

Sai Kung District Council
Traffic and Transport Committee
Minutes of the Fifth Meeting in 2024

Date : 19 September 2024 (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 Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG 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 LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Mr CHUNG Kai-yin	Senior Executive Officer (District Council), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Ms TONG See-ming, Abigail	Liaison Officer i/c (Hang Hau), Sai Kung District Office
Ms CHAN Ka-man, Carmen	Liaison Officer i/c (Tseung Kwan O) C, 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 SHEN Yue, Peter	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 AU Kai-lun	District Operation Officer, Tseung Kwan O District (Temp), Hong Kong Police Force
Mr TSUI Chun-yiu, Terence	Assistant Divisional Commander (Operations), Sai Kung Division, Hong Kong Police Force
Mr CHOI Kin-fung, Stephen	Acting Station Sergeant of District Traffic Team, Tseung Kwan O District, Hong Kong Police Force
Mr CHOW Kin-keung	Administrative Assistant/Lands, District Lands Office, Sai Kung
Mr Brian YEUNG	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited
Mr Leo CHAU	Assistant Manager, Public Affairs, Kowloon Motor Bus Company (1933) Limited
Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited

Absent

Mr YAU Siu-hung, Kelvin, MH
Mr CHEUNG Chin-pang

Member of Sai Kung District Council
Member of Sai Kung District Council

Welcome Remarks

The Chairman said that a quorum was present and the fifth meeting of the Traffic and Transport Committee (TTC) in 2024 commenced officially. He welcomed all Members, representatives of government departments and organisations to the fifth meeting of TTC in 2024, in particular Mr Viggo CHAN, District Engineer/Sai Kung, Highways Department (HyD), who attended the meeting for the first time in place of Mr CHAN Siu-yan, Stephen, on transfer.

2. The Chairman said that Mr Kelvin YAU was unable to attend the meeting on that day due to sickness. Due to exceptional circumstances, and there being no objection from Members, the Chairman declared that his absence from the meeting concerned was approved in accordance with Order 64(2) of the Sai Kung District Council Standing Orders, and the application for absence was allowed to be submitted as soon as possible after the meeting.

3. The Chairman said that Mr CHEUNG Chin-pang had notified the Secretariat prior to the meeting that he was unable to attend the meeting as he was not in Hong Kong.

I. Confirmation of Minutes of the 4th Traffic and Transport Committee Meeting held on 18 July 2024

4. 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 July 2024 to 31 August 2024
(SKDC(TTC) Paper No. 69/24)

5. Members noted the paper.

(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. 70/24)

6. Members noted the paper.

7. Members' views were consolidated as follows:

- They asked the Transport Department (TD) to provide the progress of the inspection and data analysis for the pedestrian crossing at Chi Shin Street. They also suggested that TD should arrange for Members to join a site inspection at the abovementioned location.
- To prevent vehicles from driving onto the pavement, they suggested reducing the distance between the bollards of the roundabout at Beverly Garden. In addition, they suggested installing video recording devices at the said location and collaborating with the Police to combat contraventions of traffic regulations.
- They asked TD to provide the works schedule of the provision of a cycle track off Tseung Kwan O Sports Ground at Po Hong Road.
- They suggested that TD should consider installing parking meters for on-street motorcycle parking spaces and other parking spaces with high usage rates in the district (e.g. at Po Lo Che Road) to prevent prolonged occupation.
- They suggested that TD should consider holding off the addition of metered parking spaces in parking areas with relatively low usage rates, such as the vicinity of the car park of Hebe Haven Yacht Club.

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

- She asked TD to provide details of the two abandoned vehicles cleared between July and August. Moreover, she suggested increasing the frequency of joint operations to clear abandoned vehicles.
- She suggested providing additional motorcycle parking places in the district. Locations worth considering included the areas near the schools around Yau Yue Wan Village, Lohas Park Road, and areas around Wan Po Road and under the bridges, etc.

9. Mr Peter SHEN, Engineer/Special Duties 1, TD responded as follows:

- Based on the findings of the traffic survey conducted in September this year, TD observed that the pedestrian flow at the pedestrian crossing at Chi Shin Street had increased compared with last year. TD was reviewing whether additional measures are needed to modify the said pedestrian crossing. TD would commission the Sai Kung District Office (SKDO) to conduct local consultation on specific proposals in due course.
- Regarding the incident in which a taxi driver carelessly drove onto the pavement at Tong Tak Street near Beverly Garden, TD had obtained relevant information from the Police. TD learned that the taxi driver was heading towards Tong Tak Street from the private road inside TKO Plaza. To prevent vehicles from driving onto the pavement, TD had written to the management office of TKO Plaza, advising it to consider installing guard rails or bollards on the private road concerned near the pavement of Beverly Garden. TD had also reviewed the bollards under its management near the pavement at Tong Tak Street, and concluded that the area was effective in blocking the way of private vehicles or taxis onto the pavement.

Furthermore, TD would continue to monitor the traffic situation of the respective road section.

- The Police could comment on the installation of closed-circuit television cameras.
- He noted Members' suggestion to provide motorcycle parking spaces near the schools around Yau Yue Wan Village. TD had sent staff to conduct a site inspection last month, and noted that there were currently no motorcycle parking spaces near the schools nor Tseung Kwan O Jockey Club Clinic around Yau Yue Wan Village. TD had asked HyD to conduct feasibility studies on the potential locations for providing motorcycle parking spaces (in about five locations). TD would commission SKDO to conduct district consultation on specific proposals in due course.

10. Members' views were consolidated as follows:

- There were two black spots of abandoned motorcycles in the district, namely the area under the footbridge with lifts connecting Park Central with Tiu Keng Leng Sports Centre, and the pavement of Beverly Garden near TKO Plaza (opposite Tseung Kwan O Sports Ground). They suggested that the department should pay attention to the matter and step up enforcement actions.
- They suggested that TD should arrange for Members to conduct a site inspection near the schools around Yau Yue Wan Village together with stakeholders, so as to explore appropriate locations for providing motorcycle parking spaces.

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

- Members could take photos for record and inform relevant departments for follow-up if they found specific locations where the problem of abandoned vehicles was severe.
- The situation of abandoning vehicles in rural areas was serious, which would affect villagers' daily lives in the long run.
- He suggested focusing resources on providing parking meters at the black spots of abandoned vehicles for the time being.
- He suggested extending the longest parking period of the parking meters in rural areas to six or eight hours for the convenience of countryside visitors.

12. Mr Johnathan BOEDIHARDJO, Engineer/Sai Kung, TD noted Members' views on the installation of parking meters and he would continue to follow up the matter. TD would also continue to follow up the problem of abandoned vehicles and collect views via different channels such as complaints and reports filed by the public or through communication with Members. If abandoned vehicles were found, SKDO would also assist in coordinating joint clearance operations.

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

- The district consultation on the provision of a cycle track off Tseung Kwan O Sports Ground at Po Hong Road received positive feedback. TD had already issued a works request form to HyD, and would discuss the works schedule with HyD.
- She noted Members' views on the provision of additional motorcycle parking spaces in the vicinity of Lohas Park Road or Shek Kok Road, and would further study the suggestion.

(C) The Main Traffic Improvement items and timetable from the Highways Department (Sai Kung and Tseung Kwan O)
(SKDC(TTC) Paper No. 71/24)

14. Members noted the paper.

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

- She suggested making improvements to the traffic and road signs at Hang Hau (North) Bus Terminus.
- She asked HyD to provide information about the carriageway widening works and the addition of an exclusive left-turn traffic lane at the roundabout of Clear Water Bay Road and Ying Yip Road (NE/24/01200) with an English version for informing expatriates the works details.

16. The Chairman suggested that Members should pay attention to dilapidated road signs in rural areas and inform relevant departments for improvement. He also suggested providing additional road signs at the junctions in rural areas to indicate the respective locations for members of the public.

17. Mr David AU, District Engineer/Tseung Kwan O, HyD said that the first stage of the improvement works at the roundabout of Ying Yip Road had commenced on 16 September. The works would involve modifying the central island of the roundabout. HyD was currently implementing temporary traffic arrangements and placing water-filled barriers thereat. Advance works including trial pit excavation for locating underground utilities would commence immediately afterwards. It was expected that the improvement works would be carried out in multiple stages. Meanwhile, HyD and TD were studying the feasibility of reducing works stages and comparing the works period. TTC would be informed of the latest situation in a timely manner.

18. The Chairman asked HyD to provide information about the expected works period of the first stage.

19. Mr David AU of HyD said that HyD would estimate the time required for the first stage of works based on the results of trial pit excavation for underground utilities.

(D) Progress Report of Major Works of the Sai Kung District Council
(SKDC(TTC) Paper No. 72/24)

20. Members noted the paper.

21. Members enquired about the information and progress in respect of the retrofitting of noise barriers at Po Lam Road North and Po Ning Road.

22. The Vice-Chairman proposed some locations for the stone columns regarding the improvement works project 716CL under Category A (namely infrastructure works for Tseung Kwan O Stage 1 landfill site, i.e. Southern Bridge of Tseung Kwan O waterfront near LOHAS Park). She also suggested considering developing the area for leisure purpose. Additionally, some cyclists failed to observe the traffic signs that they did not dismount and push their bicycles when crossing the bridge. She suggested that the Police should step up patrols.

23. Mr AU Kai-lun, District Operation Officer, Tseung Kwan O District (Temp), Hong Kong Police Force (HKPF) said the Police had already stepped up patrols and established a Bicycle Patrol Team. The Police would give advice to cyclists if relevant situations occurred.

24. The Chairman said as no representatives of the Civil Engineering and Development Department (CEDD) were sent to attend this TTC meeting, he asked the Secretariat to write to CEDD to enquire about the matter.

[Post-meeting note: The Secretariat relayed Members' views to CEDD and enquired about the matter on 9 October 2024.]

(E) Report of the Working Group on Facilitation of Use of Bicycles in TKO Area
(SKDC(TTC) Paper No. 73/24)

25. Members noted the paper.

26. The Vice-Chairman was aware that TD had provided additional bicycle parking spaces at many locations in the district, such as about 15 bicycle parking spaces at Lohas Park Road. At times, bicycles were parked at Wan Po Road illegally. She suggested that TD should explore providing additional bicycle parking spaces at Wan Po Road near The Capitol and Le Prestige as well as the vicinity of Shek Kok Road, and stepping up clearance work.

27. Ms Eunice HUI of TD said that TD noted and would study Members' suggestion on providing additional bicycle parkings spaces in the vicinity of Wan Po Road.

28. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, SKDO indicated that in coordinating joint clearance operations, SKDO would pay more attention to illegal bicycle parking at Wan Po Road near Shek Kok Road and opposite The Capitol and Le

Prestige.

29. The Chairman suggested making more efforts to clear shared bicycles that were abandoned or parked illegally on footpaths in rural areas. If Members found the problem of leaving shared bicycles at certain locations remained serious, they could notify the relevant departments for prompt follow up action.

(F) Statistics on cycling accidents
(SKDC(TTC) Paper No. 74/24)

30. Members noted the paper.

31. Members' views were consolidated as follows:

- They suggested providing a more detailed breakdown of the causes of careless cycling, such as the failure to wear helmets, pedestrians being knocked down by cyclists, rugged road surfaces, road obstacles.
- They suggested stepping up patrols on Wan Po Road, Lohas Park Road and the cycle track along Tseung Kwan O South Waterfront Promenade.
- Statistics on prosecutions or warnings issued against the use of electric mobility devices (EMDs) in Sai Kung and Tseung Kwan O could be provided.
- To reduce cycling accidents, they suggested rectifying the problem of slippery footpaths on Wan Po Road near the area off The Capitol due to gradients and materials.
- They suggested enhancing publicity efforts, such as setting up street counters and putting up more banners, to minimise hazards caused by vehicle-pedestrian conflicts.

32. Mr AU Kai-lun of HKPF responded as follows:

- He was concerned about the vehicle-pedestrian conflicts occurred on Lohas Park Road. He reckoned that an increase in the number of cyclists during summer holidays might cause relatively more traffic accidents involving bicycles.
- The Police placed publicity materials in major bicycle shops in the district to remind the public of safe cycling, and put up more banners promoting safe cycling in the vicinity of the bicycle shops.
- The Police would conduct operations against EMDs on an ad hoc basis. In an operation conducted in the Tseung Kwan O Police District on 12 September 2024, four persons were arrested on suspicion of committing the offences related to EMDs.
- Slippery footpaths in the vicinity of Wan Po Road were mainly attributable to the failure to clear puddles formed by rain, rather than caused by some construction wastes.
- Regarding pedestrians walking on cycle tracks, the Police would step up

patrols. The Bicycle Patrol Team had been set up in the Tseung Kwan O Police District. If pedestrians were found walking on a cycle track or being involved in offences associated with cycling, the Police would advise them or prosecute them by summons.

33. Members' views were consolidated as follows:

- TD was requested to provide an update of the progress of the pilot trial for EMDs.
- The Police should provide detailed information in the report, including the locations of the accidents, the injured and affected persons.

34. Mr AU Kai-lun of HKPF noted Members' suggestions on the content of the report.

35. Mr Peter SHEN of TD said that information related to the regulation over EMDs was not available at the meeting. He would refer Members' views to the relevant division.

36. The Vice-Chairman said the licensing criteria for the use of EMDs might involve the Electrical and Mechanical Services Department (EMSD). She suggested that TD should provide the implementation schedule.

37. The Chairman requested the Secretariat to write to EMSD to enquire about the regulatory criteria for using EMDs.

[Post-meeting note: The Secretariat relayed Members' views and the above enquiry to EMSD on 9 October 2024.]

(G) Statistics on illegal parking
(SKDC(TTC) Paper No. 75/24)

38. Members noted the paper.

39. Members' views were consolidated as follows:

- They enquired about the reasons for an increase in the number of fixed penalty notices (FPNs) issued at Chi Shin Street, and about the locations where the FPNs were issued.
- They suggested displaying more conspicuous warning signs at roadsides so that they would be easily visible to vehicle owners to reduce illegal parking.
- Despite the availability of short-term tenancy (STT) car parks at Chi Shin Street and Shek Kok Road, many FPNs had still been issued. They suggested that TD should study the feasibility of providing additional parking meters on roads such as Chi Shin Street, Shek Kok Road and Tong Chun Street.
- They suggested that discretion should be exercised in dealing with

temporary parking of nanny vans or private vehicles during peak school hours.

- They suggested providing additional parking spaces in the area opposite Savannah at Chi Shin Street to facilitate passenger alighting/boarding or truck unloading.
- They recommended that TD should provide lay-bys or 30-minute parking meters in the vicinity of schools (such as near Metro City) to allow parents to pick up their school children.

40. Mr AU Kai-lun of HKPF responded as follows:

- Chi Shin Street was a major road in the district. The Police often conducted patrols to ensure smooth traffic flow and thus a relatively high number of FPNs were issued at that location.
- Along with the commencement of the school term, the Police had to strike a balance between maintaining public accessibility and ensuring smooth traffic flow when taking law enforcement actions near schools. Their targets were to ensure smooth traffic flow and minimize traffic accidents.
- He noted Members' views regarding the area near Savannah at Chi Shin Street and would pay more attention to that location. The Police would regularly patrol the areas where enforcement actions under Selected Traffic Enforcement Priorities should continue, such as the areas of Tseung Kwan O South, Tong Chun Street or Chi Shin Street.

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

- He asked the Police whether there were key performance indicators (KPIs) on the number of FPNs issued.
- The Police might consider taking an "advice first, enforcement later" approach when handling the problem of illegal parking, so as to prevent unnecessary conflicts.
- TD should enhance communication with schools to allow parents to pick up and drop off school children within the schools.

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

- TD could liaise with schools to allow students to board and alight at roadsides in the vicinity of schools (e.g. the areas of Tseung Kwan O South).
- She proposed that vacant sites should be converted into temporary car parks by way of STTs.
- She suggested providing more parking meters in the areas of Tseung Kwan O South or Shek Kok Road.

43. Mr AU Kai-lun of HKPF responded as follows:

- There was no KPIs for the Police on the number of FPNs issued. FPNs

were issued according to the actual road traffic conditions.

- Regarding the situation of Chi Shin Street, the main locations where FPNs had been issued were the vicinity of schools and the Immigration Headquarters which commenced service on 11 June 2024.

III. Motions Raised by Members (Total three motions)

(A) One motion related to bus service

- (1) Request for implementation of trial runs of electric buses or hydrogen buses in the district
(SKDC(TTC) Paper No. 76/24)

44. The Chairman said the motion was moved by Mr WONG Wang-to and seconded by Mr WAN Kai-ming, Mr LAM Chun-ka, Mr TSANG Kwok-ka, Mr Ken CHAN, Mr WONG Yuen-hong, Mr CHEUNG Man-tim, Mr LI Tin-chi, Mr Chris CHEUNG and Mr YAU Ho-lun.

45. Members noted the written replies from TD, the Kowloon Motor Bus Company (1933) Limited (KMB), the Citybus Limited (Citybus) and the Environmental Protection Department (EPD) (SKDC(TTC) Paper Nos. 79/24 to 81/24 and 86/24).

46. Members' views were consolidated as follows:

- They asked the bus companies about the latest information and data of the trial runs of electric or hydrogen buses and the criteria adopted by the bus companies in choosing the routings to be operated by electric or hydrogen buses.
- They suggested that the trial run of electric or hydrogen buses could be done on short-haul routes in the district.
- They suggested TD or relevant departments to provide subsidies to encourage bus companies to switch to more electric or hydrogen buses.
- They enquired about the origin of the electric or hydrogen buses currently used by the bus companies.

47. The Vice-Chairman welcomed to see more new energy buses being used by the bus companies. She requested TD to provide information on the regulation of electric buses or hydrogen buses and relevant the safety requirements.

48. Miss Mandy WONG, Senior Transport Officer/Sai Kung, TD said that TD was aware of EPD's policies and subsidy programmes to encourage the use of new energy buses by bus companies. TD understood that the cost of new energy buses was higher than that of traditional buses. TD would continue to take heed of the operational requirements of the bus companies and collect views regarding the trial runs. On whether new energy buses would be extended to other bus routes in Tseung Kwan O, upon receiving applications from the bus companies to deploy new energy buses on

individual bus routes, TD would take into account factors such as routing conditions, road traffic and user demand etc. Overall, TD encouraged bus companies to test out new energy buses.

49. Mr Leo CHAU, Assistant Manager, Public Affairs, KMB noted and would actively study Members' views. The use of electric buses involved a wide array of factors, such as deployment of different models of buses, the demand for various routes, patronage, routing distance and road conditions. Even though KMB had the largest fleet of new energy buses, there were only 80 electric buses at present. With the limited supply, KMB would do its best to deploy the buses to provide service in Sai Kung District. KMB would introduce a new bus route to the Anderson Road Quarry site in due course, and would arrange electric buses to serve this new route.

50. Ms Penny CHUNG, Corporate Communications Manager, Citybus responded as follows:

- In 2022, Citybus started to introduce the first electric double decker bus in the territory and the world's first tri-axle hydrogen double decker bus. It was the sole company having both electric and hydrogen buses on a territory-wide basis. Both types of buses were now put into service. The Government had granted approval for hydrogen buses to travel through tunnels in July this year. Citybus would run parallel tests by arranging diesel, electric and hydrogen buses to operate on the same route simultaneously to collect data in a more comprehensive manner. Citybus aimed to operate a full fleet of electric and hydrogen buses by 2045.
- Regarding the criteria for choosing bus routes for the operation of electric or hydrogen buses, trial run of electric buses had been conducted on some routes in Hong Kong Island, Kowloon (e.g. Kai Tak) and the New Territories. Tests in various aspects were also conducted based on the operations of each route. In the future, Citybus would conduct tests on the road conditions or geographical environment of different areas in Hong Kong.
- Citybus' first electric and hydrogen double decker buses in Hong Kong were both manufactured in Mainland China. At present, hydrogen buses had been widely used in the Mainland for some time. Citybus was aware of the public's hesitation regarding new types of projects, and it would step up its publicity efforts to address public concerns.
- Both electric and hydrogen vehicles were new in Hong Kong. At present, these buses and their supporting facilities (e.g. hydrogen refueling stations and charging facilities) were comparatively more expensive. Nevertheless, the prices were expected to drop in the future. In the testing stage, Citybus would need government funding for franchised bus companies to conduct tests and procure electric or hydrogen vehicles.
- She noted Members' views on deploying more new energy buses in Sai Kung District. Citybus was willing to arrange new energy buses to operate on routes in Sai Kung at a later stage.

51. Miss LAM I-ching, Assistant District Officer (Sai Kung)¹, SKDO responded as follows:

- For the application of hydrogen energy, the Government established the Inter-departmental Working Group on Using Hydrogen as Fuel (the “Working Group”) as early as in 2022. The Working Group was chaired by the Under Secretary for Environment and Ecology, with members comprising various government departments, including the Fire Services Department, EMSD and TD. Hydrogen buses were granted approval to travel through tunnels after detailed discussions and studies to ensure safe operation.
- In response to Members’ concerns whether the Government had considered using new energy buses manufactured in the Mainland, the Government had drawn reference to the development of new energy vehicles from various locations across the globe when drafting the Hong Kong Roadmap on Popularisation of Electric Vehicles in 2021. In fact, the level of technology and prevalence of new energy buses manufactured in the Mainland ranked among the top globally and the Government had all along been encouraging the application in Hong Kong.

52. The Vice-Chairman noted that the Hong Kong and China Gas Company Limited (Towngas) would develop Hong Kong’s first project by utilising biogas to produce green hydrogen at the South East New Territories Landfill Extension. She enquired whether the bus companies would seize the opportunity to foster collaboration. She also suggested organising a visit to the production plant(s) of Towngas for Members to obtain more information.

53. The Chairman said that at present, a basic system for hydrogen refueling or electricity charging devices had been established. He asked if the two bus companies could provide the number of new energy buses to be introduced over the coming one to two years.

54. Mr Leo CHAU of KMB indicated that regarding the development of new energy buses, KMB had already explored increasing the number of new electric buses in the short run, with the aim to convert its full fleet to new energy buses in 2050. As for hydrogen buses, KMB was currently focusing on the development of electric buses, but it would not rule out other possibilities in the future.

55. Ms Penny CHUNG of Citybus said that Citybus had cooperated with Towngas. Under the current operation of electric and hydrogen buses, Citybus aimed at zero emission from its entire fleet by 2045. Citybus would continue to procure two types of vehicles (electric and hydrogen buses), and take into account the geographic environment or climate of Hong Kong before deciding on the scale and weighting of electric and hydrogen buses.

56. The Chairman suggested that the Secretariat should write to Towngas to arrange a visit to the production plant(s), for Members to gather more information for explaining to residents in the district.

[Post-meeting note: The Secretariat relayed Members' views to Towngas on 9 October 2024.]

57. There being no amendment or objection from Members, the Chairman declared that the above motion was passed and requested TD, KMB, Citybus and EPD to follow up Members' views. With the consent of Members, the Chairman said that the motion would be deleted at the next meeting.

(B) The two motions related to road works / facilities

- (1) Request for provision of pick-up/drop-off points for persons with disabilities at the cul-de-sacs of Tong Tak Street near Beverly Garden and Tong Ming Court
(SKDC(TTC) Paper No. 77/24)

58. The Chairman said the motion was moved by Mr WONG Yuen-hong and seconded by Mr WAN Kai-ming, Mr LAM Chun-ka, Mr TSANG Kwok-ka, Mr Ken CHAN, Mr WONG Wang-to, Mr CHEUNG Man-tim and Mr Chris CHEUNG.

59. Members noted the written replies from TD, HyD and HKPF (SKDC(TTC) Paper Nos. 82/24 to 84/24).

60. The Vice-Chairman suggested that TD should consider providing pick-up/drop-off points for persons with disabilities at other locations in the district such as Man Nin Street in Sai Kung for use by wheelchair-bounded and mobility impaired persons.

61. Members' views were consolidated as follows:

- They suggested that the departments concerned should make reference to the design of Exit A, Hang Hau MTR Station and expedite the study on building ramps at the cul-de-sacs of Tong Tak Street near Beverly Garden and Tong Ming Court for use by wheelchair-bounded and mobility impaired persons.
- They suggested widening the walkway cover connecting the main entrance of Tong Ming Court with Park Central at Tong Tak Street for the convenience of those waiting for or taking taxis.

62. The Vice-Chairman added that the construction works for the walkway cover connecting the main entrance of Tong Ming Court with Park Central at Tong Tak Street was funded under the District Minor Works Programme approved by the District Facilities Management Committee of the Sai Kung District Council two terms ago. As a large number of public utility pipelines were found lying underground during the construction period, the walkway cover could not be widened to the position above the

taxi stand, which could only be constructed close to Tong Ming Court with a hanging design.

63. Mr Peter SHEN of TD noted the relevant view. TD would advise in the aspect of traffic if there was other linking option for the walkway cover.

64. Mr David AU of HyD said HyD would provide technical advice if relevant suggestions were received.

65. There being no amendment or objection from Members, the Chairman declared that the above motion was passed, and requested TD, HyD and HKPF to follow up Members' views. With the consent of Members, the Chairman said that the item would be deleted at the next meeting.

- (2) Suggest studying the installation of the new type of pedestrian traffic light countdown devices in the district
(SKDC(TTC) Paper No. 78/24)

66. The Chairman said that the motion was moved by Ms KI Lai-mei and seconded by Mr CHAU Ka-lok, Mr CHAN Kuen-kwan, Mr CHAN Chi-ho, Mr CHEUNG Chin-pang, Mr TSANG Kwok-ka, Ms TAM Chuk-kwan, Mr CHAN Kwong-fai, Ms KAN Tung-tung, Mr CHAN Kai-wai, Mr CHONG Yuen-tung, Mr Ken CHAN, Mr WONG Yuen-hong, Mr WONG Wang-to, Mr YAU Ho-lun and the Chairman himself.

67. Members noted the written reply from TD (SKDC(TTC) Paper No. 85/24).

68. Members' views were consolidated as follows:

- The installation of a new type of pedestrian traffic light countdown devices (new pedestrian countdown devices) was the most direct way to remind people of the remaining time of the flashing "Green man" light. They suggested expediting the study on the installation of new pedestrian countdown devices at locations such as at the junction of Po Yap Road and Tong Chun Street to protect pedestrian safety.
- They suggested installing new pedestrian countdown devices at major junctions in Tseung Kwan O, Sai Kung to collect test data.
- They requested TD to provide the results of the trial of the new pedestrian countdown devices and the implementation time schedule, as well as the reasons for excessive long lead time for planning and preparation.

69. The Vice-Chairman suggested stepping up promotion and publicity efforts, such as putting up banners to keep the public informed of the latest information.

70. The Chairman suggested that TD should provide a confirmed trial schedule.

71. Ms Eunice HUI of TD noted Members' views on new pedestrian countdown

devices, and would relay them to the Traffic Control Division.

72. There being no amendment or objection from Members, the Chairman declared that the above motion was passed, and requested TD to follow up Members' views. With the consent of Members, the Chairman said that the item would be deleted at the next meeting.

IV. Any Other Business

(A) Road obstruction caused by fallen trees and broken branches

73. Members said that during morning peak hours on 19 September 2024, the traffic was congested due to a fallen tree close to Tai Wan Tsuen on Tai Mong Tsai Road, Sai Kung. The fallen tree in Tai Wan Tsuen had been cleared that morning. Nevertheless, the removal of hazardous roadside trees could not be overlooked. They suggested that relevant departments should step up inspection and testing of the trees on the land, roads, the areas inside and around the venues, which were under their purview and take appropriate risk mitigation measures based on the results of risk assessment, including tree crown pruning, removal of withered branches, etc. Upon identification of any risks, the departments concerned should arrange the removal expeditiously to ensure public safety.

74. The Chairman suggested that the departments should give priority to the handling of hazardous roadside trees on major roads, such as Clear Water Bay Road (the section from the Hong Kong University of Science and Technology to the gas station).

75. Miss LAM I-ching of SKDO said if Members knew that there were some potentially hazardous trees at particular locations, they could notify the Secretariat for referral to relevant departments for follow-up actions.

76. The Vice-Chairman suggested that relevant departments should help residents remove hazardous trees on private land actions.

77. Mr CHOW Kin-keung, Administrative Assistant/Lands, District Lands Office, Sai Kung (DLO/SK) said in general, roadside trees within 10 metres from a public road were managed by the Leisure and Cultural Services Department. Instead, trees on a roadside slope were managed by the government department responsible for the maintenance of the slope. As regards the government land which was not managed by any government department on a daily basis, it was considered as unleased and unallocated government land, on which the Special Duties Task Force of the Lands Department was responsible for non-scheduled trimming or removal of trees.

78. Mr David AU of HyD said the Slopes Section of HyD had been continuously reviewing and following up the maintenance of trees on the slopes under the purview of HyD.

79. The Chairman said that Members who found trees at risk could note down the locations and inform the relevant departments to remove the trees.

(B) Rural road naming

80. Members suggested naming the rural roads which were not interconnected so as to provide convenience to postal workers or visitors.

(C) Transport facilities in Po Toi O

81. Members suggested improving transport facilities, such as turnaround facilities and parking spaces in Po Toi O.

82. The Chairman added that CEDD had earlier completed part of slope stabilisation works on the land for the proposed turnaround construction works. The land involved was currently cordoned off by DLO/SK. SKDO was discussing with CEDD and DLO/SK the feasibility of constructing a turnaround thereon.

(D) Public transport

83. Members' views were consolidated as follows:

Buses

- Enhancing the services of bus route nos. 690S and 298X.
- Increasing the service frequency of bus route no. 792M running from Sai Kung to Tseung Kwan O during morning peak hours.
- Increasing the service frequency of bus route no. 298.
- Providing one stop of bus route no. 98 at the Fire Services Department Pak Shing Kok Married Quarters.
- They welcomed the full-day operation of bus route no. 790.

Minibuses

- They relayed the problems of lost trips and stop-skipping of Green Minibus (GMB) route no. 110.
- One minibus stand of GMB route no. 116 should be located at the entrance of the Fire Services Department Pak Shing Kok Married Quarters.
- Providing one minibus stand of GMB route no. 12 at Pak Shek Wo Tsuen.
- The minibus stand of GMB route no. 113 at Tseung Kwan O Preliminary Treatment Works on Shek Kok Road opposite Le Prestige should not be cancelled suddenly.

Taxis

- They suggested that TD could attract more red taxis to operate in the district,

or even relax the operating area for green taxis.

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

- Enhancing the services of GMB route nos. 103 and 103M.
- Regularising the frequency of bus route no. 91S.

85. Miss Mandy WONG of TD responded as follows:

- With regard to the proposed frequency enhancement of bus route nos. 690S and 298X, TD had received an application from the bus companies earlier. Applications were being processed in accordance with the procedures and relevant information was being confirmed with the bus companies, with a view to giving timely reply to the public and the bus companies.
- Noting the irregular service of GMB route no. 110, TD was aware of the operational difficulties encountered by the GMB operator and the changing passenger demand. It was actively studying the feasibility of rationalising existing resources so as to improve the stability of the service frequency. If there was new proposals, TD would consult Members in writing to gather their views.
- TD understood Members' concerns about the cancellation of the minibus stand of GMB route no. 113. It noted that the operator of GMB route no. 113 had posted notices about the cancellation of the minibus stand at the relevant location since March. Nevertheless, TD had reminded the operator to inform TD and the Members concerned to discuss relevant arrangements and to disseminate the message to the public as soon as possible.

86. Mr Leo CHAU of KMB responded as follows:

- The current occupancy rate of bus route no. 91S was below 30%, which could not satisfy the requirement for increasing frequency, and yet the route would be extended to Kwun Tong.
- To cater for the residents' demand, one additional departure of bus route no. 690S had been provided at 7:52 a.m. Noting the keen demand from residents, KMB had already applied to TD for frequency improvement, by adjusting upwards the frequency of the Central bound service during morning peak hours (i.e. a total of 10 trips from 7:30 a.m. to 9:00 a.m.), and increasing the frequency of the afternoon peak-hour service to Hang Hau (i.e. a total of 4 trips from 5:40 p.m. to 6:30 p.m.), with a view to meeting the residents' demand.

87. Mr Donald LEE, Senior Transport Officer/Sai Kung & Public Pier, TD responded as follows:

- In response to the changes in the travelling pattern and demand of

passengers in the swimming season, TD would, if necessary, require the minibus operator to deploy the minibuses of GMB route nos. 103 and 103M flexibly during peak hours, to suit passengers' waiting time as far as possible.

- As stated in the Bus Route Planning Programme 2024-25 of Sai Kung District, TD and the bus company noted that Members hoped for service enhancement of bus route no. 91S, which would soon be extended to Kwun Tong. TD and the bus company would closely monitor the changing passenger demand on the above route after implementing the programme. TD would explore with the bus company the service adjustments to suit passengers' demand.
- He noted Members' views on increasing the frequency of bus route no. 792M running from Sai Kung to Tseung Kwan O during morning peak hours.
- He noted Members' views on the provision of one minibus stand of GMB route no. 12 in Pak Shek Wo Tsuen.

88. Ms Penny CHUNG of Citybus responded as follows:

- As regards Members' views on service enhancement of bus route no. 792M during morning peak hours, Citybus would review the frequency arrangements based on the actual patronage and adjust the service whenever necessary.
- Citybus had applied to TD for enhancing the service of bus route no. 690S, and would liaise closely with TD for a speedy implementation.
- Given the ongoing increase in patronage of bus route no. 790, the bus service would be enhanced since 29 September this year.
- Regarding transport in Pak Shing Kok, Citybus had all along maintained close liaison with TD with a view to improving the frequency of the bus routes passing through Pak Shing Kok Road or providing other services.

V. Date of Next Meeting

89. The Chairman declared that the next meeting was scheduled for 10:00 a.m. on 21 November 2024 (Thursday).

90. The meeting ended at 12:14 p.m.

Sai Kung District Council Secretariat
October 2024