MTR station exit. TD respected and accepted the professional advice from MTRCL.

21. The Chairman suggested considering the provision of motorcycle parking spaces, for example, in the vicinity of On Ning Garden or around Man Kuk Lane Park.

22. Ms Eunice HUI of TD noted Members' views. TD would continue to identify suitable locations to provide motorcycle parking spaces in Hang Hau.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 128/25)

23. Members noted the paper.

24. The Chairman said that the construction of signal-controlled junction of Ying Yip Road/Po Ning Road/Sheung Ning Road (the signal-controlled junction works) had affected the daily access of residents in Hang Hau Village and Fu Ning Garden. He suggested strengthening law enforcement near the yellow box junction marking at the junction of Chap Fuk Road in Hang Hau Village and allowing right turns from Hang Hau Village to Sai Kung or Clear Water Bay again in the future. In addition, he asked the department to provide the works schedule for the signal-controlled junction works.

25. The Vice-Chairman suggested expediting the completion of the signal-controlled junction works and the two-lane carriageway works on Ying Yip Road towards Clear Water Bay Road. She also enquired about the data showing the efficiency of traffic flow after the above roundabout had been converted into a signal-controlled junction.

26. Members' views were consolidated as follows:

- They suggested planning a carriageway from the Fu Ning Garden car park towards Tseung Kwan O Hospital for traffic diversion.
- They suggested extending the area of the yellow box junction marking at the junction of Chap Fuk Road in Hang Hau Village.
- At present, vehicles making left-turns from Po Ning Road to Ying Yip Road would often operate at high speed, posing danger to residents crossing the road. They suggested expediting the completion of the pedestrian crossing works across Ying Yip Road and erecting "Reduce Speed" signs or deploying

staff to facilitate residents' access before the completion of works.

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

- He suggested the department consider suitable approaches to divert traffic flow at Hang Hau Village and Fu Ning Garden, for example, by planning a carriageway connecting Hang Hau Village and Shui Bin Tsuen or the Hang Hau (North) Public Transport Interchange (PTI).
- Some motorists had disregarded the yellow box junction marking at the junction of Chap Fuk Road in Hang Hau Village and affected the passage of other vehicles. Other affected motorists had warned that they would upload the relevant footage and report the incidents. The Chairman suggested improving the existing measures, strengthening law enforcement and educational efforts expeditiously, with a view to preventing disputes in the community.

28. Ms Eunice HUI of TD responded that TD would relay Members' views regarding the traffic conditions at Ying Yip Road southbound and Chap Fuk Road westbound (including the suggestion to expedite the removal of the Ying Yip Road pedestrian crossing) to the Civil Engineering and Development Department (CEDD) after the meeting, and would maintain liaison with CEDD to address the current situation of the Ying Yip Road pedestrian crossing as appropriate.

29. Members' views were consolidated as follows:

- They enquired whether the design of the pedestrian crossing on Chi Shin Street near Savannah would be adjusted.
- They enquired about the location of the proposed reddish brown colour dressing at crossing at the roundabout of Chiu Shun Road and Po Ning Road (Project No.: NE/25/01171) and other feasible measures to prevent vehicles from speeding.

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

- She suggested adding red markings on the carriageway near the pedestrian crossing at the roundabout of Oscar by the Sea.
- She enquired about the project details of the provision of a time plate for minibus parking at the On Hei Street Public Transport Terminus (Project No.: NE/25/00737).

31. The Chairman suggested installing signage or implementing relevant measures, such as imposing a speed limit, at the pedestrian crossing at the roundabout of Chiu Shun Road and Po Ning Road near Tin Ha Wan Village, so as to ensure safety on that road section.

32. Ms Eunice HUI of TD responded as follows:

- TD would relay the views to CEDD for their continuous follow-up on the signal-controlled junction works and improve the situation at the entrance of Fu Ning Garden on Chap Fuk Road.
- The works schedule of the signal-controlled junction works should be provided by CEDD.
- TD would study the provision of red markings on the carriageway of Tong Yin Street near French International School of Hong Kong and the carriageway of Chi Shin Street near Savannah.
- TD noted the suggestion regarding the pedestrian crossing at the roundabout works of Chiu Shun Road and Po Ning Road near Tin Ha Wan Village, and would follow up the provision of a “Slow” sign at the roundabout of Chiu Shun Road and Po Ning Road.

33. The Chairman suggested expediting the works progress of the carriageway widening works and the addition of an exclusive left-turn lane at the roundabout of Clear Water Bay Road and Ying Yip Road (Project No.: NE/24/01200).

34. The Vice-Chairman suggested installing electronic display panels at the roundabout to inform residents of the latest works progress.

35. The Chairman said that the existing junction improvement measures would not be enough to cope with the increasing traffic flow, and suggested the addition of a new left-turn lane from Ying Yip Road to Sai Kung to meet the relevant demand.

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

- HyD attached great importance to the works progress and had urged the contractor to deploy additional manpower and machinery to expedite the first stage of the modification of the central island of the roundabout. At present, The Hong Kong and China Gas Company Limited was in charge of relocating the underground utilities for the works and it was expected to be completed in December 2025. Subsequently, HyD would commence the modification works at the roundabout, with the first stage of the works expected to be completed in early 2026.
- The second stage of the works included the advance preparatory work of the footpaths on both sides of Hang Hau Road and Clear Water Bay Road. The department had completed the tree removal, and had commenced trial pit excavation and the construction of temporary footpaths, with the aim of providing a temporary exclusive left-turn lane before the start of the new school term in September 2026.
- The department had discussed with the contractor the specific content for display on the variable message sign and the suitable locations for its

installation.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 129/25)

37. Members noted the paper.

38. Members' views were consolidated as follows:

- They enquired about the progress and completion dates of the following works, and suggested displaying progress schedules in the vicinity of the works sites, enhancing environmental hygiene at the works sites, and urging the works contractors to improve manpower arrangements, in order to expedite the completion of the works:
 - Provision of Universal Accessibility (UA) facilities for the footbridge across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court (Structure No. SK02);
 - Provision of UA facilities for the footbridge across Tsui Lam Road connecting Tsui Lam Estate Car Park and On Lam House (Structure No. TL01); and
 - Provision of UA facilities for the subway across Po Ning Road near Tseung Kwan O Po Ning Road Health Centre (Structure No. NS149).
- They suggested avoid carrying out the works of the Dualling of Hiram's Highway from Marina Cove to Sai Kung Town (the Stage 2 Project) during lunchtime.

39. The Vice-Chairman suggested providing complete design plans of the safe crossing facilities planned for the Stage 2 Project.

40. Mr David AU of HyD responded that, according to the information provided by the Major Works Project Management Office (MWPMO), the completion dates for the two footbridges on Tsui Lam Road (Structure Nos. SK02 and TL01) enquired about by Members would be July 2026 and April 2026 respectively. The relevant works details should be provided by MWPMO after the meeting. In addition, he would relay the suggestions to display progress schedules and improve environmental hygiene at the works sites to MWPMO for follow-up.

41. Mr Viggo CHAN, District Engineer/Sai Kung, HyD responded that he would relay Members' views regarding the request for the design plans of the safe crossing facilities and the proposed adjustments to the works hours to the Stage 2 Project team for follow-up after the meeting.

42. Members enquired about reasons for the works to take four years to complete, and suggested expediting the progress by making reference to the provision of UA facilities at the footbridge across Ling Kwong Street connecting Kin Ming Estate and Choi Ming

Shopping Centre (Structure No. KM01).

43. The Chairman said that there was still room for improvement for the current progress of the works projects, and that the construction progress at each stage should not be delayed. He suggested enhancing the planning in order to improve efficiency.

44. Mr David AU of HyD responded that the four-year period between the commencement and completion dates of the works included not only the construction period but also a series of advance preparatory work, such as ground investigation, foundation structural design, and submission of documents to the relevant departments for approval. He would relay Members' views to MWPMO and remind relevant colleagues to expedite the works progress as far as practicable.

45. The Chairman suggested inter-departmental co-operation to optimise the works approval process and expedite the completion of the works.

46. The Vice-Chairman suggested implementing a one-stop processing mechanism to streamline the communication between contractors and relevant departments. She also suggested co-ordinating the relocation of underground utilities as early as practicable, in order to enhance the overall construction efficiency.

47. Members suggested making reference to lift designs in the Chinese Mainland, with a view to simplifying the current designs and expediting the construction, so that members of the public could benefit earlier.

48. Mr David AU of HyD noted and would consider Members' views.

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 130/25)

49. Members noted the paper.

50. Members' views were consolidated as follows:

- They suggested stepping up inspections at the bicycle parking area near Alto Residences on Tong Yin Street, the bicycle parking spaces of Hong Kong and Macau Lutheran Church Primary School, the location at the rear gate of Fu Ning Garden near Tseung Kwan O Hospital, and the staircase near Po Leung Kuk Ho Yuk Ching (1984) College at the pedestrian subway connecting the secondary school and Yu Ming Court.
- They suggested that similar arrangements at the Hang Hau Station PTI, where railings were retrofitted with transparent plastic boards, should be adopted at the LOHAS Park Station PTI to prevent illegal bicycle parking.
- They enquired about the enforcement procedures against persons who parked bicycles illegally, and how illegally parked bicycles were handled.

- They suggested considering the implementation of suggestions raised in the report by the Office of the Ombudsman, including strengthening routine inter-departmental inspections, as well as installing double-deck bicycle parking racks and introducing a smart monitoring system at black spots for illegal bicycle parking, in order to enhance enforcement efficiency, in Sai Kung and Tseung Kwan O.

51. The Vice-Chairman suggested increasing the number of bicycle parking spaces in the district and planning dedicated parking zones for shared bicycles.

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

- SKDO conducted inter-departmental joint operations twice per month on average, with each inspection covering 5 to over 10 locations for illegal bicycle parking. SKDO noted Members' suggestion to step up inspections at the bicycle parking area near Alto Residences on Tong Yin Street, the LOHAS Park Station PTI, the bicycle parking spaces off Hong Kong and Macau Lutheran Church Primary School, the location at the rear gate of Fu Ning Garden near Tseung Kwan O Hospital, and the staircase near Po Leung Kuk Ho Yuk Ching (1984) College at the pedestrian subway connecting the secondary school and Yu Ming Court, etc. Resources would be appropriately allocated according to urgency and priority to conduct enforcement actions against illegally parked bicycles at the above locations.
- In view of the relatively serious situation of illegal bicycle parking in the vicinity of the bus stop off TKO Spot on Tong Ming Street, SKDO, in collaboration with TD and the Hong Kong Police Force (HKPF), had strengthened enforcement at the location. Depending on the situation, any illegally parked bicycles in the said area causing obstruction would be seized in accordance with Section 32 of the Summary Offences Ordinance (Cap. 228 of the Laws of Hong Kong), which would then be recorded and stored in the department warehouse. If the bicycle owners came to reclaim the seized bicycles, TD would, depending on the circumstances, prosecute the bicycle owners for illegal bicycle parking by summons. Bicycles seized by the Lands Department under the Lands (Miscellaneous Provisions) Ordinance (Cap. 28) would become government property and should not be reclaimed.
- The Home Affairs Department was currently reviewing the suggestions raised in the investigation report by the Office of the Ombudsman on the regulatory mechanism for bicycle rental shops in relation to illegal bicycle parking. SKDO would take appropriate follow-up actions upon completion of the review.
- Suggestions regarding the introduction of a smart monitoring system, the installation of double-deck bicycle parking racks, and improvements to the railing design should be referred to the relevant departments for replies.

53. The Chairman suggested introducing bicycle parking spaces equipped with sun and water protection features, as well as a smart management system.
54. Mr Simon HUI of SKDO further responded that SKDO had established a direct communication channel with bicycle-sharing operators (the operators). If any shared bicycles were found to be illegally parked or obstructing the road, SKDO would directly notify the operators and request prompt removal of the relevant bicycles. In addition, SKDO had forwarded information on the black spots for illegal bicycle parking in the district to TD, such that the operators would indicate those locations as no-parking zones on their mobile applications. He believed that TD would continue to follow up the matter.
55. Miss Mandy WONG of TD noted Members' suggestion to retrofit the railings at the LOHAS Park Station PTI with transparent plastic boards.
56. Ms Eunice HUI of TD noted Members' suggestion to plan dedicated parking zones for shared bicycles and to make reference to the suggestions raised in the report by the Office of the Ombudsman.
57. Members suggested making reference to the practices in other regions to introduce a smart bicycle parking system and adopt a fee-charging scheme for existing bicycle parking spaces.
58. Ms Eunice HUI of TD responded that TD would make reference to and study relevant examples in other regions. The matter would be referred to colleagues of the respective division for follow-up.
59. The Chairman asked SKDO to explain the procedures for prosecuting owners of illegally parked bicycles, and enquired about the amount of the fixed penalty for the issue of a summons.
60. Mr Simon HUI of SKDO responded that taking the inter-departmental joint operations against illegally parked bicycles at the bus stop off TKO Spot as an example, the relevant department would issue warnings to the owners of the illegally parked bicycles, and require that the bicycles be removed within a specified period. If the bicycle owners failed to remove the illegally parked bicycles by the deadline, the bicycles would be seized with their information recorded in accordance with the law. Should the owners of the illegally parked bicycles request them back, the relevant department might prosecute the owners. Moreover, SKDO was mainly responsible for co-ordinating the joint operations, while the specific enforcement actions would be arranged and handled by relevant departments in accordance with the applicable legislation.
61. The Chairman suggested expediting the introduction of fee-charging bicycle parking spaces supporting electronic payment, and enhancing the relevant facilities on

a pilot basis, with a view to reducing the current administrative cost involved in manpower and storage for handling illegally parked bicycles.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 131/25)

62. Members noted the paper.

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 132/25)

63. Members noted the paper.

64. Members suggested the Police strengthen enforcement at Tong Tak Street near the cul-de-sacs at Beverly Garden and Tong Ming Court during after-school hours (i.e. 3:00 p.m. to 5:00 p.m.).

65. Mr CHENG Tsz-wah, OC District Traffic Team, Tseung Kwan O District, HKPF responded that the Police would strengthen enforcement at the two said locations during the specific period.

66. The Chairman thanked the Police for conducting enforcement actions at Tai Au Mun Road Car Park earlier, which alleviated the problem of prolonged occupation of parking spaces. He suggested the Police continue to follow up the issue.

67. Members thanked the Police for updating the statistics. They enquired why the number of complaints related to O King Road was notably higher than the number of tickets issued, as well as the enforcement situation. They also suggested the Police deploying more resources for patrols at O King Road.

68. Mr CHENG Tsz-wah of HKPF responded that O King Road was situated at a special geographic location with multiple temporary parking areas and low traffic flow. Complaints were mostly received at night, making it more difficult for the Police to conduct timely enforcement actions. The Police mainly handled such complaints in a humane and flexible manner, resulting in a relatively low number in enforcement actions.

69. Members suggested the Police conduct stringent enforcement against illegal parking at O King Road.

70. Mr CHENG Tsz-wah of HKPF responded that the Police would definitely take enforcement actions in cases of road obstruction.

III. Discussion Items Suggested by Members (total six discussion items)

(A) One discussion item related to minibus service

- (1) Suggest providing barrier-free facilities inside the minibuses and at the minibus stops of routes operating via Tseung Kwan O Hospital, Haven of Hope Hospital and United Christian Hospital (SKDC(TTC) Paper No. 133/25)

71. The Chairman said that the discussion item was raised by Ms Angel CHONG, Ms KAN Tung-tung, Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr CHEUNG Chin-pang, Ms TAM Chuk-kwan, 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, Mr Philip LI, Mr TSANG Kwok-ka, Ms KI Lai-mei, Mr WONG Wang-to, Mr CHEUNG Man-tim, Mr CHAN Kwong-fai, Mr CHAN Kuen-kwan, Ms LI Ka-yan and the Vice-Chairman.

72. Members noted the written replies from TD (SKDC(TTC) Paper Nos. 139/25 and 140/25).

73. Members' views were consolidated as follows:

- They enquired whether GMB route no. 116H was operated with low-floor minibuses.
- They suggested deploying low-floor minibuses for all routes operating via hospitals, and considering the provision of subsidies for operators to purchase and maintain relevant vehicles.
- They suggested Citybus Limited (Citybus) provide seats at the Tseung Kwan O Station PTI for Citybus route no. 792M.
- They suggested TD conduct a comprehensive review of the vetting mechanism for minibus licence renewal, and include the operational performance of low-floor minibuses in the marking scheme.

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

- She said the current low-floor e-PLBs were prone to malfunctions. She hoped that adopting the new e-PLBs models made in Chinese Mainland could improve the situation.
- She suggested providing foldable chairs at the minibus stop outside Po Lam Station for GMB route no. 107 operating via Haven of Hope Hospital.

75. Miss Mandy WONG of TD responded as follows:

- The operator of GMB route no. 116H was actively considering and planning the use of low-floor minibuses.
- TD encouraged the minibus trade to deploy low-floor minibuses, especially for routes operating via hospitals. Nevertheless, TD understood that the

trade was facing difficulties in terms of operating cost, maintenance expenditure and time, etc. TD would continue to maintain communication with GMB operators, so as to encourage and support them to purchase new minibus models.

- She noted Members' suggestion to improve the bus waiting environment. If the bus company submitted a relevant application, TD would actively follow up, and conduct local consultation after studying the feasibility.
- TD would relay Members' views on the licence renewal mechanism for low-floor minibuses and related arrangements to the respective division for follow-up.

76. Mr Thomas CHAN, Assistant Corporate Affairs Officer, Citybus responded that regarding Members' suggestion to provide seats at the Tseung Kwan O Station PTI for bus route no. 792M, he would relay it to the relevant department to consider and evaluate its feasibility and actual execution. He also added that all buses of the Citybus fleet were low-floor buses to facilitate barrier-free travel.

77. 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) Four discussion items related to other public transport services

- (1) Suggest making optimal use of the Central Kowloon Route to introduce additional direct land transport services from Tseung Kwan O to West Kowloon and other districts
(SKDC(TTC) Paper No. 134/25)

78. The Chairman said the discussion item was raised by Mr WONG Yuen-hong, Mr Chris CHEUNG, Mr CHONG Yuen-tung, Mr WONG Wang-to, Mr CHAN Kwong-fai, Ms SZE Pan-pan, Ms KAN Tung-tung, Mr Kelvin YAU, Mr CHAU Ka-lok, Mr CHEUNG Chin-pang, Mr TSANG Kwok-ka, Ms KI Lai-mei, Mr LI Tin-chi, Mr CHAN Kuen-kwan, Mr YAU Ho-lun, Ms LI Ka-yan, Mr CHAN Chi-ho, the Vice-Chairman and the Chairman himself.

79. Members noted the written replies from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 141/25 to 143/25).

80. Members' views were consolidated as follows:

- They suggested introducing bus or minibus routes serving Tseung Kwan O North, Tseung Kwan O South and LOHAS Park to and from Yau Tsim Mong, West Kowloon Cultural District and Hong Kong West Kowloon Station via the Central Kowloon Bypass.
- Upon the introduction of Citybus express route no. A28X, they suggested the

department review the patronage and adjust service frequency shortly after its commissioning.

- They enquired about the commissioning date of the Central Kowloon Bypass (Kowloon Bay Section).
- They suggested installing luggage racks in buses operating routes towards West Kowloon Cultural District and Hong Kong West Kowloon Station.

81. The Vice-Chairman enquired whether adding a new stop for Citybus route no. 795 at Austin Station would provide convenience for passengers travelling to the West Kowloon Cultural District and Hong Kong West Kowloon Station. In view of the commissioning of the Central Kowloon Bypass, she suggested bus companies take the opportunity to introduce and adjust routes in order to enhance the service quality.

82. Miss Mandy WONG of TD responded as follows:

- To tie in with the commissioning of the Central Kowloon Bypass, certain bus route adjustments included in the previous Bus Route Planning Programme had been settled. For example, the newly introduced Citybus route no. A28X would operate from Tseung Kwan O to the airport via the Central Kowloon Bypass, providing three departures on a daily basis. In addition, Citybus route no. 795 would also be re-routed via the Central Kowloon Bypass (including the Yau Ma Tei Section and Kowloon Bay Section) in response to the commissioning of the infrastructure.
- TD would pay close attention to the service frequency and service level of Citybus route no. A28X after its introduction.
- The commissioning date of the Central Kowloon Bypass (Kowloon Bay Section) would be announced in due course.
- TD noted Members' suggestion regarding the introduction of bus or minibus routes serving specific areas in Tseung Kwan O, Tseung Kwan O South and LOHAS Park to and from West Kowloon Cultural District and Hong Kong West Kowloon Station, via the Central Kowloon Bypass. At present, some bus routes were providing the relevant services, such as KMB route nos. 95 and 296D. Following the infrastructure's commissioning, TD would explore to operate routes via the Central Kowloon Bypass based on the traffic demand and actual road traffic conditions.
- TD would study with the bus companies the suggestion to install luggage racks in buses running certain routes.
- TD noted the suggestion regarding the introduction of minibus routes between Tseung Kwan O and Yau Tsim Mong, and would consider the public transport patterns, passenger demand and the operational efficiency of the existing public transport network holistically.

83. Mr Eric LEE of KMB noted Members' suggestions to introduce bus routes travelling via the Central Kowloon Bypass and to take the opportunity to improve the existing routing arrangements. KMB would actively explore their feasibility with TD.

84. Mr Thomas CHAN of Citybus responded as follows:

- Based on the Bus Route Planning Programme 2025-2026 for Sai Kung District, one of the newly introduced bus stops was located at the Austin Station bus stop on eastbound Jordan Road after the re-routing of bus route no. 795 to operate via the Central Kowloon Bypass. Passengers could reach Austin Station, Kowloon Station and Hong Kong West Kowloon Station via the footbridge network. Citybus would consider the passengers' needs and views, and explore the feasibility of routes operating via West Kowloon Cultural District.
- Citybus expected that the new bus route no. A28X could be launched as soon as possible after the commissioning of the Central Kowloon Bypass (Yau Ma Tei Section). Citybus would continue to maintain close communication with TD, and announce the official route commencement date after the specific plan was confirmed. Further updates would be provided to the public in due course.
- Citybus would consider whether to enhance the service frequency of route no. A28X upon its introduction, subject to the patronage and service demand.
- Citybus would explore with the Operations Department on the feasibility of deploying buses equipped with luggage racks for bus route no. 795 in the long run.

85. Following the commissioning of the Central Kowloon Bypass, Members suggested the bus companies explore providing the service of Citybus route no. 795 during weekends and consider its operation on a whole-day basis, with a view to facilitating residents' commuting needs.

86. Miss Mandy WONG of TD noted Members' views. TD would explore the relevant suggestions with the bus companies in due course based on the passenger demand.

87. Mr Thomas CHAN of Citybus responded that at present, "LOHAS Express" bus route no. 795 was primarily serving the commuting needs of the LOHAS Park residents during peak hours. In the future, Citybus would assess the possibility of service frequency enhancement based on the patronage upon the commissioning of the Central Kowloon Bypass.

88. 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.

- (2) Suggest optimising the arrangements at the public transport waiting area in Tsui Lam Estate
(SKDC(TTC) Paper No. 135/25)

89. The Chairman said that the discussion item was raised by Mr YAU Ho-lun, Ms KI Lai-mei, Mr Philip LI, Mr Chris CHEUNG, Mr WAN Kai-ming, Mr LI Tin-chi, Mr CHAN Kwong-fai, Mr WONG Yuen-hong, Ms KAN Tung-tung, Mr WONG Wang-to, Ms TAM Chuk-kwan, Mr LAM Chun-ka, Mr CHONG Yuen-tung, Mr Kelvin YAU, Mr CHAN Kuen-kwan, Mr CHAN Chi-ho, Mr CHEUNG Man-tim, Mr TSANG Kwok-ka and the Vice-Chairman.

90. Members noted the written replies from TD, KMB and Citybus (SKDC(TTC) Paper Nos. 144/25 to 146/25).

91. The Vice-Chairman suggested considering drawing up specific traffic diversion proposals for long-haul and short-haul vehicles, and flexibly adjusting the width of the footpath in order to balance driving efficiency and pedestrian convenience.

92. Members' views were consolidated as follows:

- They asked TD to provide the location of the bus stop and related plans after the completion of the noise barrier retrofitting works.
- They suggested retaining the temporary bus stop and reducing the area of the Tseung Kwan O Fresh Water Primary Service Reservoir, so as to widen the footpaths.

93. The Chairman said that both the original and the temporary bus stops had their respective advantages, and suggested awaiting the response from the department before conducting a site visit to collect views.

94. Mr CHIM Tsz-sing of TD noted Members' views. The department had to conduct further studies to draw up the most appropriate proposal.

95. Miss Mandy WONG of TD noted Members' views on the waiting environment and operational safety. TD would follow up with the bus and minibus operators as well as relevant divisions.

96. 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.

97. 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.

- (3) Suggest expediting the improvement of transport support arrangements in the Anderson Road New Development Area (SKDC(TTC) Paper No. 136/25)

98. The Chairman said that the discussion item was raised by Mr YAU Ho-lun,

Mr CHAN Kwong-fai, Mr CHONG Yuen-tung, Mr WAN Kai-ming, Ms TAM Chuk-kwan, Mr Philip LI, Mr TSANG Kwok-ka, Mr WONG Yuen-hong, Mr Chris CHEUNG, Ms KI Lai-mei, Mr LAM Chun-ka, Mr LI Tin-chi, Mr Ken CHAN, Mr Kelvin YAU, Mr WONG Wang-to, Mr CHAU Ka-lok, Mr CHEUNG Man-tim, Ms KAN Tung-tung, Mr CHAN Kuen-kwan, Mr CHAN Chi-ho, and the Vice-Chairman.

- (4) Suggest enhancing transport support arrangements in the Anderson Road area to alleviate the commuting pressure on residents and provide convenience in their daily lives
(SKDC(TTC) Paper No. 137/25)

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

100. Members noted the written replies from TD, KMB, Citybus and CEDD (SKDC(TTC) Paper Nos. 147/25 to 150/25 and 152/25).

101. Members' views were consolidated as follows:

- They suggested providing whole-day services and increasing the service frequency of KMB route nos. 600 and 213E.
- They suggested setting up fare concession validators or implementing a regional short-haul sectional fare scheme in the Anderson Road Quarry development area (the ARQ area), so that residents could enjoy fare concessions.
- They suggested operating the escalators connected to the footbridge on On Yu Road under energy-saving mode 24 hours a day.
- They suggested the relevant departments reassess whether the current locations of the pedestrian crossings in the ARQ area were convenient and safe.
- They suggested KMB make good use of Octopus real-time data to analyse passenger demand, promptly adjust the service frequency, and consider setting up special departures (by extending the existing routes passing through On Tat Estate to the ARQ area) as a transitional arrangement.

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

- She suggested advancing the first departure time and increase the frequency of GMB route no. 117A to facilitate travel for parents and students.
- She suggested the department closely monitor changes in passenger demand

and adjust bus service frequency in a timely manner.

103. Miss Mandy WONG of TD responded as follows:

- TD noted Members' views on the public transport routes in the ARQ area, and had further optimised the existing bus routes. For example, KMB increased the service frequency and advanced first departure time of bus route no. 19 on 17 November, while also extending the service hours and frequency during peak periods for KMB route no. 600 starting from 24 November. The department would continue to maintain close communication with other relevant departments regarding the progress and resident intake of the housing projects, and would also actively study with public transport operators the possibility of further increasing the frequency or extending the service hours of certain routes to meet service demand.
- TD noted Members' suggestions to increase the service frequency of GMB route no. 117A before and after school hours and to extend the service hours. The department would study and co-ordinate with the minibus operator to meet passenger demand.

104. Mr Eric LEE of KMB responded as follows:

- KMB was closely monitoring the resident intake progress of the ARQ area and would adjust the bus services in a timely manner. As mentioned by the representative of TD, KMB increased the service frequency and advanced first departure time of bus route no. 19 on 17 November, while also extending the service hours and frequency during peak periods for KMB route no. 600 starting from 24 November. KMB would continue to monitor the operation of all routes serving the ARQ area and changes in the service demand, and would review and optimise service arrangements in a timely manner.
- KMB noted Members' suggestions to set up fare concession validators in the ARQ area and consider introducing additional routes. KMB would discuss feasible options with TD.

105. Mr Thomas CHAN of Citybus responded that Citybus was closely monitoring the development of the ARQ area, particularly the traffic demand arising from the successive resident intake of the housing estates around On Yu Road. The main route of Citybus currently serving the ARQ area was Cityflyer route no. A28. Citybus would study the possibility of extending the route to cover the ARQ area and On Yu Road to provide direct access to the airport for residents in the district.

106. The Vice-Chairman reflected that due to the surge in student passengers before school hours, those boarding at en-route stops (such as Ma Yau Tong Village) were unable to take GMB route no. 117A to Tseung Kwan O. She suggested that the department study passenger diversion measures.

107. Miss Mandy WONG of TD noted Members' views on the service of GMB route no. 117A towards Po Lam, Tseung Kwan O before school hours. The department would liaise with the minibus operator to understand the situation and study the suggestion.

108. The Chairman asked TD, KMB, Citybus and CEDD 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.

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

- (1) Suggest optimising traffic signage at the crossroads near Chui Ling Road and Po Yap Road
(SKDC(TTC) Paper No. 138/25)

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

110. Members noted the written reply from TD (SKDC(TTC) Paper No. 151/25).

111. Members said that TD's reply did not clarify issues such as unclear road design and road markings, as well as the safety risks caused by large vehicles turning to force their way into the lane. They suggested the department arrange a site inspection and devise concrete improvement measures for the current road design.

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

- TD would provide the details of traffic volume and lane designation after the meeting.
- TD would collaborate with the HyD contractors to enhance the training for workers, so as to improve the quality of road markings.
- TD would follow up the issue of vehicles turning right to force their way into the lane.

113. Members said that traffic safety should take precedence over traffic volume, and suggested the department consider using the road markings at the turning section in San Po Kong at this location, so as to reduce the risk of vehicles forcing their way into the lane.

114. The Chairman suggested the Police pay more attention to this junction to ensure traffic safety.

115. 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.

IV. Any Other Business

116. No other business was raised by Members.

V. Date of Next Meeting

117. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 22 January 2026 (Thursday).

118. The meeting ended at 12:21 p.m.

Sai Kung District Council Secretariat
December 2025