

(Translation)

Minutes of Meeting of Islands District Council

Date : 27 June 2016 (Monday)

Time : 2:00 p.m.

Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr CHOW Yuk-tong, BBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

Mr YUNG Chi-ming, BBS

Mr CHAN Lin-wai

Mr CHEUNG Fu

Mr WONG Hon-kuen, Ken

Mr FAN Chi-ping

Mr LOU Cheuk-wing

Mr WONG Man-hon

Ms YU Lai-fan

Ms LEE Kwai-chun

Ms YUNG Wing-sheung, Amy

Mr TANG Ka-piu, Bill, JP

Mr KWONG Koon-wan

Mr CHOW Ho-ding, Holden

Ms TSANG Sau-ho, Josephine

Mr KWOK Ping, Eric

Ms FU Hiu-lam, Sammi

Attendance by Invitation

Ms TSE Siu-wa, Janice, JP

Dr David SUN

Mr MAN Ho-yin

Mr CHAN Kai-lam, Allan

Mr CHOW Wing-hung, Peter

Ms LAI On-man, Emma

Ms YEUNG Ka-lai

Mr CHOW Kwok-sang

Dr LOH Lai-ting, Taron

Director of Home Affairs, Home Affairs Department

Deputy Hospital Chief Executive (Operation),

North Lantau Hospital, Hospital Authority

Deputy General Manager (Nursing) & Senior Nursing Officer,

North Lantau Hospital, Hospital Authority

Senior Property Service Manager (Wong Tai Sin, Tsing Yi,

Tsuen Wan and Islands), Housing Department

Senior Architect, Housing Department

Architect, Housing Department

Planning Officer, Housing Department

Civil Engineer, Housing Department

Senior Medical & Health Officer (Community Liaison),

Department of Health

Mr TO Yun-fong, Billy	Acting General Manager (Planning and Development), Hongkong Post
Ms KO Sha-lee, Shirley	Senior Manager (Retail Business/Hong Kong), Hongkong Post
Mr WONG Pui-chung, William	Senior Transport Officer/Boundary/Projects, Transport Department
Mr LEE Ka-hei, Haywood	Engineer/Islands, Transport Department
Ms LAM Lai-hang, Mable	Senior Engineer/Planning Policy, Water Supplies Department
Mr WONG Yee-lok	Engineer/Planning Policy(1), Water Supplies Department
Mr CHEUNG Kwan-kit	Property Services Manager/Shau Kei Wan & Islands South, Architectural Services Department
Mr NG Kwok-yan, Franco	Senior Country Parks Officer, Agriculture, Fisheries and Conservation Department
Mr WONG Siu-wah, Pierre	Senior Engineer (Hong Kong Island Division), Civil Engineering and Development Department

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)1, Islands District Office
Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Ms HUI Yuen-mei, May	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer (Sai Kung & Islands), Planning Department
Mr WONG Kwok-wai, Wilson	Senior Estate Surveyor (District Lands Office, Islands), Lands Department
Ms LO Man-kam	Administrative Assistant (Lands/Islands), Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern & Islands), Social Welfare Department
Ms LEE Nga-lai, Alice	District Commander (Lantau), Hong Kong Police Force
Mr LEUNG Chung-ting	Acting District Commander (Marine Port), Hong Kong Police Force
Ms FAN Chin-ting, Erica	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LAW Tung-wah, Benji	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr TO Chi-keung, Gary	Acting Chief Transport Officer/New Territories South West, Transport Department
Mr WONG Hon-kit	Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands), Housing Department
Mr WONG Wai-wan	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mrs Brenda NG	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms CHAN Sum-sum, Candy	Senior Executive Officer (District Council), Islands District Office
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Welcoming Remarks

The Chairman welcomed Members and representatives from the government departments to the meeting and introduced the government representatives present:

- (a) Mr LEUNG Chung-ting, Acting District Commander (Marine Port) of the Hong Kong Police Force (HKPF), who attended the meeting in place of Mr Richard Brinsley SHERIDAN.
- (b) Mr TO Chi-keung, Gary, Acting Chief Transport Officer/New Territories South West of the Transport Department (TD), who attended the meeting in place of Mr YUEN Hong-shing, Honson.
- (c) Mr WONG Kwok-wai, Wilson, Senior Estate Surveyor (District Lands Office, Islands) of the Lands Department (LandsD), who attended the meeting in place of Mr LI Kin-nga, Denis.

I. Visit of Director of Home Affairs to Islands District Council

II. Question on Cheung Chau Community Hall and Cheung Chau Fong Pin Hospital (Papers IDC 71/2016 and IDC 78/2016)

2. The Chairman welcomed Ms TSE Siu-wa, Janice, JP, Director of Home Affairs to the Islands District Council (IDC) for meeting and exchange with Members. He suggested that Item II which concerned home affairs be discussed in conjunction with Item I.

3. Director of Home Affairs gave a briefing on the work of the Home Affairs Department (HAD) with the aid of PowerPoint Presentation. The work included launching the District-led Actions Scheme and Signature Projects Scheme, promotion of recreation and cultural activities and community involvement projects, providing further support for District Minor Works (DMW) Projects, building management (including review of the Building Management Ordinance (BMO)) and overseeing the Youth Development Network Programme in all the 18 districts, as well as setting up of a fixed penalty system against illegal occupation of public places.

4. Mr YUNG Chi-ming and Ms LEE Kwai-chun introduced the contents of papers IDC 71/2016 and IDC 78/2016 respectively.

5. Mr LI Ping-wai, Anthony gave a consolidated response in respect of the question on Cheung Chau Community Hall and Cheung Chau Fong Pin Hospital as follows:

Cheung Chau Community Hall

- (a) Back in 1988, the Government had already planned and reserved Government land in Cheung Chau for development of community hall.

The project did not proceed due to small population size, resource allocation and order of priority.

- (b) To cater for the need of local residents in Cheung Chau, HAD made special arrangements with the Leisure and Cultural Services Department (LCSD) for implementation of a pilot scheme with effect from 2002 to allow local organisations to use the sports centres in Nam She Tong and Praya Street free of charge for holding district activities.
- (c) In recent years, HAD commenced the preparatory works, e.g. the preliminary design and site investigation with the Architectural Services Department (ArchSD) for development of the Cheung Chau Community Hall. The draft plan was expected to be available later this year and would be presented to IDC for comment.

Cheung Chau Fong Pin Hospital

- (d) The Islands District Office (IDO) was in support of revitalisation of Fong Pin Hospital. However, a household had been occupying the hospital premises unlawfully and refused to vacate the premises despite repeated requests. Notices had been issued to the illegal occupants requiring them to vacate the premises but they continued to occupy the premises unlawfully. Advice was being sought from the Department of Justice on the next steps.
- (e) IDO conducted a site visit with the representatives of the Commissioner for Heritage's Office (CHO) and examined preliminarily the feasibility of revitalising the hospital premises under the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme). CHO expressed interest and the willingness to pursue further discussions, though the issue of unlawfully occupation had to be dealt with first.

6. Ms Amy YUNG expressed her views as follows:

- (a) She supported the introduction of the Property Management Services Bill and the recommendations contained in the consultation paper on review of BMO. However, when tabled in the Legislative Council (LegCo), the bill and recommendations were met with oppositions from people with vested interests.
- (b) She pointed out that even though BMO were amended, it was difficult to form an owners' corporation (OC) in Discovery Bay. According to the deed of mutual covenant (DMC), the developer owned more than 70% of undivided shares but its share of management fee was less than 10%. Discovery Bay Management Services Ltd. was its subsidiary and thus it was virtually impossible for the owners to terminate the appointment of the DMC manager. During the past years, she had times and again brought up the above to the IDC and Area Committees and yet no progress was made. She welcomed HAD putting up enhancement proposals.

- (c) Given the above problem facing the individual owners in Discovery Bay, conflicts often arose when building maintenance works were conducted. Bid-rigging was also suspected. She hoped the Police and ICAC would work jointly to prevent crimes. She cited as examples that the management company collected proxies from owners and there were forgeries of instrument in 2005. The Police was called and the documents were found fabricated. She hoped the authorities concerned would stay vigilant against fake documents.
- (d) The provisions in Schedules 7 and 8 to the prevailing BMO were incorporated in the main DMCs but not the sub-DMCs. Discovery Bay was a property developed by a single developer in phases and most residents did not enjoy the rights provided in Schedules 7 and 8. She proposed HAD to amend the Ordinance so that the two schedules would be applicable to sub-DMCs.
- (e) A large number of buildings sprang up in Islands District. It was vital that individual owners were covered by BMO which had far-reaching implications on them. Many residents expressed concerns over building maintenance, appointment of agents, formation of OC and suspected bid-rigging, etc., and disputes abound. She hoped HAD would refine BMO to bring benefits to ordinary citizens and that the LegCo would not be influenced by people with vested interests or the industry concerned.

7. Mr Bill TANG expressed his views as follows:

- (a) Tung Chung West had a population of nearly 50 000 (including the 40 000 residents in Tung Chung Estate) but no community hall was provided. As the Government had reserved land in Tung Chung Area 39 for development of an indoor sports centre, he hoped that a community hall would be provided therein.
- (b) Currently, each DMW project was subject to a maximum ceiling of \$30,000,000. With public works expenditure rising persistently, he proposed HAD to raise the ceiling to \$50,000,000 for flexible implementation of projects.
- (c) He was concerned about the lack of electricity supply in remote areas e.g. Po Toi Island and Tung Ping Chau. He proposed HAD to install street lamps using renewable energy which were environmentally-friendly, thus the residents needed not buy diesel at their own expense to light up the pier.
- (d) There were many non-Chinese residents on Lantau (including Tung Chung). He hoped HAD would foster inter-communal relationship in the district.

8. Mr KWONG Koon-wan expressed his views as follows:
- (a) The facilities of Cheung Chau Community Hall should meet the needs of local residents. He hoped HAD would collect the opinions of district organisations at the design stage to avoid major changes afterwards. He also suggested that a wide range of facilities should be provided for the elderly, children and youngsters on Cheung Chau, e.g. a heated swimming pool for doing healthy exercises and swimming practice.
 - (b) The DMW project on provision of a public toilet at Sai Tai Road, Cheung Chau (IS-DMW-176) had been under discussion for years but little progress was made as the Food and Environmental Hygiene Department (FEHD) and the District Office (DO) had not reached agreement over the future management and maintenance arrangement as well as the recurrent budget. He hoped HAD would assist in the matter.
 - (c) He appreciated the performance of the Works Section of DO. The streets in Cheung Chau were managed by a number of government departments and road surfaces were often damaged due to frequent use. The Works Section followed up accordingly and repair work was carried out. He hoped that where the damages were of a relatively minor scale, repair work would be arranged within the shortest time possible to ensure pedestrian safety.
9. Mr Holden CHOW raised concerns about the problem of bid-rigging in some building maintenance works. He learned that the Competition Commission would investigate suspected bid-rigging cases. He proposed setting up a building maintenance authority to provide one-stop service, including mediation services and maintenance of the performance records of building contractors (e.g. whether they had involved in irregularity) for greater transparency and protection of individual owners' interests.
10. Mr Eric KWOK expressed his views as follows:
- (a) The quarterly subsidies for the mutual aid committees (MACs) of public estates had increased from \$1,000 in 2010 to \$1,500. Chairmen of many MACs reflected that the current subsidy of \$1,500 was insufficient. He hoped HAD would consider raising the quarterly subsidy to facilitate the work of MACs.
 - (b) There were a vast expanse of lawn and an unused football pitch near North Lantau Hospital. He hoped the Home Affairs Bureau (HAB) would negotiate with the Hospital Authority (HA) for opening up the areas as temporary open space for the public. HA could recover the land at once if there was any development plan in the future.
 - (c) The Link Asset Management Ltd. (The Link) began the renovation work for Yat Chung Estate Market in mid-May and the work was expected to be completed in August this year. Meanwhile, only 15 temporary stalls were

set up and there was limited choices of food and at high prices. He proposed the Government to provide free shuttle bus services to take residents to the nearby municipal markets (e.g. the markets on Yeung Uk Road in Tsuen Wan and Pei Ho Street in Sham Shui Po), say, every Monday, Wednesday and Friday for a one-month trial period. Although FHB turned down his proposal, he hoped HAD would convey it to the authorities concerned and the proposal would not involve too much resources.

11. The Vice-Chairman Mr Randy YU expressed his views as follows:

- (a) He had assisted in the revitalisation project of the Tai O Heritage Hotel (the former Tai O Police Station). He supported revitalising Cheung Chau Fong Pin Hospital under the Revitalisation Scheme and he would be pleased to give help if needed.
- (b) The Fixed Penalty (Public Cleanliness Offences) Ordinance would come into force on 24 September this year. The enforcement departments would issue summons against offenders for shop front extensions. The problem of occupation of public places by shops had occurred in Islands District for years, and he hoped HAD would step up public education and publicity to avoid unnecessary conflicts between the government and the public or rural committees and DC members being caught in a dilemma after the Ordinance took effect. Apart from distributing leaflets, he suggested holding seminars for better communication with the trade and to facilitate smooth implementation of the Ordinance.

12. Director of Home Affairs gave a consolidated response as follows:

- (a) IDO would follow up on the proposal of revitalising Cheung Chau Fong Pin Hospital.

DMW and district facilities

- (b) Regarding the views about raising the ceiling for DMW projects, the ceiling of \$30,000,000 was applicable to all Government minor works projects (other than those under the Universal Accessibility (UA) Programme) and HAD had no discretion to raise the ceiling.
- (c) On community halls, the department noted that Members proposed the provision of diversified community hall facilities to cater for the needs of local residents. HAD had conveyed to LCSD the intention to provide a community hall along with the indoor sports complex in Tung Chung Area 39. When LCSD worked out a specific development plan, further discussion would be carried out.
- (d) For village lights, owing to resource constraints, an annual quota was set at 400 for village light installation. Members of many DCs reflected that the quota was not enough and HAD would study with the relevant work

departments the possibility of allocating additional resources to speed up the light installation.

- (e) Where a request was received for repair of village roads, DO would follow up accordingly if resources permitted. She cited an example that in case of special circumstances (e.g. village road blockage due to landslide), HAD and DOs would coordinate with relevant departments to take immediate actions.

Building management

- (f) On Ms Amy YUNG's comments on the proposed BMO amendments, HAD recognised that there was room for improvement in the collection of proxy instruments, e.g. whether there should be an upper limit on the number of proxy instruments and whether the intent of owners should be clearly stated, etc. As the legislative amendment would take time, HAD had issued administrative guidelines before the legislative amendments to implement proposals which did not conflict with the existing BMO.
- (g) For appointment of DMC manager, HAD proposed that the contract made with the original DMC manager should be terminated automatically five years after the formation of OC. The OC could then decide whether to re-appoint the original DMC manager or appoint another service provider.
- (h) The issue of DMC of Discovery Bay, which led to building management problems did not fall within the scope of BMO as the DMC was a private contract. If the land grant contained a DMC clause, the developer should submit the DMC to the Legal Advisory and Conveyancing Office (LACO) of LandsD for approval. In approving DMCs, the LACO would ensure that the requirements set out in the existing Guidelines for DMC were complied. HAD would examine the relevant legislation for better greater protection of individual owners.
- (i) Regarding the proposed establishment of a building maintenance authority, it could serve little purpose as the demands of different OCs for building maintenance varied. Conceivably, the more owners participating directly in the discussion of building maintenance work, the less chance there would be for profiteering or deception. The past records of some contractors could be found on the Urban Renewal Authority website. On the other hand, it was the duty of the consultants engaged by the OCs to check the previous work records of the bidders.

Others

- (j) With reference to the proposals for opening up the open space near North Lantau Hospital and provision of free shuttle bus services, HAD/DO would follow up after the meeting.

13. The Chairman thanked Director of Home Affairs for attending the meeting and exchange with Members and hoped that HAD would consider Members' views.

(Mr LOU Cheuk-wing joined the meeting at 2:10 p.m. and Mr Bill TANG joined at 2:20 p.m.)

III. Confirmation of the Minutes of Meeting held on 18 April 2016

14. The Chairman said that the above minutes had incorporated the amendments proposed by government departments and Members, and had been distributed to Members for perusal before the meeting.

15. The captioned minutes were confirmed unanimously without amendment.

IV. Annual Plan 2016/17 of North Lantau Hospital

(Paper IDC 68/2016)

V. Question on extending the opening hours of the dispensary in North Lantau Hospital

(Paper IDC 69/2016)

16. The Chairman proposed that Items IV and V which were inter-related be discussed together. He welcomed Dr David SUN, Deputy Hospital Chief Executive (Operation) and Mr MAN Ho-yin, Deputy General Manager (Nursing) & Senior Nursing Officer of North Lantau Hospital (NLH) of HA to the meeting to present the paper and respond to the question.

17. Dr David SUN presented Paper IDC 68/2016 with the aid of PowerPoint Presentation.

18. Mr Holden CHOW introduced the question of Paper IDC 69/2016.

19. Mr Bill TANG remarked that he was told by the patients that the pharmacy of NLH closed on Saturday and Sunday afternoon and they had to go to Princess Margaret Hospital if they wanted to collect medicines promptly. He did not think it a satisfactory arrangement and hoped that improvements would be made. He also enquired about the type of operations that could be performed in the daytime operating theatre of the hospital and hoped that examples would be given for public information.

20. Dr David SUN gave a consolidated response as follows:

- (a) It was understood that the pharmacy service was important to patients but owing to resource constraint, NLH was now unable to provide comprehensive dispensing service on all public holidays. For public convenience, however, if there were two consecutive holidays, the pharmacy would be arranged to open from 9 a.m. to 1 p.m. on one of the two days' holiday. At the Emergency and Accident Department, prepacked medicines for two days would be dispensed to patients with urgent needs,

but the medicines dispensed were essential ones with other medicines to be collected later. Where manpower and resources permitted, the hospital would enhance the pharmacy service gradually.

- (b) Generally speaking, the operations now performed at the daytime operating theatre of NLH were relatively simple and less risky, e.g. bone and joint surgery by endoscopy for tendon rupture, tear of meniscus and cartilage wear, as well as hernia surgery. Appendectomy was an acute surgery unsuitable to be performed in NLH given its current layout. He understood the public demand but improvement had to be made step by step basing on the capability of the hospital or else patients would be put at risk. Consideration would also be taken to perform more diverse mix of operations gradually.

21. Mr Holden CHOW hoped that the opening hours of the pharmacy of NLH would be extended for patients to collect medicines promptly and more senior specialty services, e.g. divisions of nephrology and urology be provided so that the elderly patients would be spared from travelling long distance to other districts for medical consultation.

VI. Question on installation of elevator in Nga Ning Court, Cheung Chau
(Paper IDC 70/2016)

22. The Chairman welcomed CHAN Kai-lam, Allan, Senior Property Service Manager (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of the Housing Department (HD) to the meeting to respond to the question. The Transport and Housing Bureau (THB) said that HD's representative would answer Members' enquiries.

23. Mr KWONG Koon-wan introduced the question.

24. Mr Allan CHAN responded as follows:

- (a) According to record, the original plan of Nga Ning Court did not include an option of constructing any lifts or escalators in external area. Generally speaking, lifts were only provided for this type of public estates within the buildings, rather than in the external area.
- (b) The representatives of HD conducted a site visit with Mr KWONG Koon-wan and representatives of MAC on June 22 and explained the environment of Nga Ning Court and the feasibility study that the department had conducted. The feasibility study indicated that building a lift tower connecting Ho Chak House and Sai Wan Road had to overcome three major technical problems, namely, the height of the lift tower, the long span of the link bridge and the impacts on slope stability and the trees on the hillside. For the lift tower, it would be about 20 metres high (approximately seven or eight storeys high) with a supporting foundation of several metres deep. Due

to the extent of work involved the area enclosed would then be of a large scale with considerable impacts and nuisances to Ho Chak House and Sai Wan Road. Since the length of the link bridge would be up to 60 metres, if prefabrication method was used, lifting of components would be extremely difficult. For on-site construction method, it would require erecting temporary support structures on the slope, which would certainly disturb the slope stability. As regards the slope and the vegetation, slope stabilization works would be required and trees be removed before the commencement of construction works and the disturbance would be long and extensive. In view of the above, the department considered the construction of a lift tower was technically not feasible.

- (c) For providing escalators within the estate, due to site constraint, there is no space for landing between the EVA and the slope, and the gradient of the slope is too steep, therefore, the proposal was not feasible. To sum up, the installation of lifts or escalators within the estate was considered as technically not feasible.

25. Mr KWONG Koon-wan understood that installation works of lifts or escalators within hillside estates were complex and difficult and the costs involved would be enormous. However, it was extremely difficult and inconvenient for residents, in particular the elderly and young children, to climb more than a hundred stairs or walk about 600 metres uphill. He hoped the department would look for ways to ease their hardship.

26. Ms LEE Kwai-chun said she had raised the issue to HD years ago that the public estates in Cheung Chau were built on the hillside and it was inconvenient for the residents to go out. If it was impossible to build an lift, she considered that a feasible and simple solution was to provide light vehicles to take residents to and from the estates.

27. Mr Allan CHAN said that the core duty of HD was responsible for the construction, management and maintenance of public estates, and provision of transport services was not under its purview.

28. The Chairman urged the department to consider Members' views

VII. Question on provision of free shuttle buses to and from market
(Paper IDC 73/2016)

29. The Chairman said that neither the Food and Health Bureau (FHB) nor THB could arrange representatives to attend the meeting but a consolidated written reply was provided for Members' perusal.

30. Mr Eric KWOK introduced the question.

31. The Chairman said that a representation from the Tung Chung Community Development Alliance and lists of residents' signatures were received prior to the meeting, demanding the provision of free shuttle bus services to and from the market.

32. Mr Eric KWOK said that FHB stated in the written reply that no free shuttle bus services could be provided to and from other markets of FEHD. There would be one more month before Yat Tung Estate Market resumed operation, and he hoped IDO which served as a bridge between the Government and the public would consider the proposal, which involved not much resources. As the Chief Executive pledged that no livelihood issues were too trivial, he hoped the Government would be sympathetic with their situation and provide free shuttle bus service to ease their hardship.

33. Mr Holden CHOW said that DC had discussed many times the issues concerning the markets of The Link, including the limited choice and high prices of food ingredients. In the long term, the Government should build a public market in Tung Chung to provide more choices for the residents. As far as he knew, apart from Yat Tung Estate, many residents of other estates such as Fu Tung Estate and Yu Tung Estate went shopping in Yeung Uk Road Market in Tsuen Wan where the food was cheaper and with more choices. FHB considered that there was insufficient justification since Yat Tung Estate would be fully operational in just over a month. He hoped the Government would take a long term perspective and consider providing free shuttle bus service to and from FEHD's markets permanently in response to the community needs.

34. Mr Bill TANG said that after a child living in Yat Tung Estate was drowned in the river years ago, the Government decided to build a swimming pool in Tung Chung in response to the aspirations of Members and the community. During the transition period, transport service was provided during summer vacation to take local residents to and from Mui Wo Swimming Pool. Since the market in the district could not meet the public demand, he hoped the Government would allocate resources to implement the proposal. At present, he helped the local organisations operate a farmers' market in the fight with The Link, and there would be a loss of customers if free shuttle bus services were provided to and from the markets in other districts. Despite the dilemma he was facing, he hoped that the Government would provide shuttle bus service on a trial basis. As the Government needed time for making arrangements, he pledged to shoulder the expenses of shuttle bus service for the first week of July with the rest borne by IDO.

35. Mr CHEUNG Fu found the option of providing free shuttle bus service unrealistic. He said it would be best if the Government built a public market. Residents of South Lantau had to go to market by bus and many of whom were elderly persons, but they had never requested free shuttle bus service. Yat Tung Estate Market only closed for several months and there was no justification for provision of shuttle bus service. Moreover, one could not know whether the residents took the free shuttle bus to the market or not.

36. Mr FAN Chi-ping also found the proposal unrealistic and that it was inappropriate to provide free shuttle bus service to and from the markets. He was worried that the market tenants in Tung Chung Market would be affected if a large number of residents went shopping in the markets outside the district.

37. Mr Anthony LI said that IDO had contacted FHB and THB regarding the question. After careful consideration, the two bureaux did not think there was sufficient justification for provision of free shuttle bus services. The renovation of Yat Tung Estate Market would soon be completed and it would be fully operational in just over a month. Furthermore, provision of free shuttle bus services was not under DO's purview and Members' views were diverse. Various factors and impacts on different districts would be taken into account when supporting services were provided.

38. Mr Eric KWOK remarked that as the Chief Executive suggested no triviality on livelihood issues. Many residents in Yat Tung Estate were chronically ill, elderly persons living alone and Comprehensive Social Security Assistance (CSSA) recipients, and their burden was further aggravated by high food prices. He supported Mr Bill TANG's proposal and suggested that he and Mr TANG share the costs for July, i.e. each paying for two weeks for providing shuttle bus services twice a week for the elderly, chronically ill and CSSA recipients.

39. Mr Bill TANG hoped that the Government would reconsider the future arrangements following the trial scheme of Mr Eric KWOK and him.

VIII. Question on provision of dental service for the elderly
(Paper IDC 74/2016)

40. The Chairman welcomed Dr Taron LOH Lai-ting, Senior Medical & Health Officer (Community Liaison) of the Department of Health (DH) to the meeting to respond to the question. FHB's written reply had been distributed to Members for perusal before the meeting.

41. Mr Eric KWOK presented the question.

42. Dr Taron LOH briefed Members on the content of the written reply.

43. Mr Eric KWOK said that the Concern Group on Elderly Persons' Interests had earlier interviewed more than 800 elderly people in the district and filed three requests as stated in the question. He hoped the representative of DH would reflect to FHB that dental services at General Public sessions were only available in 11 dental clinics in 18 districts throughout the territory with just one to two service sessions per week. The dental services were extremely inadequate. He hoped the service times of dental services at General Public sessions would be extended and the elderly be accorded priority to shorten the waiting time. Besides, he proposed financial assistance be given to non-governmental organisations (NGOs) (e.g. neighbourhood community centres) to provide outreach dental services.

44. Mr Holden CHOW hoped that the Government would consider lowering the eligibility criteria for the Elderly Health Care Voucher Scheme from 70 to 65 so that more elders would benefit.

45. Mr CHEUNG Fu was in support of Mr Eric KWOK's recommendation, and hoped that the Government would raise the health care voucher subsidy from \$2,000 to \$10,000 per annum and enhance the medical services for the elderly.

46. Mr Bill TANG said that under the Elderly Dental Assistance Programme of the Community Care Fund, a subsidy of \$14,000 was provided for each eligible elderly person but only those over 80 and receiving the Old Age Living Allowance (OALA) were eligible. He hoped the programme would be extended to cover OALA recipients over 70.

47. Dr Taron LOH said that she would reflect Members' views to the relevant offices.

IX. Question on request for expansion of postal service in Tung Chung
(Paper IDC 75/2016)

48. The Chairman welcomed Mr TO Yun-fong, Billy, Acting General Manager (Planning and Development) and Ms KO Sha-lee, Shirley, Senior Manager (Retail Business/Hong Kong) of Hong Kong Post to the meeting to respond to the question.

49. Ms Sammi FU introduced the question.

50. Mr Billy TO expressed that the Tung Chung Post Office is situated on the Ground Floor at 6 Mei Tung Street, Tung Chung offering counter service. The existing performance pledge of Hongkong Post was to serve customers within 10 minutes during non-peak hours and within 25 minutes during peak hours or periods, with a target of 98%. During the past five years, the above performance target was met. Apart from Tung Chung Post Offices, there were nine street post boxes in Tung Chung letter posting. The convenience stores in the district also sold stamp booklets and offered bill payment services. Having carefully considered the service demand and for effective use of resources, Hongkong Post had no plan to provide a new post office in the new town at this stage. According to the information provided by PlanD, the projected population in the new town on North Lantau would be increased from about 84 000 in 2016 to 120 000 by 2024. Hongkong Post would monitor closely the future development and the demand for counter services in the district so as to make suitable arrangements accordingly. The current delivery service to the new town on North Lantau was provided by Air Mail Centre Delivery Office. There were a total of 14 delivery beats, each served by a delivery postman. Arrangements would be made to provide additional manpower to meet the increasing demand for delivery service when more housing estates have been intake.

X. Question on the number of housing blocks of the housing development project in Tung Chung Area 54
(Paper IDC 76/2016)

51. The Chairman welcomed Mr CHOW Wing-hung, Peter, senior architect, Ms LAI On-man, Emma, Architect, Ms YEUNG Ka-lai, Planning officer and Mr CHOW Kwok-sang, Civil Engineer of HD to the meeting to respond to the question.

52. Ms Sammi FU introduced the question.

53. Mr Peter CHOW said that land resources were valuable and the demand for public rental and sale housing was high. The Hong Kong Housing Authority (Housing Authority) had to maximize the development potential of sites in developing public housing. According to the draft Tung Chung Extension Area Outline Zoning Plan, the domestic plot ratio was 5 and the building height was restricted to not more than 95mPD for Tung Chung Area 54. The said building height and plot ratio had probably determined the size of the development. At the last meeting, Members were briefed on the preliminary conceptual plan. Various technical assessments including assessments of micro-climate, traffic noise and air quality would be conducted for the development project in due course to ensure adequate separation between buildings and setbacks. Other factors (e.g. topography, egress and ingress and wind environment, etc.) would be taken into account when the layout plan and building design were formulated. After balancing all relevant factors, the Housing Authority would decide on the number and orientation of the buildings.

54. Ms Sammi FU said that with the proliferation of high-density private developments (e.g. the Visionary and the Century Link) near Tung Chung Area 54, many residents of Caribbean Coast were concerned that the eight buildings as proposed would be too many and would overcrowd the area and wall effect would be caused. She asked whether HD would conduct consultation exercise again before deciding on the number of buildings.

55. Mr Peter CHOW reiterated that under the principle of maximisation on developing land resources, the plot ratio and building height would have determined the size of a development. With fewer number of buildings, the bulk of individual buildings would be greater. Increasing the number of building meant that the bulk of individual buildings would be slimmer with more wind corridors in between. HD would decide on the number of buildings after taking into account the above factors and the findings of the technical assessments. He added that the Visionary and Carribean Coast stood at about 125 metres and 180 metres respectively, while the development was 95 metres high, the same as the Central Link.

(Mr Bill TANG left the meeting at about 3:55 p.m.)

XI. Question on bicycles parking in Tung Chung
(Paper IDC 77/2016)

56. The Chairman welcomed Mr LEE Ka-hei, Haywood, Engineer/Islands of TD to the meeting to respond to the question.

57. Ms Sammi FU introduced the question.

58. Mr Haywood LEE responded as follows:

- (a) TD had been monitoring the cycling network and cycle parking facilities and had commissioned the Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong with a view to examining the demand and supply of cycle parking facilities in a number of new towns. Improvement measures were recommended, e.g. provision of additional traditional parking racks or introduction of the new-designed parking racks on trial basis to increase the parking spaces in individual locations. Reference was also made to the practice and standard overseas. The planning and design standard for cycling supporting facilities were reviewed with recommendations made. The consultancy study was completed in March 2013.
- (b) TD later commenced a study on Improvements to Existing Cycle Tracks and Cycle Parking Facilities in New Towns and Review of Existing Bicycle Prohibition Zones-Feasibility Study. The consultant examined the supply and demand of cycle parking facilities in nine new towns (including Tung Chung), identified locations that needed improvement and devised traffic improvement schemes that were specific to the unique characteristics of each location. Short-term improvement options were put forward, including provision of “one up one down” parking racks outside the exit of MTR Tung Chung Station. In May 2015, the department consulted the Traffic and Transport Committee (T&TC) of IDC and support was given. The medium and long-term improvement options were under consideration. The entire study was expected to be completed by year end, and TD would follow up on the findings accordingly.

59. Mr Ken WONG was concerned about illegal parking of bicycles. He was of the view that TD had the duty to address the issue since it was responsible for management of bicycle parking spaces, though it managed to stay aloof in the clearance operation each time. He cited as an example that the current practice of TD and LandsD was causing nuisance to the public and could not help combat the problem of illegal occupation of bicycle parking spaces. He was skeptical about the effectiveness of the clearance operations, and urged TD to enhance the current practice to stem irregularities.

60. Mr Eric KWOK acknowledged that the parking problem of bicycles in Tung Chung had to be tackled and supported the improvement options put forward by TD.

He said most of the roads in the district were even and suitable for cycling. Furthermore, with their proximity to the Hong Kong International Airport, Tung Chung East and West would be provided with major infrastructure, and Tung Chung could be developed into an eco town. Apart from providing additional parking spaces, he suggested TD to enhance and optimise the existing cycling networks. Drawing reference from the bicycle rental services overseas, Hong Kong might, conceivably, address the problems of bicycle parking and air pollution, and relieve the demand for bus service.

61. Mr Haywood LEE gave a consolidated response as follows:

- (a) Under the prevailing arrangement, the relevant government departments conducted joint operations regularly to clear away the bicycles and sundry items left behind in bicycle parking spaces. Such an arrangement was applicable to all districts throughout Hong Kong. During relevant operations, TD was responsible for traffic management while LandsD cleared away the sundry items as authorised by the Ordinance. He was of the view that the joint operations achieved positive results and the sundry items left behind at the bicycle parking spaces were cleared away by the relevant departments accordingly.
- (b) Regarding Mr Eric KWOK's suggestion on provision of bicycle rental services, TD had conducted a feasibility study but found the idea infeasible. There was not enough space for providing twice the number of bicycle parking spaces, and it was also doubtful whether the private firms could be self-financing. Supplementary information about the feasibility study could be provided after the meeting for Members' information.

(Post-meeting note: Supplementary information were provided by TD after the meeting and distributed for Members' perusal.)

62. Mr Ken WONG did not agree with TD that the joint operations achieved positive results. He hoped TD would have representatives on spot during the joint operations on Peng Chau for better understanding of the situation.

63. The Chairman urged TD to consider Members' views.

XII. Question on water supply in remote areas on Lantau Island (Paper IDC 79/2016)

64. The Chairman welcomed Ms LAM Lai-hang, Mable, Senior Engineer/Planning Policy and Mr WONG Yee-lok, Engineer/Planning Policy(1) of the Water Supplies Department (WSD). The written replies of Development Bureau (DevB) and the Civil Engineering and Development Department (CEDD) had been distributed to Members for perusal prior to the meeting.

65. The Vice-chairman Mr Randy YU introduced the question.

66. Ms Mable LAM replied as follows:

- (a) Tai Long Village on Lantau Island was using the raw water system while the Sea Ranch was a private development and potable water was supplied by its management company.
- (b) Tai Long Village was included in WSD's review list on "Water Supply to Remote Villages in the New Territories". The department had been keeping in contact with the village representative to explore ways to improve the water supply to Tai Long Village. If metered water supply was to be provided to the village, WSD would have to build a pumping station at Cheung Sha Wan in the east of Chi Ma Wan Peninsula as well as a water tank at about hundred metres above sea level and an approximately four-kilometre long water pipe. The per capita capital cost would be very high. WSD would continue to liaise with the village representative to explore other more cost-effective options.
- (c) According to the reply of DevB, the opinions collected on the Lantau Development proposal were being processed and analysed. WSD would closely coordinate with DevB and other departments to explore cost-effective options for improving the water supply to Tai Long Village.
- (d) Once decision was made that metered water was to be supplied to Tai Long Village, the water supply situation at Sea Ranch would also be taken into consideration.

67. The Vice-chairman Mr Randy YU said that over the past years he and the relevant rural committees, Tai Long Village representative, the last-term DC members and LegCo members had been requesting the Government to provide metered water supply to Tai Long Village. He was aware that WSD had tried to address the issue as far as practicable but the water supply option for Tai Long Village was not cost-effective. He understood that there were difficulties in providing metered water supply to Tai Long Village and Sea Ranch. He hoped WSD would maintain an open attitude and liaise with the soon-to-be-established Lantau Development Office to follow up and address the issue vigorously.

68. Mr FAN Chi-ping said that some villages in the rural areas of Tung Chung (e.g. Sha Tsui Tau Village) were still lacking metered water supply and hoped WSD would follow up.

(Post-meeting note: WSD contacted Mr FAN Chi-ping's office on 12 July that water mains had been laid over the Government land to the point closest to the village boundary, and the residents of Sha Tsui Tau Village could then lay water pipes on the private land to facilitate the application for metered water supply connection.)

69. Mr LOU Cheuk-wing said that Tai O Rural Committee had discussed with WSD about water supply to Yi O Village and hoped that it would reply within two

months. Yi O was now undergoing agricultural land rehabilitation with many residents working there and guided tours were also organized to visit farm rehabilitation at Yi O, it would not be hygienic solely to use stream water. He noticed that WSD had recently started to lay water pipes in Tai O to provide metered water for Ha Keung Shan Village and hoped Yi O would have metered water supply too.

70. The Vice-chairman Mr Randy YU said that, to continue with the last-term DC's work, he proposed to set up a working group to follow up on the discussion on metered water supply to the remote villages.

71. Ms Josephine TSANG said that Nim Shu Wan (including Cheung Sha Lan) did not have metered water supply and river water was used. She was worried that it would have impact on human health and hoped WSD would follow up.

72. Ms Mable LAM said that WSD had been following up on matters concerning water supply to Yi O and Nim Shu Wan Villages. With regard to the villages in Tung Chung, she asked Mr FAN Chi-ping to provide details of villages not yet provided with metered water after the meeting for WSD to follow up.

73. The Chairman asked Members whether they supported setting up a working group.

74. Mr KWONG Koon-wan supporting forming a working group to follow up on the metered water supply to the remote villages in Islands District.

75. The Chairman concluded that the DC endorsed the establishment of a working group to discuss matters relating to metered water supply to remote villages in Islands District

XIII. Question on wireless broadband services on Lamma Island (Paper IDC 80/2016)

76. The Chairman said that the Office of the Communications Authority (OFCA) was unable to arrange representatives to attend the meeting but had provided a written supply for Members' perusal.

77. Ms YU Lai-fan introduced the question. She added that the residents of Lamma Island had paid full price but the internet connection speed was slower than the service plan promised.

78. Mr Holden CHOW said that broadband was a basic need today and a slow connection would cause much inconvenience, e.g. making school children unable to finish their homework. The quality of broadband service in Islands District was much debated. However, because of the small population and high costs, the operators lacked the incentive to upgrade their service. He considered that internet

access was a basic necessity and the Government should make broadband network available in remote areas, otherwise the matter would remain unresolved.

79. The Vice-chairman Mr Randy YU considered that OFCA could play the role of a facilitator in the matter. He cited an incident that an elderly living in Sam Heung failed resuscitation due to communication failure and afterwards OFCA assisted in identifying a site for building transmitting station, thus resolving the matter partially. Some operators were drawn to consider providing basic communication facilities there. He understood that provision of broadband access was a commercial operation. A commercial organisation recently expressed interest in building fiber networks in Mui Wo, and the existing provider was then willing to give a speed upgrade at the same price after learning the news. He also learned from the residents that OFCA/service provider carried out the advanced G-FAST testing in Ham Tin, South Lantau recently but as no representative of OFCA was present, enquiry could not be made about the technology. He was disappointed and hoped that the Secretariat would arrange Members to meet with the representatives of OFCA. Lastly, he urged OFCA to assist in upgrading the fixed broadband service in Islands District, e.g. providing information about the technology concerned.

80. Ms Amy YUNG regretted that OFCA has not arranged representatives to attend the meeting to listen to Members' aspirations. She understood that it was a commercial decision of service operators on whether or not to extend service. However, considering the future development of Lamma Island, it may be financially viable to do so in the long run. When awarding the radio-communications licences, OFCA should require the service operators to provide service in the remote areas as well as the densely-populated areas.

81. The Chairman asked the Secretariat to convey Members' opinions to the relevant department.

XIV. Question on provision of public toilet in Yung Shue Wan Ferry Pier, Lamma Island
(Paper IDC 81/2016)

82. The Chairman welcomed Mr Gary TO, Acting Chief Transport Officer/New Territories South West of TD and Mr CHEUNG Kwan-kit, Property Services Manager/Shau Kei Wan & Islands South of ArchSD to the meeting to respond to the question.

83. Ms YU Lai-fan introduced the question.

84. Mr Gary TO said that in response to the views of Members and the local community, TD and ArchSD conducted a site visit last week with the members of the constituency, the locals and the ferry operator to Yung Shue Wan Pier and studied the feasibility of provision of toilets at the waiting area. The departments discussed with the ferry operator the various opinions and options collected that day. Since there were now no public sewers serving Yung Shue Wan Pier, TD had to seek assistance

from the relevant departments and examine the feasibility of making sewer connections from the pier to the public sewerage system.

85. Ms YU Lai-fan said that soon after receiving her proposal for provision of toilets in Yung Shue Wan Pier, TD and ArchSD arranged to meet with her and the representatives of Lamma Rural Committee. As she understood there were no public sewers serving the pier, she suggested requesting the Drainage Services Department (DSD) in writing to include the sewerage connection to the pier in the Phase 2 of Lamma Village Sewerage project.

86. Mr CHEUNG Kwan-kit remarked that ArchSD was mainly responsible for the pier maintenance.

87. The Chairman said that Members' views would be conveyed to DSD and hoped that the Phase 2 of Lamma Village Sewerage project would expand to cover the lowland.

XV. Question on two traffic accidents occurred on Airport Road
(Paper IDC 82/2016)

88. The Chairman welcomed Ms LEE Nga-lai, Alice, District Commander (Lantau) of HKPF, and Mr WONG Pui-chung, William, Senior Transport Officer/Boundary/Projects and Mr Haywood LEE, Engineer/Islands of TD to the meeting to respond to the question.

89. Ms Amy YUNG introduced the question.

90. Mr William WONG responded as follows:

- (a) According to the feasibility study report of the Hong Kong- Zhuhai-Macao Bridge (HZMB) completed in 2008, the daily traffic that was projected to flow through the bridge during its initial opening period would be 9 200-14 000 vehicles.
- (b) Only eligible cross-boundary vehicles, i.e. cross-boundary coaches, cross-boundary goods vehicles and cross-boundary hire cars, could enter or leave Hong Kong via HZMB. Cross-boundary coaches and cross-boundary hire cars were regulated under a quota system and cross-boundary service would be provided by operators issued with quota. The quota system was jointly administered by the Governments of the three places for the purpose of regulating the cross-boundary traffic volumes to ensure the smooth and safe operation of boundary crossing facilities. For cross-boundary goods vehicles, the Government was now discussing the transport arrangement with the relevant departments of Macao and the Mainland. Apart from the above commercial vehicles, the three Governments also planned to permit cross-boundary private vehicles to travel to and from Hong Kong and Guangdong Province as well as to and

from Hong Kong and Macao via HZMB. The current discussion between the Governments of Guangdong Province and Hong Kong did not cover Guangdong private vehicles entering Hong Kong, thus Mainland private vehicles could not enter Hong Kong via HZMB.

- (c) For protection of road users, the drivers of cross-boundary vehicles were required to be holders of the driving licences of the relevant places. The drivers of cross-boundary commercial vehicles should apply, pass the tests and obtain the Hong Kong driving licences according to the relevant regulations and be granted with quota and the closed road permit for cross-boundary vehicles, otherwise they would be refused entry.
- (d) Mainland cross-boundary vehicles could apply to TD for the Closed Road Permit for Cross-boundary Vehicles upon production of a valid approval notice issued by the Vehicle Administration Office of the Guangdong Public Security Bureau (“Mainland Approval Notice”) and the relevant identification document (e.g. business registration certification, vehicle registration document and the valid Hong Kong driving licence). International Circulation Permits were not applicable to commercial vehicles. For non-commercial vehicles brought to Hong Kong from abroad for use temporarily or for a short period (i.e. vehicles belonging to the Mainland Government or departments directly under the Mainland authorities or some enterprise units), approval was given according to the Road Traffic (Registration and Licensing of Vehicles) Regulations. Review would be conducted by the Governments of Hong Kong and the Guangdong Province regularly and there was no plan for changing the issuance requirements for the permit for the time being.

91. Ms Alice LEE said that investigation of the two accidents was conducted by the Accident Investigation Division of Traffic/New Territories South and the causes of the accidents were not yet known. According to the information, it rained on the night of 28 May and no improvement work was carried out on the road. Weather was good on the morning of 29 May and the road surface was dry. As investigation was underway, no further information could be provided by the Police.

92. Mr Haywood LEE said there had been 11 accidents at Airport Road near Cathay Pacific City for the past ten years involving water-filled barriers.

93. Ms Amy YUNG thanked the government departments for giving detailed explanations to allay public concerns. She was concerned as a number of accidents had occurred on North Lantau recently. She understood that the Police was unable to disclose details while investigation was underway. Given that the traffic on North Lantau was very heavy and many road works were carried out, she hoped the government departments would continue conducting surveillance to ensure traffic safety.

XVI. Question on eight traffic accidents on North Lantau Highway and two other traffic accidents in Lantau Link Toll Plaza
(Paper IDC 83/2016)

94. The Chairman welcomed Ms Alice LEE, District Commander (Lantau) of HKPF and Mr Haywood LEE, Engineer/Islands of TD to the meeting to respond to the question.

95. Ms Amy YUNG introduced the question.

96. Ms Alice LEE responded as follows:

- (a) The Police raised concerns over the nine traffic accidents. Maintaining road safety was one of the top enforcement priorities for HKPF every year, and plenty of resources were injected into road safety publicity.
- (b) For the causes of the traffic accidents and the road condition at the material time, to sum up, the road was wet and slippery and it was cloudy or raining when the accidents happened. Careless driving and bad driving behavior were the main causes of the accidents.
- (c) The nine accidents were being investigated by the Accident Investigation Division of Traffic/New Territories South with the vehicles involved listed below:
 - The accident occurred on 28 May involved a light goods vehicle.
 - Six traffic accidents occurred on 4 June: the first one involved a taxi and three private vehicles; the second involved two taxis and a private vehicle; the third involved three private vehicles; the fourth involved one private vehicle and one light goods vehicle; the fifth involved two private vehicles, two taxis and a light goods vehicle, and the sixth involved two private vehicles and three taxis.
 - The fatal accidents on 12 and 13 June involved a light goods vehicle (12 June), two light goods vehicles of Tsing Ma Management Ltd. and a taxi (13 June) respectively.
- (d) There were 26 and 53 accidents on North Lantau Highway in the first and second quarters of this year respectively, compared to 32 and 54 for the same period last year. The Police would continue to work with various stakeholders to strengthen publicity and step up enforcement actions.

97. Mr Haywood LEE responded as follows:

- (a) Regarding the causes of the accidents, the Police had already said the driving behavior and conduct were contributory factors, and he would not repeat.

- (b) Police probe into the traffic accidents on Cheung Tung Road was underway. After the Police announced the findings, TD would consider the follow-up actions. There were five lay-bys off Cheung Tung Road Tung Chung bound and three on the Sunny Bay bound and the current number of lay-bys provided on Cheung Tung Road was considered appropriate. To facilitate the Tuen Mun-Chek Lap Kok Link road project, temporary traffic and transport arrangements were in operation on Cheung Tung Road regularly. Therefore, TD had no plan to place more lay-bys on Cheung Tung Road at this stage.
- (c) In 2014, TD erected a “50km/h” speed limit sign on Cheung Tung Road to alert drivers of the speed limit ahead. The locations for installation of fixed speed enforcement cameras were decided by TD and the Police jointly, with the traffic accident record (especially those associated with speeding) being the main consideration. According to the record, there were no speeding-related fatal accidents over the past three years. The above section of Cheung Tung Road therefore did not meet the criteria for installation of speed enforcement camera. TD would put Members’ proposal on record and closely monitor the traffic on the road section.
- (d) For publicity and education, the Road Safety Council (RSC) always worked jointly with TD and HKPF to launch publicity and education campaigns in road safety to raise passengers’ awareness (including bus passengers) of wearing seat belt via TV and radio, pamphlets, road safety newsletters and notices inside bus compartments, etc. RSC would continue to promote the use of seat belts through different channels (including internet and large-scale promotion activities) and in multi-partnership to enhance road safety.
- (e) Regarding the proposal for installing traffic signs between Kap Shui Mun Bridge and Lantau Link Toll Plaza, four “no need to pay here” traffic signs were erected about 200 metres and 300 metres and at the centre divider ahead of the toll booths, reminding drivers well in advance that they needed not pay toll at the Airport bound carriageways of Lantau Link Toll Plaza. Also, above the toll booths were three large traffic signs stating clearly and repeatedly that there was no need to pay there. To avoid drivers suddenly slowing down or stopping at the booths at the Airport bound carriageways, TD installed two pairs of “80km/hr” speed limit signs about 300 metres ahead of and in the vicinity of the toll booths in January this year. The department would continue to monitor the traffic of Lantau Link and take improvement measures, e.g. provision of traffic signs at the appropriate locations where necessary.

98. Mr CHEUNG Fu remarked that it would be more appropriate to discuss the questions on traffic at the T&TC meeting.

99. Ms Amy YUNG raised concerns over the accident frequency on North Lantau Highway. Police statistics revealed that the number of accidents on North Lantau Highway in the second quarter had increased significantly from the first quarter of this year. The number of casualties was also high. Therefore, she brought up the issue to the meeting for discussion. A serious accident also occurred on Tsing Ma Bridge of Lantau Link a week ago. She opined that the above highway had a relatively high accident rate. That indicated there was high risk and the matter should be brought up for discussion at DC or relevant committee meeting as early as possible for the relevant departments to follow up immediately. She hoped Members could understand the situation and also thanked the departments for giving detailed explanations.

100. Mr CHEUNG Fu said that he did not object to discussing traffic matters at the DC meeting, but there were far too many items related to traffic on the meeting agenda. He opined that many accidents were caused by human error and suggested that TD step up surveillance and install more speed cameras.

101. Mr Eric KWOK said that Police statistics showed that the numbers of traffic accidents in 2015 and the second quarter of 2016 were much higher than the first quarter. There was no decrease in traffic accidents although TD set speed limit at Cheung Tung Road in 2014. He enquired about the reason of the rise and what measures the Police put in place to address the problem.

102. Ms Alice LEE clarified that the statistics provided just now were about the traffic accidents on North Lantau Highway, not Cheung Tung Road. The New Territories South Traffic Headquarters were gravely concerned about the accidents on North Lantau Highway. Preliminary data showed that all the nine traffic accidents occurred when it was raining but the causes of accidents could not be provided now as the investigation was underway. She stressed that the Police placed great emphasis on road safety and would step up publicity and education efforts in road safety and strengthen law enforcement.

XVII. Question on provision of mountain bike trails on northern Lantau
(Paper IDC 84/2016)

103. The Chairman welcomed Mr NG Kwok-yan, Franco, Senior Country Parks Officer of the Agriculture, Fisheries and Conservation Department (AFCD) and Mr WONG Siu-wah, Pierre, Senior Engineer (Hong Kong Island Division) of CEDD to the meeting to respond to the question.

104. Ms Amy YUNG introduced the question.

105. Mr Franco NG responded as follows:

- (a) The country parks were managed by AFCD which would take into consideration the following factors in planning for new mountain bike trails:
 - (1) the possibility of connection with the existing cycling network and the

comprehensive plan for the existing cycling trails; (2) users (e.g. hikers) and the usage rate of the proposed trails; (3) the topographical condition and steepness as areas with a high gradient and severe soil erosion were not suitable for building mountain bike trails; (4) impacts of the mountain bike trails on the environment and trees, e.g. whether trees had to be felled; and (5) whether the safety of users of the hiking trails would be affected by the construction of new mountain bike trails.

- (b) At present, there were a total of 10 mountain bike trails in the country parks managed by AFCD, of which four were on Lantau (i.e. Pui O to Kau Ling Chung, Chi Ma Wan Peninsula and Mui Wo to Pui O and the total length was about 35 kilometres). There was no plan for constructing mountain bike trails on North Lantau at this stage.
- (c) The Government would focus the resources on improving the existing mountain bike trails in Lantau South Country Park to enhance mountain trail network and promote safe cycling among mountain bikers.
- (d) The department staff had visited the section between A Po Long and Lo Fu Tau (looming over Discovery Bay) in Lantau North Country Park. The path was steep with a hiking trail (i.e. Lo Fu Tau Country Trail) where many people went hiking. For the safety of hikers and cyclists, AFCD did not consider it suitable to construct a mountain bike trail at the above location appropriate. Given that there was no mountain bike trail, the issue of permit was not relevant.
- (e) Discovery Bay did not fall within the country park area and was not managed under the Country Parks Ordinance. The Discovery Bay Service Management Ltd. should be responsible for the issue of permits.

106. Mr Pierre WONG said CEDD was carrying out improvement works on the existing mountain bike trail on South Lantau, and was planning on the provision of new mountain bike trail facilities. There were no planned works on North Lantau for the time being.

107. Ms Amy YUNG said many residents used to cycle on Lantau. However, with the development of Discovery Bay and expansion of the Lantau North Country Park, it was becoming difficult to cycle out of Discovery Bay. Being surrounded by the country park and without the means of transport to deliver bicycles out of Discovery Bay, the locals were faced with restrictions when cycling or organising cycling activities. She considered that the Government was contradicting itself by carrying out improvement work on mountain bike trails on South Lantau on the one hand and on the other hand impeding the locals cycling at some areas. By converting some paths into mountain bike trails, she believed that could bring convenience to the public and also promote cycling activities. The enforcement and prosecution measures taken by AFCD in designated areas were a waste of resources.

108. Mr Ken WONG said many residents related to him that mountain biking activities had been carried out before the expansion of Lantau North Country Park and no accident had happened. Mountain biking is a sport but to the public annoyance, the department took enforcement and prosecution actions against it. He criticised that AFCD knew nothing about Discovery Bay. If bicycles were not allowed to enter the tunnel, the locals would not be able to cycle out of Discovery Bay. Residents hoped they would be issued with permits to continue to engage in cycling activities.

109. Mr KWONG Koon-wan enquired about the legislative intent of the provisions barring bicycles from the country parks. With respect to the safety of hiking trails, he asked whether it was determined by AFCD, mountain bikers or the relevant NGOs.

110. Mr Franco NG gave a consolidated reply as follows:

- (a) Lo Fu Tau Country Trail was provided mainly for hiking use and as the mountain bikes rode at a relatively high speed, AFCD did not consider it suitable for bikers to ride on that hiking trails.
- (b) For enforcement, the department had erected a warning signs at Lo Fu Tau Country Trail and the staff would take appropriate enforcement actions according to the actual circumstances. As the legal proceedings of a case had commenced, no further details was to be discussed at the meeting.
- (c) Vehicles and bicycles were prohibited to be brought into the country parks by law but there were exceptions, e.g. the residents of country parks could ride bicycles into or out of the country parks. The original legislative intent of the provision was probably relevant to the nature of activities within the country parks.
- (d) Advice had been sought from the Department of Justice that residents of Discovery Bay could not be regarded as residents of country parks. Therefore, AFCD would not issue permits especially for them to ride bicycles within the country park. They could only ride mountain bikes at the designated mountain trails.

XVIII. Progress on District-led Actions Scheme
(Paper IDC 85/2016)

111. The Chairman welcomed Mr LI Ping-wai, Anthony, JP, District Officer (Islands) of IDO to the meeting to present the paper.

112. Mr Anthony LI briefly presented the paper.

113. Members noted and endorsed the paper and no comment was made.

XIX. Annual District Plan 2016-2017 - Planning
(Paper IDC 65/2016)

114. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of PlanD to the meeting to present the paper.

115. Ms Donna TAM presented the paper.

116. Ms Amy YUNG gave her views as follows:

- (a) PlanD was environmentally-unfriendly when processing planning applications or conducting consultation exercises, and it did not understand that the locals needed time to conduct consultation. It normally issued notices on Friday and she could only ask for a photocopy on the following Monday. The planning applications could consist of a number of pages and they were of A4 size. Photocopies had to be made for creation of computer-scanned files for distribution to the residents to give comments. Her two staff members would have to spend a whole day just to photocopy the documents, and then do the scanning and analysis. The three-week consultation period (including public holiday) was inadequate. She found it very difficult to carry out consultation.
- (b) At present, the Government uploaded a majority of information onto its website for the public to download. She criticised that the practice of PlanD did not keep pace with the times, not environmentally- friendly, designed just for convenience to the applicants while making trouble for the residents and persons affected so that they could not give comments in time. She hoped the department would review and consider converting all applications and notices into web version for the public to download and give feedback.

117. Ms Donna TAM responded as follows:

- (a) All planning applications, including the applications under Section 16 and applications for amendment of plan under Section 12A were processed according to the statutory provisions of the Town Planning Ordinance. The Ordinance required the Town Planning Board (TPB) to conduct a three-week statutory consultation upon receipt of the planning applications. As such, PlanD had to publish the planning applications timely for public consultation. Moreover, the Ordinance stipulated that the planning applications should be submitted to TPB for consideration within two or three months after receipt. Meanwhile, PlanD had to deal with a large amount of work and observe the work procedures, including publication of applications, consultation of government departments and preparation of papers for submission to TPB, etc. to tie in with the meeting dates of TPB. To sum up, the department had done its best to conduct a three-week

statutory consultation within two or three months for the public to make comments.

- (b) With respect to the suggestion of uploading all information onto the website, the prevailing Ordinance did not require the applicants to submit applications to TPB in electronic format. Owing to resource and manpower constraints, PlanD could not now convert all planning applications, especially voluminous applications with a large quantity of documents into web version. She hoped Members would understand the difficulties involved in uploading all documents of the applications and that inconvenience would be caused to people not good with computer. On balancing the above, PlanD uploaded the summaries so that the public could obtain the key information about the applications.

118. The Vice-chairman Mr Randy YU said that the previous publication of the draft Tai Ho Outline Zoning Plan (OZP) had caused lots of feedbacks. The residents of Tai Ho Village and the nearby San Heung found the planning of the draft OZP disappointing. He hoped the department would consult the DC and the rural committee timely when the Tai Ho OZP was prepared. He advised the staff of PlanD to visit the San Heung and listen to the views of the residents and to communicate with Mui Wo Rural Committee as early as possible.

119. Mr CHEUNG Fu hoped that PlanD would amend the layout plans for Ham Tin Village and Shui Hau Village as early as possible.

120. Ms Amy YUNG said that she did not ask to replace the paper documents with web version. She believed the developers would have sufficient manpower and professionals to deal with the matters relating to planning applications and that PlanD also had government staff and manpower to handle the matter following the relevant procedures. As a DC member, she had to face more than ten thousand residents and if there was any planning application concerning Discovery Bay, only she could obtain information from the Government via the proper channel. If there were any omissions, she would feel sorry for letting down all the residents of Discovery Bay. Owing to limited resources, DC member found it difficult to conduct consultation at district level whereas the departments relied on them to help collect public opinions. Being not a professional, she had to make a lot of preparation (e.g. data analysis) before conducting consultation. If an electronic version of applications was not provided by the applicants, she suggested PlanD to scan and upload them, with a remark that the original documents should prevail. Many people would then benefit. The applicants and persons consulted should have equal status. It would be fair and transparent if they could access to information easily. She reiterated that the practice of PlanD aimed for offering convenience to applicants but not the persons consulted and affected. She hoped the department would sympathise with the difficulties facing the DC member and increase transparency in the consultation exercises.

121. The Chairman urged PlanD to consider Member's views.

XX. Transport Department Traffic and Transport Working Plan 2016-2017
(Paper IDC 66/2016)

122. The Chairman welcomed Mr Gary TO, Acting Chief Transport Officer/New Territories South West of TD to the meeting for presenting the paper.

123. Mr Gary TO presented the paper.

124. Mr CHEUNG Fu hoped that TD would take forward bus stop extension project expeditiously.

XXI. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2016/17
(Paper IDC 67/2016)

125. The Chairman welcomed Mr WONG Hon-kit, Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of HD to the meeting to present the paper.

126. Mr WONG Hon-kit briefly presented the paper.

127. Mr Eric KWOK was concerned about the effectiveness of the mobile digital closed-circuit television system that HD installed for surveillance on objects thrown from height. He cited a case that happened a few years ago in which no prosecution was instituted due to failure to ascertain the storey from which the object was thrown. On environmental protection, some residents reflected that in three of the blocks in Yat Tung (I) Estate, the corridors were well illuminated and suggested to turn off some lightings.

128. The Chairman urged HD to consider the Member's views.

XXII. Islands District Office 2016-17 Annual Work Plan
(Paper IDC 72/2016)

129. The Chairman welcomed Mr Anthony LI, JP, District Officer (Islands) of IDO to the meeting to present the paper

130. Mr Anthony LI briefly presented the paper.

131. Members noted the contents of the paper and no comment was made.

XXIII. Report on the Work of the Islands District Management Committee (May 2016)
(Paper IDC 86/2016)

132. Members noted and endorsed the paper.

XXIV. Reports on the Work of the IDC Committees and Working Group
(Papers IDC 87-91/2016)

133. Members noted and endorsed the paper.

XXV. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 92/2016)

134. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 April to 31 May 2016
(Paper IDC 93/2016)

135. Members noted and endorsed the paper.

XXVI. Date of Next Meeting

136. The meeting was adjourned at 5:36 p.m. The next meeting would be held at 2:00 p.m. on 13 September 2016 (Tuesday).

Islands District Council Secretariat
December 2016