

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 15 March 2023 (Wednesday)

Time : 2:00 p.m.

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

Present

Chairman

Ms WONG Chau-ping

Members

Mr YU Hon-kwan, Randy, MH, JP

Mr CHOW Yuk-tong, SBS, MH

Mr CHAN Lin-wai, MH

Mr HO Chun-fai

Mr KWOK Ping, Eric

Mr FONG Lung-fei

Ms LAU Shun-ting

Attendance by Invitation

Dr Polk WAN

Cluster Chief Manager/North Lantau Hospital Deputy Hospital
Chief Executive, Hospital Authority

Mr Fred WAN

Senior Hospital Administrator, North Lantau Hospital,
Hospital Authority

Mr SHEK Hon-yin

Property Service Manager/Service (Hong Kong Island and
Islands) 3, Housing Department

Miss TSANG Man-wai, Isabel

Senior Transport Officer/Bus/Lantau 1, Transport Department

Miss LAW Hoi-ching, Janice

Senior Transport Officer/Bus/Lantau 2, Transport Department

Mr CHOW Yu-chung, James

Transport Officer/Bus/Lantau 1, Transport Department

Mr YEY Mau-wong, Vincent

Transport Officer/Bus/Lantau 2, Transport Department

Mr CHENG Chun-wai

Senior Engineer/Railway Schemes (14), Highways Department

Mr SUM Wang-shing, Sam

Engineer/Railway Schemes (19), Highways Department

Mr Brian NG

Manager, Planning,

Mr Dennis YIP

Citybus Limited/New World First Bus Services Limited
Planning Officer,

Mr Carson FUNG

Citybus Limited/New World First Bus Services Limited
Operations Manager (Kowloon and New Territories),
Citybus Limited/New World First Bus Services Limited

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| Ms Penny CHUNG | Corporate Communications Manager, Citybus Limited/New World First Bus Services Limited |
| Mr Calvin TSANG | Senior Corporate Communications Officer, Citybus Limited/New World First Bus Services Limited |
| Mr Stephen WAN | Manager, Operations, Long Win Bus Company Limited |
| Mr Ken SIN | Assistant Manager, Operations, Long Win Bus Company Limited |
| Ms Rennis LIP | Assistant Manager, Public Affairs, Long Win Bus Company Limited |
| Mr Desmond TANG | Assistant Manager, Planning and Development, Long Win Bus Company Limited |
| Mr Peter CHU | Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited |
| Mr Henry MAN | Senior Corporate Communications Manager - Capital Works, MTR Corporation Limited |
| Mr Stephen CHEUNG | Senior Liaison Engineer, MTR Corporation Limited |
| Mr NG Lap-kei | Chief Construction Manager- TUE Civil MTR Corporation Limited |
| Mr FUNG Wai-chung | Senior Liaison Manager, MTR Corporation Limited |

In Attendance

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| Mr LI Ho, Thomas | Assistant District Officer (Islands)1, Islands District Office |
| Ms HO Chung-yin | Engineer/Islands(3), Highways Department |
| Ms YEUNG Yuk-shan, Doris | Senior Transport Officer/Islands 1, Transport Department |
| Ms FUNG Sin-yee, Mini | Senior Transport Officer/Islands 2, Transport Department |
| Mr WONG Yui-him, Tim | Engineer/Islands 1, Transport Department |
| Ms HUI Shuk-yee | Engineer/Islands 2, Transport Department |
| Mr WEN Jinxing, Terry | Engineer/22 (Lantau), Civil Engineering and Development Department |
| Mr LUE Yat-fung | District Operations Officer (Lantau District), Hong Kong Police Force |
| Mr HO Lee-yip | Manager, District Relations, New Lantao Bus Company (1973) Limited |
| Mr Peter TSANG | Senior Manager - Transportation, Discovery Bay Transportation Services Limited |
| Ms Anthea CHAU | Senior Corporate Communications Manager, Sun Ferry Services Company Limited |

Secretary

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| Ms CHEUNG Hoi-Kam, Nicole | Executive Officer (District Council)3, Islands District Office |
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Absent with Apology

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| Mr HO Siu-kei |
| Mr WONG Man-hon, MH |
| Mr WONG Hon-kuen, Ken |

Welcoming remarks

The Chairman welcomed Members and representatives of government departments and organisations to the meeting.

2. Members noted that the Vice-chairman Mr HO Siu-kei, Mr WONG Man-hon and Mr Ken WONG were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 17 January 2023

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

4. The captioned minutes were confirmed unanimously by a show of hands.

(Members who voted in favour included: the Chairman Ms WONG Chau-ping, Mr Randy YU, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Mr Eric KWOK, Mr FONG Lung-fei and Ms LAU Shun-ting.)

II. Progress update of the Tung Chung Line Extension (Paper T&TC 9/2023)

5. The Chairman welcomed Mr CHENG Chun-wai, Senior Engineer/Railway Schemes (14) and Mr SUM Wang-shing, Sam, Engineer/Railway Schemes (19) of the Highways Department (HyD); Mr Henry MAN, Senior Corporate Communications Manager - Capital Works, Mr Stephen CHEUNG, Senior Liaison Engineer, Mr NG Lap-kei, Chief Construction Manager – TUE Civil and Mr FUNG Wai-chung, Senior Liaison Manager of the MTR Corporation Limited (MTR) to the meeting to present the paper.

6. Mr Henry MAN briefly presented the paper.

7. Mr Stephen CHEUNG briefly presented the Tung Chung Line Extension project with the aid of PowerPoint presentation.

8. Mr Henry MAN briefly presented the community liaison work of the project with the aid of PowerPoint presentation.

9. Mr FONG Lung-fei expressed his views as follows:

- (a) As there had been short piling problems in Fuk Yat House, Luk Yat House, Ying Yat House and Yu Yat House of Yat Tung Estate, he asked

whether the Tung Chung Line Extension project of MTR would affect the said buildings.

- (b) He asked whether the MTR would adopt noise mitigation and dust suppression measures during the construction of the project.
- (c) He hoped that the MTR would strictly monitor the project to stamp out jerry-building practices.
- (d) He proposed building a pedestrian subway at Shun Tung Road to connect Tung Chung Crescent for the convenience of residents.

10. Mr Eric KWOK expressed his views as follows:

- (a) Residents of Mun Tung Estate requested that the temporary pedestrian crossing at Yu Tung Road be converted into a permanent crossing to facilitate residents of Mun Tung Estate, Tung Chung Areas 42 and 46 to continue to use the crossing for travelling to and from Tung Chung West Station after the commissioning of the new station.
- (b) Residents were concerned about the noise and air pollution caused by the project and the vibration generated by the works vehicles passing by. He asked whether the MTR would take preventive measures, such as laying shock-absorbing materials and installing noise barriers. He suggested that the community liaison group of the MTR should liaise with the nearby schools and invite Members and stakeholders to discuss issues arising from the project.
- (c) He suggested that the Transport Department (TD) should construct a cover for the walkway between the footbridge of Yu Tai Court and Tung Chung West Station.
- (d) He anticipated that many residents of Tung Chung West would travel to and from Tung Chung West Station by bicycle in the future. He hoped that the MTR and the TD could provide sufficient bicycle parking spaces or introduce a smart bicycle parking system.
- (e) Residents of Tung Chung Crescent requested the MTR to beautify the top of the noise enclosure in Tung Chung Crescent by, for example, planting.
- (f) Residents of Yat Tung Estate and Mun Tung Estate opined that the physical information centre in Ma Wan Chung Village was far away from residences. He suggested that the MTR should set up a physical information centre in Yat Tung (I) Estate to facilitate residents to keep

up with the latest information on the project and reflect their views to the MTR when necessary.

11. Mr Randy YU expressed his views as follows:

- (a) He asked whether there was delay in the commencement of the Tung Chung Line Extension project and whether the railway line could be commissioned in 2029 as scheduled.
- (b) Residents of Tung Chung Crescent expressed concern about the mucking out point(s). He asked whether the MTR could report on the latest situation of the construction time, number of vehicles entering and exiting the site, noise barriers, greening facilities and improvement of pedestrian walkways, etc.
- (c) As for the “fung shui” compensation scheme, since there were quite a number of ancestral graves in Tung Chung Old Village across Shek Sze Shan, the works to be carried out by the MTR and the future operation of trains would affect the “fung shui” of the ancestral graves. He asked the MTR what corresponding action would be taken and enquired about the progress of engaging professional “fung shui” consultants.
- (d) The village houses in Ma Wan Chung Village were built without solid foundations. He asked the MTR about the progress of site investigation and recording in the village and how it maintained communication with the villagers.

12. The Chairman expressed her views as follows:

- (a) Since the MTR would not locate an entrance/exit of Tung Chung West Station in Mun Tung Estate, nor would it provide a pedestrian subway connecting Mun Tung Estate and the new station, residents hoped that the temporary pedestrian crossing could be converted into a permanent one, so that they could continue to use the crossing after the completion of the railway works.
- (b) She said that in the event of any damage to the houses of the residents of Ma Wan Chung Village as a result of the works, the MTR should undertake to make full compensation.
- (c) She hoped that the MTR would notify the stakeholders well in advance of the Community Liaison Group meetings.

13. Mr Stephen CHEUNG gave a consolidated response as follows:

- (a) The MTR had thoroughly understood the construction methods and

structures of the nearby buildings before the commencement of the works, and had taken into account the impact on such buildings when planning the project.

- (b) Regarding environmental protection, the MTR had obtained an Environment Permit from the Environmental Protection Department (EPD) in August 2022. In order to reduce the noise and dust generated during construction, the MTR would adopt a series of mitigation measures, including the installation of noise enclosures and noise barriers. A series of water-spraying measures would also be taken at the construction sites.
- (c) In respect of works supervision, the MTR formulated a series of criteria and would assign personnel to supervise the contractor in carrying out site management.
- (d) The MTR had undertaken to beautify the top of the noise enclosure at Tung Chung Crescent. Having regard to various factors, the MTR opined that laying artificial grasses for decoration and beautification was the most appropriate.
- (e) The MTR would only use the emergency access at Yat Tung Estate for loading and unloading of construction materials and would not carry out works at the access. When using the access, the MTR would minimise the noise and communicate with the Housing Department (HD) and the nearby schools in advance.
- (f) Regarding the request for the provision of sufficient bicycle parking spaces, the MTR noted Members' views and would review the arrangements with the relevant departments.
- (g) According to the plan of the MTR, there was currently no delay in the project progress and it was expected to be completed in 2029.
- (h) The construction of the Tung Chung West section tunnel would be conducted under the rock strata of Ma Wan Chung Village, and the pre-construction condition survey of the buildings concerned had been completed with the consent of the owners. Residents could obtain the condition survey report at the physical information centre in Ma Wan Chung Village.
- (i) The MTR had earlier received views from Members on the temporary pedestrian crossing, and had conducted studies with the relevant government departments. The purpose of setting up the temporary pedestrian crossing was to provide a temporary crossing for those in need after the demolition of the ramp of the footbridge and before the

commissioning of the two new lifts. According to the assessment conducted by the relevant departments, the pedestrian crossing would hinder the departure of buses from the bus stop at eastbound Yu Tung Road in the future, and would also affect the operation of the new public transport interchange to be built in Area 38A. In addition, in response to Members' requests earlier, the government departments would extend the bus stop at westbound Yu Tung Road. The temporary pedestrian crossing would cause obstruction to such works, and therefore it could only be used for temporary purposes. The footbridge would be equipped with three lifts and a staircase in the future for the convenience of residents.

14. Mr Henry MAN gave a consolidated response as follows:

- (a) The MTR had invited District Council (DC) members and primary and secondary schools to join the Community Liaison Group, and would notify members well in advance when preparing meetings in the future.
- (b) The physical information centre was located at No. 76 Ma Wan Chung Village, accessible by residents of Yat Tung Estate on foot. The MTR would step up publicity for and communication with residents of Yat Tung Estate and Mun Tung Estate in the future, including making good use of electronic platforms and printing publications.
- (c) When carrying out the Tung Chung Line Extension project, the MTR would take into account the history and traditions of Tung Chung and maintain close liaison with the Rural Committee. It would also handle "fung shui" compensatory matters based on past experience and via an inter-departmental working group.

15. Mr Stephen CHEUNG said that upon completion of the Tung Chung Line Extension project, two railway tunnels would be newly built underneath Shun Tung Road, where there would be no space for the construction of a pedestrian subway.

16. Ms HUI Shuk-yee noted Members' proposal of constructing a cover for the walkway between the footbridge of Yu Tung Road and the MTR station. The TD would discuss with the relevant departments the feasibility and needs of the proposal and update Members on the latest progress.

17. Mr Randy YU expressed his views as follows:

- (a) He was very concerned about the issue of bicycle parking facilities in Tung Chung West. The bicycle parking situation at public piers of Lamma Island and Mui Wo was unsatisfactory, where bicycles were often being parked in a disorderly manner. He hoped that the Department would learn from the experience of the above locations.

He enquired whether the responsibility should be borne by the MTR, the TD or other departments if there were insufficient bicycle parking spaces in Tung Chung West in the future. As far as he understood, no progress was made on the work for the time being. The paper stated that the relevant works would commence in mid-2023. Although there were still six years before the completion of the works, early planning was necessary due to a tight timeframe for identification of suitable locations, change of plans if needed and seeking resources. He was worried that the Department could not be able to provide sufficient bicycle parking facilities before Tung Chung West Station was put into service in 2029, and opined that the Department should submit a proposal on the construction of bicycle parking facilities to the Traffic and Transport Committee (T&TC) at the current stage.

- (b) He hoped that the MTR would provide a practical proposal with details on the “fung shui” compensatory scheme before the commencement of the works; implement the proposal as soon as possible; and report the latest progress to the T&TC in writing or meet with the relevant Members or representatives to elaborate in details the content of the proposal within two months.

18. Mr Eric KWOK expressed his views as follows:

- (a) He said that Members unanimously passed a motion on converting the bus pick-up/drop-off points at Mun Tung Estate into a standard bus terminus at the Islands District Council (IDC) meeting held on 24 June 2019. The site was currently being used as a temporary construction site for the MTR. The construction of the bus terminus would commence upon the completion of the works of the Tung Chung West MTR Station to solve the problem of the bus stop at westbound Yu Tung Road, and the temporary pedestrian crossing might also be converted into a permanent one.
- (b) He hoped that the MTR would plant natural flowers and grasses on the top of the noise enclosure at Tung Chung Crescent instead of laying artificial grasses.
- (c) He suggested that the works team should maintain communication with schools in the vicinity of Yat Tung Estate on the impact of the works.

19. Mr FONG Lung-fei hoped that the MTR would take into account the impact of the works on the “fung shui” of Yat Tung Estate.

20. The Chairman strongly requested that the temporary pedestrian crossing at Yu Tung Road be converted into a permanent one upon completion of the works to facilitate residents to crossing Yu Tung Road. She asked the Department to address

the problem and the Secretariat to write to the relevant departments to follow up. She enquired when the inter-departmental working group on “fung shui” compensatory matters would be set up and the content of the scheme.

21. Mr FUNG Wai-chung gave a consolidated response as follows:

- (a) The MTR was responsible for the provision of bicycle parking spaces within its premises, while the relevant departments would be responsible for those outside the MTR premises. The MTR would explore solutions for the bicycle parking problem with the relevant departments and update Members on the latest progress.
- (b) The MTR respected the traditions of the local community and would engage “fung shui” experts to conduct an assessment. It would discuss with the HyD the launching of an inter-departmental working group on “fung shui” compensatory matters and contact the Rural Committee concerned to report the latest progress.

22. Mr Stephen CHEUNG said that the MTR had been proactively contacting schools in the district and maintaining good communication with them.

23. Mr Henry MAN said that the MTR would liaise with the owners’ committee of Tung Chung Crescent to understand owners’ concerns about the project and propose mitigation measures.

24. Mr CHENG Chun-wai understood that Members hoped the temporary pedestrian crossing at Yu Tung Road could be retained for permanent use. According to the latest information, bus stop extension works would be carried out on westbound Yu Tung Road, while a public transport interchange would be built on the eastbound lane. If the temporary pedestrian crossing was to be retained, it would obstruct buses entering to and exiting from the bus stop at the westbound lane and block the exit of the public transport interchange at the eastbound lane in the future. Therefore, the pedestrian crossing could only be used for temporary purposes. Upon completion of the installation of the two additional lifts, three lifts would be available to the public and wheelchair users at the footbridge to facilitate their travel to and from Tung Chung West Station.

25. Ms HUI Shuk-yee noted Members’ views on the temporary pedestrian crossing. She would collate the information and discuss it with the relevant Members.

26. The Chairman requested the MTR to brief Members the date of the setting up of the inter-departmental working group on “fung shui” compensatory matters after the meeting. In addition, she asked the Secretariat to follow up by writing to the departments concerned on the issue of the temporary pedestrian crossing.

(Post-meeting note: The Secretariat wrote to the TD and the HyD on 25 April 2023 to

follow up on the issue of the above temporary pedestrian crossing. In addition, the MTR had met the Tung Chung Rural Committee and village representatives on 26 April 2023 for further discussion and in-depth exchange of views on the commencement of the “fung shui” compensatory matter.)

III. Bus Route Planning Programme 2023-2024 for Islands District
(Paper T&TC 8/2022)

27. The Chairman welcomed Miss TSANG Man-wai, Isabel, Senior Transport Officer/Bus/Lantau 1, Miss LAW Hoi-ching, Janice, Senior Transport Officer/Bus/Lantau 2, Mr CHOW Yu-chung, James, Transport Officer/Bus/Lantau 1 and Mr YEY Mau-wong, Vincent, Transport Officer/Bus/Lantau 2 of the TD; Mr Brian NG, Manager, Planning, Mr Dennis YIP, Planning Officer, Mr Carson FUNG, Operations Manager (Kowloon and New Territories), Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus Limited/New World First Bus Services Limited (Citybus); Mr Stephen WAN, Manager, Operations, Mr Ken SIN, Assistant Manager, Operations, Ms Rennis LIP, Assistant Manager, Public Affairs and Mr Desmond TANG, Assistant Manager, Planning and Development of Long Win Bus Company Limited (Long Win); Mr Peter Chu, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of New Lantau Bus Company (1973) Limited (NLB) to the meeting to present the paper.

28. Miss Janice LAW and Miss Isabel TSANG briefly presented the paper.

29. Mr FONG Lung-fei said that residents of Tung Chung West requested bus routes plying between Tung Chung West and the urban areas (including routes E11A and E11B) to skip Tung Chung North. He pointed out that the above routes would travel via Yu Nga Court and Areas 99 and 100 in the future, which would increase the journey time in Tung Chung North from 20 minutes to 30 minutes. If the bus routes have skipped Tung Chung North, the journey time could be shortened, reducing Tung Chung West residents' daily travel time by about 40 minutes to an hour. In addition, he reminded the TD and bus companies that there were coaches parked outside two hotels on Yi Tung Road at 7 a.m. every day waiting to pick up passengers, which might obstruct nearby traffic flow.

30. Mr Eric KWOK expressed his views as follows:

- (a) He requested the TD to provide separate bus routes for residents of Tung Chung West and Tung Chung North travelling to and from the urban areas.
- (b) He proposed increasing the service frequency of NLB route X11R in the morning to meet passengers' demand. He asked why the route would head from Yu Tung Road (westbound) to Shun Tung Road, and then

turn back to Shun Tung Road (eastbound) again.

- (c) He enquired about the latest arrangement of Long Win route A47X.
- (d) Citybus planned to cancel route E11A and at the same time reduce one departure of route E11. He asked Citybus whether its bus services would be sufficient to meet passengers' demand after such reduction.
- (e) The number of departures of route E22A was reduced from eight to six. He asked why the service frequency would be reduced given the increasing population in Tung Chung.

31. Ms LAU Shun-ting expressed her views as follows:

- (a) She asked whether the frequency of route E11B during peak hours could be increased to 20 minutes after the cancellation of route E11A.
- (b) Residents of Tung Chung supported the replacement of route E22S with the introduction of new route E28.
- (c) Although the bus company said the number of departures of route E32A would be increased from nine to ten, the frequency was still unstable and trips were often lost during peak hours. She asked whether the bus company had any plan to further increase the frequency of this route.
- (d) She asked whether the TD would consider providing an additional bus stop opposite to Yu Nga Court.
- (e) She suggested increasing the frequency of route E36A and providing section fares for the route.
- (f) With the gradual intake of residents at Yu Nga Court and the increasing population of Tung Chung, she suggested extending the service hours of route 37A and increasing the frequency of route 37M.

32. Mr Randy YU asked when the bus stop of route 37H on the podium of the North Lantau Hospital (NLH) would reopen. He pointed out that the bus stop was originally scheduled to reopen on 22 February 2023, yet it had been postponed for three times.

33. Mr Brian NG gave a consolidated response as follows:

- (a) The re-routing plan for the "E21" routes has balanced the travel needs of people travelling from the urban areas to the airport for work and those travelling from different communities in Tung Chung to the urban areas. In addition to enhancing the bus services between Tung Chung

and Hong Kong Island, Citybus has maintained the service of route E11 during peak hours to provide direct bus services between the airport supporting area and Hong Kong Island.

- (b) Regarding the split of route E11 to serve residents of Tung Chung West and Tung Chung North respectively, given the existing demand and vehicle resources, such a split would lower the service level of the route. In anticipation of the growing population in Tung Chung, Citybus would continue to closely monitor passengers' demand and review the service level in a timely manner. It would also explore the feasibility of service enhancement with the TD.
- (c) Regarding the reduction in the number of vehicles for route E22A mentioned by Mr Eric KWOK, he said that the proposed total number of vehicles for routes E22A and E22S would remain unchanged. The proposal would take advantage of the differences in travel patterns between residents of Tung Chung and those working in the airport supporting area by increasing the frequency of Kowloon East-bound route E22S (i.e. route E28 under the proposal) in the morning while maintaining the service of airport-bound route E22A (i.e. route E29 under the proposal) in the morning, thereby providing more convenient direct bus services for those commuting from the urban areas to the airport supporting area and from Tung Chung to Kowloon East. Therefore, there was no reduction in the overall vehicle resources for routes E22A and E22S.

34. Mr Desmond TANG gave a consolidated response as follows:

- (a) Regarding the split of bus routes for Tung Chung East and Tung Chung West, he said that route E31 used to serve residents of both Tung Chung West and Tung Chung East. Long Win subsequently split the route in response to the population growth, arranging route E31 and introducing route E32A to serve residents of Tung Chung West and Tung Chung East respectively. Route E36A was also introduced to serve residents of both Tung Chung East and Tung Chung West. Long Win noticed the population growth in Tung Chung and would split bus routes in due course for the convenience of residents.
- (b) Regarding the frequency of routes E32A and E36A, Long Win would adjust the frequency of each route in response to passengers' demand and continue to review the frequency or service level of each bus route. In addition, he noted Ms LAU Shun-ting's views on route E36A and would explore the feasibility.
- (c) Route A47X was planned to travel via the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (HZMB HKP). It was estimated that the

journey time to the airport would increase by about two to three minutes. As Long Win had received many requests from members of the public for additional bus services to the HZMB HKP, route diversion of the above route to HZMP HKP is proposed in view that the additional travelling time was within an acceptable range.

35. Mr Peter CHU gave a consolidated response as follows:

- (a) Regarding route X11R, as the route needed to route via the bus stop at Tung Chung Fire Station to facilitate the interchange with the “E” routes, the buses had to make a U-turn at Shun Tung Road before heading to Tai O.
- (b) In respect of the service frequency, the NLB would consider further enhance the frequency subject to the patronage after the implementation of the new proposal. As for the transport arrangements after the intake of residents at Yu Nga Court in the future, he expected that the re-routing of route 37M would be implemented by the end of March 2023, together with the introduction of route 37A. He believed that the relevant services would be sufficient to meet passengers’ demand. The NLB would closely monitor the patronage and adjust the service frequency in a timely manner.
- (c) Regarding route 37H, the NLB was informed by the NLH earlier that there would be a one-month delay in the reopening of the bus stop on the podium of the hospital. However, the works of the bus stop had been completed as scheduled before NLB had a chance to discuss the matter with the NLH. He said that NLB’s main consideration was not operational needs but overall safety risks. On any road sections, additional driving distances involved safety risks. There were three departures for route 37H routing via the bus stop on the podium of the hospital per hour, involving an additional driving distance of about 0.3 km, while the total additional driving distance for all departures per day exceeded 16 km. Instead of just considering whether a bus model or road section was suitable for driving, the NLB needed to balance the driving risks of buses. Moreover, he said that the NLB had not received any relevant complaints or enquiries during the suspension of the bus stop of route 37H on the podium of the NLH. If route 37H routed via the podium of the NLH, the journey would take four to five minutes longer, causing inconvenience to existing passengers. Nevertheless, he would continue to follow up on the reopening of the bus stop with the TD and the NLH. Trial run had also been arranged with the TD and the Police to ensure the buses were suitable for travelling on the road section.

36. Mr HO Chun-fai appreciated the introduction of the new route X11R by the NLB to meet the public needs for bus services to Tai O during holidays, but he expressed concern that two departures would not be sufficient. He asked whether the service of the route was exclusively for guests of Sheraton Hotel. He hoped that the bus company would increase the frequency of the route in the future if necessary.

37. Mr FONG Lung-fei said that only Long Win route E31 and Citybus route E11B were available for interchange at the bus-bus interchange (BBI) in Yat Tung Estate, he hoped that Long Win could add additional interchange routes. In addition, the current BBI discounts offered by Citybus and Long Win were not interoperable. Passengers wishing to enjoy the BBI discounts must take the routes of the same bus company. He hoped that Citybus would collaborate with Long Win to provide an inter-company BBI scheme for passenger convenience and to save passengers' waiting time.

38. Ms LAU Shun-ting said that there was a strong response from the residents on the re-routing of the "E21" routes. They hoped that the routing of the "E21" routes could be reviewed and the original routing and schedule of route E21A could be restored.

39. Mr Randy YU understood that the NLB had many considerations in the planning of route 37H. Nonetheless, it would be more convenient and safe for the elderly and wheelchair users to get on and off the buses on the podium of the NLH. As such, he hoped the NLB would take it into consideration. In addition, he said that before the works were carried out on the podium of the hospital, route 37H routed via the bus stop there. Passengers were aware of such arrangements and some of them need to board and alight the buses at the platform bus stop.

40. Mr Eric KWOK said that at present, routes 39M and 37M provided services for nearly 12 000 residents of Mun Tung Estate and over 10 000 residents of Ying Tung Estate respectively. Given that residents of Mun Tung Estate often complained about the service of route 39M, he queried that the NLB could not cope with the demand of such a large number of residents. He therefore suggested that the TD should turn NLB route 37A into a circular route dedicated to serving the residents of Yu Nga Court while skipping Areas 99 and 100. As the population of Yu Nga Court reached nearly 11 000 and there would be over 10 000 residents in Areas 99 and 100 in the future, he anticipated that NLB route 37A would not be able to cope with the demand of passengers in Yu Nga Court and Areas 99 and 100 at the same time.

41. Mr Peter CHU gave a consolidated response as follows:

- (a) The NLB would closely monitor the patronage after the commissioning of route X11R and adjust the frequency and routing depending on the actual circumstances in order to meet the needs of passengers.
- (b) As for route 37H, the NLB would consider Mr Randy YU's opinions.

- (c) As for route 37A, after the extension of the route to Areas 99 and 100 in the future, the NLB would extend its service hours and increase its frequency. If necessary, provision of additional special departures at the en-route stop of Yu Nga Court would be considered to meet the needs of passengers.

42. Miss Janice LAW said that upon the extension of route 37A to Areas 99 and 100 in the future, route 37M would resume its original routing and no longer route via Yu Nga Court.

43. The Chairman said the issue would be referred to the T&TC Bus Routes Working Group for in-depth discussion. She requested the Department to note Members' opinions and respond to Members' questions at the working group meeting. She also invited Mr Peter CHU to attend the working group meeting.

(Post-meeting note: The T&TC Bus Routes Working Group held a meeting on 24 April 2023 to discuss the Bus Route Planning Programme 2023-2024 for Islands District.)

IV. Question on the request for the expansion of the service of New Lantau Bus Route 11A to Monday to Friday
(Paper T&TC 7/2023)

44. The Chairman welcomed Ms FUNG Sin-yee, Mini, Senior Transport Officer/Islands 2 of the TD and Mr Peter CHU, Senior Manager (Operations and Administration) of the New Lantau Bus Company (1973) Limited to the meeting to respond to the question.

45. Mr Randy YU briefly presented the question.

46. Ms Mini FUNG responded as follows:

- (a) NLB route 11A was a supplementary route to NLB route 11, providing services between Tung Chung Bus Terminus and Shek Pik on Saturdays, Sundays and public holidays to meet passengers' demand during weekends and holidays. Currently, residents of Shui Hau, Tong Fuk and Cheung Sha could take route 11 or route 23 to and from Tung Chung on weekdays.
- (b) To understand the service levels of routes 11 and 23 during weekdays, the NLB conducted a site visit in early March this year and found that there were left-behind passengers in some afternoon departures. Even though most of the left-behind passengers were able to get on the next bus immediately, the TD had requested the NLB to review the service levels of the routes. The NLB preliminarily planned to increase the

number of special departures originating from en-route stops during the said period to address the above problems. The NLB would submit an improvement proposal to the Department after discussing the details of the arrangements with the local community and Members.

- (c) The Department and the NLB would continue to closely monitor the operations of the above routes and enhance the services in due course.

47. Mr Peter CHU gave a consolidated response as follows:

- (a) The NLB had assigned personnel to conduct site visits in areas such as Shui Hau, Tong Fuk and Cheung Sha on sunny days during weekdays and found that eight departures were full with left-behind passengers, who were able to get on the next bus within a few minutes. In general, most of the departures were nearly full during the afternoon peak hours.
- (b) In view of this, the NLB planned to review with local stakeholders the existing six special departures of route 11 departing from Shek Pik and arrange them evenly throughout the afternoon, while increasing one to two special departures according to the demand to meet the needs of passengers at en-route stops.
- (c) In the long run, the NLB would continue to discuss with the TD, DC members and the relevant stakeholders the arrangement for the replacement of the existing single-decker buses with double-decker buses to serve route 11 in order to substantially increase the carrying capacity and solve the problem of left-behind passengers at en-route stops.

48. Mr Randy YU asked whether the NLB could confirm the arrangement for the replacement of single-decker buses with double-decker buses.

49. Mr Peter CHU said that no approval had been obtained from the relevant departments for the replacement of single-decker buses with double-decker buses to serve route 11 for the time being. Nevertheless, the NLB would continue to explore the feasibility and reach a consensus with the relevant stakeholders.

50. Mr Randy YU expressed his views as follows:

- (a) He was pleased to note the positive response from the NLB. However, according to the NLB's investigation, most of the afternoon departures from Tai O were nearly full, with eight of them being completely full, which was extremely undesirable for residents, particularly on hot summer days.
- (b) As far as he knew, double-decker buses were allowed to travel along the road section between Tung Chung and Shek Pik. Since the NLB had

provided six special departures for route 11 from Shek Pik, he suggested operating the special departure services with double-decker buses.

- (c) In respect of the frequency arrangement, he suggested incorporating the existing six special departures and the proposed two additional departures into route 11A to provide bus services between Shek Pik and Tung Chung on weekday afternoons, and drawing up a service schedule to let villagers know the bus arrival time.
- (d) He hoped the NLB would improve bus services in areas such as Shui Hau, Tong Fuk and Cheung Sha, while conducting reviews and making adjustments in a timely manner.

51. Ms Mini FUNG said that the TD would request the NLB to explore improvement measures and discuss with the local community the details of the arrangements for the provision of additional departures. She pointed out that if Members received other views from residents, they could reflect to the Department at any time for enhancement of the measures.

52. Mr Peter CHU gave a consolidated response as follows:

- (a) According to the data of the NLB's survey, the use of double-decker buses was temporarily not required for the departures from Shek Pik. Nevertheless, the NLB would arrange other bus models to provide special departure services for route 11 if necessary.
- (b) The NLB would draw up a service schedule after the introduction of improvement measures on special departures. Information on the estimated bus arrival time would be posted at bus stops in Shui Hau, Tong Fuk and Cheung Sha to facilitate residents to plan their travel time.

53. The Chairman asked the NLB about the exact date of the proposed provision of additional special departures for route 11.

54. Mr Peter CHU gave a consolidated response as follows:

- (a) Since the intervals between each of the existing six special departures were irregular, the NLB planned to draw up a service schedule based on the principle of even distribution.
- (b) Since the special service of route 11 departed from the bus stop near Shek Pik Prison, the NLB would need to communicate with the relevant stakeholders to work out a suitable schedule.
- (c) The NLB planned to provide special departures at intervals of 30 to 45 minutes to facilitate the public to arrange the travel time. The special

departures and the regular departures would complement each other, so that intervals between buses arriving at Shui Hau, Tong Fuk and Cheung Sha would not be unduly long. He said that the arrangement would be implemented as soon as possible after the drawing up of the service schedule.

55. The Chairman asked the NLB about the exact date of implementation of the improvement measures.

56. Mr Peter CHU said that the NLB expected to report the proposal to the Council by the end of March 2023.

(Post-meeting note: The NLB submitted the proposed changes to the special departures of the above route to Mr Randy YU on 4 April 2023 for perusal and was consulting other stakeholders, including the Sha Tsui Correctional Institution and the Tong Fuk Correctional Institution. It would report to the Council after the conclusions were drawn.)

V. Question on the widening of the pedestrian way at the Lo Wai Tsuen bus stop on South Lantau Road
(Paper T&TC 6/2023)

57. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

58. Mr HO Chun-fai briefly presented the question.

59. Mr Tim WONG said that the TD had assigned personnel to conduct site inspections and found that the traffic was generally smooth. Nevertheless, to improve the waiting environment at the Lo Wai Tsuen bus stop on South Lantau Road and to protect the safety of pedestrians, the Department was exploring the feasibility of widening the pedestrian way in collaboration with the relevant departments and would conduct a local consultation exercise in due course.

60. Mr HO Chun-fai expressed his views as follows:

- (a) In recent years, a number of projects had been carried out in South Lantau and many members of the public had visited there, resulting in an increase in pedestrian and vehicular flows in the area. While the utilisation rate of the bus stop was high during holidays, the pavement there was narrow. The queue at the bus stop often extended to the pavilion, causing pedestrians to walk on the carriageways as a result and posing a danger.

- (b) Since many members of the public would visit South Lantau on sunny days, it was difficult to predict the pedestrian flow. Even though the TD and Members had earlier conducted a site visit, they might not be able to observe the actual situation during peak periods. He requested the TD to explore the feasibility of widening the pedestrian way to protect the safety of pedestrians and waiting passengers.

61. The Chairman requested the TD to follow up with the relevant departments.

VI. Question on the parking problem at the CityGate Bus Terminus
(Paper T&TC 10/2023)

62. The Chairman welcomed Ms YEUNG Yuk-shan, Doris, Senior Transport Officer/Islands 1 of the TD; Mr Carson FUNG, Operations Manager (Kowloon and New Territories), Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus Limited/New World First Bus Services Limited (Citybus); Mr Stephen WAN, Manager, Operations, Mr Ken SIN, Assistant Manager, Operations, Ms Rennis LIP, Assistant Manager, Public Affairs and Mr Desmond TANG, Assistant Manager, Planning and Development of Long Win Bus Company Limited (Long Win) to the meeting to respond to the question. The written replies of Citybus and Long Win had been distributed to Members for perusal.

63. Mr FONG Lung-fei briefly presented the question.

64. Ms Doris YEUNG responded as follows:

- (a) The TD had urged the bus companies to remind the bus captains of the routes that they should park the buses and pick up and drop off passengers in designated locations in Tung Chung Station Bus Terminus to avoid obstructing other buses, thereby protecting the safety of passengers.
- (b) When arranging bus stop locations for each bus route in Tung Chung Station Bus Terminus, the Department would take into account various factors, including passengers' waiting habits, whether the waiting environment could cope with the patronage of the route and the coordination of different bus routes. For example, bus stops of routes with similar destinations would be arranged adjacent to one another to provide passengers with additional choices.
- (c) The Department noted Members' views and would strike a balance among various factors. It would continue to conduct site inspections and maintain close liaison with the bus companies to ensure smooth operation of the bus stops.

65. Mr Carson FUNG said that Citybus would remind the bus captains of the routes to pay attention when pulling in the bus stop and would strengthen the monitoring of the daily operation of Tung Chung Station Bus Terminus.

66. Mr Stephen WAN responded as follows:

- (a) Long Win had instructed the bus captains of the routes to drive to the designated parking locations as soon as possible after dropping off passengers to avoid obstructing other buses. It had also assigned personnel to monitor the operation of the bus stops.
- (b) Long Win would continue to maintain communication with the TD to ensure smooth and safe operation of Tung Chung Station Bus Terminus.

67. Mr FONG Lung-fei expressed his views as follows:

- (a) Earlier, a bus did not leave the bus stop after dropping off passengers at Tung Chung Station Bus Terminus but stayed at the same spot, blocking the subsequent buses. Consequently, the queue of buses extended outside the bus stop. He said that buses should park at designated locations.
- (b) While routes 38, 38X and 37H had to share a bus stop during peak hours, three bus stop locations were occupied by the nearby route S1 with low utilisation rate. One of which had even been left vacant for a long time. He asked whether the TD and the NLB could arrange for routes 38X and 37H to pick up and drop off passengers at the bus stop of route S1 during peak hours to divert the traffic flow.
- (c) Traffic congestion at Tung Chung Station Bus Terminus would lead to late arrival of buses at Yat Tung Estate, resulting in lost trips. If the lost trips of buses at Yat Tung Estate lasted for ten minutes, the cumulative number of passengers waiting for buses could reach several hundred. Nevertheless, three departures might arrive at the bus stop at Yat Tung Estate simultaneously when the traffic no longer congested, making it difficult for passengers to estimate the bus arrival time. In addition to Yat Tung Estate, the bus stop at the NLH had the same problem.
- (d) He hoped the Department and the bus companies would review the situation to solve the traffic problems in Tung Chung West.

68. Mr Eric KWOK expressed his views as follows:

- (a) The design of the Citygate bus terminus was not able to meet the

development needs of Tung Chung district, and it was difficult to make room for the parking of the new route 37A for the time being.

- (b) The TD and Members had earlier conducted a site visit at the bus terminus and found that its capacity was near saturation. Nevertheless, since seven public housing blocks in Areas 42 and 46 in Tung Chung West were about to be completed and additional bus routes were required for the extension of Areas 99, 100, 101, 103, 107, 113 and 117 in Tung Chung New Town, he asked the Department to look into ways to increase the bus stop locations in the terminus. Furthermore, he proposed converting the open space outside the post office into a bus stop. Since the open space was Citygate's private land, and Mr Randy YU was a member of the organisation, he hoped that Mr Randy YU could assist in discussing the above issue with Citygate.

69. Mr Randy YU said that he had made a declaration of interests to the DC every year. His employer, the Henderson Land Development Company Limited, was one of the shareholders of Citygate, but its shareholding was much smaller than that of another shareholder, Swire Properties Limited, and it did not take part in the management of Citygate. Nevertheless, he said that he could assist in reflecting Mr Eric KWOK's views through other channels.

70. Ms Doris YEUNG gave a consolidated response as follows:

- (a) Since routes 38, 38X and 37H shared similar routings, the Department arranged the same bus stop for them to facilitate passengers to choose among different routes. If separate bus stops were arranged for the said routes, passengers might have to chase the bus upon its arrival due to the long distance between the bus stops, causing inconvenience and possible danger.
- (b) The Department noted Members' views and would review the utilisation of each bus stop at the terminus after the meeting. It would also explore feasible improvement measures after balancing various factors.

71. Mr Peter CHU gave a consolidated response as follows:

- (a) He agreed with Mr FONG Long-fei's suggestion of arranging separate bus stops for routes 38, 38X and 37H. He pointed out that during the morning peak hours, passengers of route 38X were different from those of routes 37H and 38, hence separating route 38X from the bus stop might not affect passengers. Moreover, since the patronage of some trips of route 38X was high, the relocation of the bus stop station of route 38X could divert passenger flow and improve vehicle congestion.

- (b) The NLB planned to introduce route 36M to divert passengers to Sunny Bay Station to alleviate the congestion at the Tung Chung Station Bus Terminus. If public response to the route was satisfactory in the future, the NLB would consider increasing its frequency.

VII. Question on the common bus stop for bus routes S64X and E31 for Mun Tung Estate
(Paper T&TC 14/2023)

72. The Chairman welcomed Ms YEUNG Yuk-shan, Doris, Senior Transport Officer/Islands 1 of the TD; Mr Stephen WAN, Manager, Operations, Mr Ken SIN, Assistant Manager, Operations, Ms Rennis LIP, Assistant Manager, Public Affairs and Mr Desmond TANG, Assistant Manager, Planning and Development of Long Win Bus Company Limited (Long Win) to the meeting to respond to the question. The written reply of Long Win had been distributed to Members for perusal.

73. Mr Eric KWOK briefly presented the question.

74. Ms Doris YEUNG said that the TD had asked Long Win to review the queuing arrangements for routes S64X and E31 at the bus stop in Tung Chung Estate and assign personnel to maintain order if necessary, particularly during the morning peak hours. Moreover, since Long Win had re-planned the queuing arrangement of route S64X and amended its relevant queuing lines on the ground, the overcrowding situation was improved. The Department would continue to closely monitor the situation and request the bus company to make adjustments in a timely manner.

75. Mr Stephen WAN said that since Long Win had re-planned the queuing arrangements for route S64X and E31 to clearly separate the two queues, the situation was improved. It would continue to monitor the operation of the bus stop and make improvements in a timely manner.

76. Mr Eric KWOK said that he would observe the effectiveness of the measures and residents' responses. If the problem persisted, he would reflect it to the relevant departments and the bus company again.

VIII. Question on the improvement to the new taxi stand at Yat Tung Street
(Paper T&TC 12/2023)

77. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr SHEK Hon-yin, Property Service Manager/Service (Hong Kong Island and Islands) 3 of the HD to the meeting to respond to the question.

78. Mr FONG Lung-fei briefly presented the question.

79. Ms HUI Shuk-yee said that urban taxis could route through the roundabout in Yat Tung Estate to leave Yat Tung Street after picking up and dropping off passengers at the new urban taxi stand. The TD had earlier proposed relocating the Lantau taxi stand at Yat Tung Estate Bus Terminus to the existing bus bay near Kan Yat House in Yat Tung Estate to make room for urban taxis to leave Yat Tung Street via the vehicular access in addition to routing through the roundabout in Yat Tung Estate. Nevertheless, the Department did not implement the proposal due to the objections received during the consultation period. The Department would continue to discuss the feasibility of the proposal with the relevant departments and stakeholders to further improve the traffic condition at Yat Tung Street. As for the proposal on the extension of the existing urban taxi stand, since it might affect the emergency access at Yat Tung Street, the Department would explore the feasibility of the proposal in collaboration with the relevant departments, including the Fire Services Department and the HD.

80. Mr SHEK Hon-yin said that the HD had all along been monitoring the traffic condition at the roundabout in Yat Tung Estate and was aware of the traffic congestion caused by urban taxis stopping at the roundabout to wait for passengers, particularly during peak hours. Since the commissioning of the new taxi stand on 13 February 2023, the said problem had been largely improved. Also, the Department displayed large banners in prominent positions at the roundabout to remind drivers not to stay and to direct passengers to the taxi stand. Additional security personnel were also assigned to the roundabout to direct traffic. Some urban taxis occasionally stopped at the roundabout to wait for passengers. As such, the security personnel would immediately advise the drivers to leave and remind them of the relevant regulations. The Department would continue to closely monitor the traffic condition at the roundabout and take improvement measures in a timely manner to maintain smooth traffic.

81. Mr FONG Lung-fei expressed his views as follows:

- (a) After the commissioning of the new taxi stand at Yat Tung Street, he received feedback from residents, saying that they had to walk farther to take the taxi. Taxi drivers also reflected that the current measures were inconvenient as the new taxi stand could only accommodate a smaller number of taxis and would affect the operation of the bus stop at the rear. The peak period for NLB route 38 and the Yat Tung Street bus stop started at 7:45 a.m. When the queue of taxis extended from the new taxi stand to the junction of Chung Yan Road turning left towards Yat Tung Street, it would block the traffic lanes, causing buses not being able to pull in the bus stops, which would also pose a danger. Moreover, since there was a pedestrian crossing at the location concerned, taxis queuing to enter the taxi stand would block the sight of pedestrians and thus accidents would happen easily.

- (b) In response to Ms HUI Suk-yee's comment that the extension of the existing urban taxi stand would obstruct the emergency access at Yat Tung Street, he suggested adding a no-parking marking at the emergency access to solve the problem. If the relevant departments agreed to extend the taxi stand, taxis at the taxi stand could leave immediately in case of emergency to make room for fire engines and ambulances.
- (c) He suggested that the TD should consider converting the area to the right of the taxi stand into a vehicular access for urban taxis to leave Yat Tung Street. He asked the relevant departments to conduct a site visit and clarify whether the area concerned was under the management of the HD.
- (d) He suggested converting the hard shoulder outside Kan Yat House into an extension of the taxi stand to temporarily alleviate the problem of insufficient space at the taxi stand and at the same time to solve the illegal parking problem at the road section concerned. Four taxi parking spaces could be provided at the area, where no major works would be required, except for the erection of taxi stand signs and the removal of some railings. At the initial stage of the commissioning of the above taxi stand, the HD could assign personnel to assist in diverting traffic and to remind taxi drivers not to park at the emergency access. When a taxi left the taxi stand in front, the taxi behind could move forward.

82. Mr Eric KWOK expressed his views as follows:

- (a) He had proposed extending the new taxi stand to the vicinity of the roundabout at the planning stage but the size of the proposed area was eventually reduced to avoid obstructing the emergency access.
- (b) He had earlier dropped leaflets in both Chinese and English in letter boxes of all flats in the estate to introduce the newly commissioned taxi stand and advise residents not to get on and off taxis at the roundabout. Although the problem had been greatly improved with the presence of security personnel at the roundabout to give instructions, some drivers were still not following the rules. He stressed that the roundabout was not a place for taxis to stop and wait for passengers and the relevant departments should not condone illegal parking and non-compliance with the Road Traffic Ordinance. He suggested that the HD should, in addition to assigning personnel to maintain traffic order during peak hours, seek assistance from the Police in prosecuting offending vehicles.
- (c) He suggested that the Chairman should write to the Lantau Taxi Association to negotiate allowing urban taxis to leave Yat Tung Street

via the Lantau taxi stand, so as to alleviate the traffic congestion caused by taxis routing via the roundabout.

- (d) He asked whether the TD had written to the urban taxi associations to inform them of the commissioning of the new taxi stand and the regulations of not allowing taxis to wait for passengers at the roundabout.

83. Ms Doris YEUNG said that the TD had earlier written to the urban taxi associations to inform them of the commissioning of the new taxi stand.

84. Mr SHEK Hon-yin said that the HD noted Members' views and would co-operate with the Police in prosecuting illegal parking. The Department would also actively consider the measures proposed by Members and explore their feasibility.

85. The Chairman opined that it was necessary to consult the Secretariat on the issue of writing to the Lantau Taxi Association, including considering whether the letter should be issued by the Chairman of the Committee. Moreover, she invited the relevant departments to consider the measures proposed by Members and conduct site visits with Members if necessary.

86. Mr Eric KWOK said that since the queue of taxis extended to the Yat Tung Street bus stop during morning peak hours, he requested the HD to assign personnel to direct the taxi drivers to drive away their taxis from the bus stop during the above hours.

87. Mr FONG Lung-fei reiterated that the queue of taxis would only extend beyond the taxi stand and block the traffic after 7:45 a.m. Since there were individual taxi drivers ignoring the advice given by the security personnel, it was necessary to adopt other means to improve the traffic problem. He hoped that the relevant departments would consider his proposal.

IX. Question on the electric vehicle parking spaces at the open-air car park at Mui Wo
(Paper T&TC 13/2023)

88. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

89. Mr Randy YU briefly presented the question. He added that since parking spaces for electric vehicles (EVs) would also be provided in Tai O, he would like to know how the Department would enhance the management of the facilities.

90. Mr Tim WONG said that the EV chargers at the open-air car park at Mui Wo Pier were provided under the pilot scheme of the Environmental Protection Department (EPD), and the parking spaces at the car park were open to eligible vehicles, including both non-EVs and EVs, so as to make full use of the parking space resources and to

meet the parking demand. Nevertheless, the TD would continue to assist the EPD in exploring improvement measures to meet public demand for EV chargers and parking spaces. In addition, the Government was preparing to set up a smart system to provide real-time information on EV chargers and parking spaces, including the number, location, usage status, real-time information and toll collection system.

91. Mr Randy YU pointed out that the Government encouraged drivers to switch to EVs and provided EV charging facilities. Due to the shortage of parking spaces in Hong Kong, there were fuel-propelled vehicles occupying parking spaces with EV charging facilities, making it impossible for EVs to charge. He hoped that the TD and the EPD would discuss with Members to explore appropriate solutions.

92. The Chairman asked the TD to note Members' views and maintain communication with them.

X. Question on the traffic safety at the entrance at Chui Kwan Drive and the areas inside the North Lantau Hospital
(Paper T&TC 11/2023)

93. The Chairman welcomed Dr Polk WAN, Cluster Chief Manager/North Lantau Hospital (NLH) Deputy Hospital Chief Executive and Mr Fred WAN, Senior Hospital Administrator, NLH of the Hospital Authority (HA); Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr Peter Chu, Senior Manager (Operations and Administration) of New Lantao Bus Company (1973) Limited to the meeting to respond to the question.

94. Mr FONG Lung-fei briefly presented the question.

95. Mr Fred WAN briefly presented the HA's written reply.

96. Ms HUI Shuk-yee said that the existing pedestrian crossing at the entrance and exit of the NLH was closer to the NLH buildings. To enhance the line of sight of pedestrians and drivers, the TD would work with the relevant departments and the HA to study the relocation or widening of the pedestrian crossing, or explore other improvement measures to further enhance road safety. In addition, since the podium and the ramp of the NLH were under the purview of the HA, the HA or the relevant departments would be responsible for considering the relevant improvement measures.

97. Mr Peter CHU thanked the NLH for improving safety measures to reduce the risk of traffic accidents. Moreover, he understood that hospital facilities were government property. If a bus crashed into the hospital facilities, the bus company concerned would have to make compensation to the HA.

98. Mr FONG Lung-fei expressed his views as follows:

- (a) He thanked the HA and the TD for proactively addressing the traffic safety issue at the NLH's entrance and exit at Chui Kwan Drive.
- (b) When the NLH was constructed years ago, the relevant road design was based on the Hong Kong Planning Standards and Guidelines. Since the buses currently serving route 37H were longer than those in the past, coupled with the narrow ramp on the podium of the hospital, bus captains might hit the kerb easily if they were careless. Their psychological pressure would also affect driving safety. He queried whether the bus model currently in use was suitable for the route.
- (c) The HA currently subsidised the Easy-Access Transport Services Limited (ETS) to transport the elderly to and from hospitals. Since the ETS only provided services to its members, he suggested that the HA should step up publicity to encourage patients to apply for the membership of the ETS, so that they could travel to and from hospitals by ETS buses. He also suggested that the HA should subsidise the NLB to purchase new bus models of smaller size for hospital routes, or increase the frequency of bus services between other areas on Lantau Island and the NLH.

99. Mr Eric KWOK expressed his views as follows:

- (a) When the NLH podium was constructed, it was not planned to open to buses. The single-decker buses of NLB route 37H were allowed to enter the podium only at a later stage.
- (b) He suggested providing bus services to the podium of the hospital for residents of Tung Chung Old Village and South Lantau. He also suggested that the NLH should improve the access connecting the ground floor of the hospital with the Accident and Emergency Department on the first floor.
- (c) He anticipated that double-decker buses would be used to operate route 37H in the future to enhance economic efficiency. He asked how the HA and the Department would deal with it.
- (d) He proposed referring the issue to the T&TC Bus Routes Working Group for in-depth discussion.

100. Mr Randy YU expressed his views as follows:

- (a) The HA stated in its written reply that it had conducted a trial run on route 37H with the NLB. The results showed that NLB's 11.3-metre-long super-low-floor buses were able to run smoothly on the podium on the first floor of the NLH. He opined that some bus captains might

crash the buses into kerbs or planters when driving on slopes due to insufficient training. As such, he suggested that the bus company should step up training for bus captains to reduce the occurrence of the above problems.

- (b) As for whether other routes should be arranged to route via the podium of the hospital, factors such as the space on the podium would need to be taken into account. He suggested that Members should re-examine the issue and bring it up for discussion at the Bus Routes Working Group. In addition, he reminded Members that the IDC had arranged a meeting with the NLH. In the event that further discussion on the issue was required, Members would have to propose to the Secretariat well in advance.

101. The Chairman asked the Bus Routes Working Group to follow up on the issue.

(Post-meeting note: The T&TC Bus Routes Working Group held a meeting on 24 April 2023 to follow up on the issue of NLB route 37H (NLH section).)

102. Mr Peter CHU gave a consolidated response as follows:

- (a) The NLB did not have low-floor buses with shorter body length allocated to route 37H at the current stage, but it welcomed the HA to subsidise its purchase of new bus models. He said that buses with shorter body length had lower passenger capacity, and low-floor buses were only suitable for hospital routes but not other routes.
- (b) The NLB intended to use double-decker buses for route 37H. However, the podium area within the NLH was not suitable for double-decker buses, or it would increase the risk of traffic accidents.
- (c) Despite the results of the trial run conducted in 2016 showed that the 11.3-metre-long super-low-floor bus could run smoothly on the podium on the first floor of the hospital, the relevant safety indicators or factors might have been changed by now. Since the NLB would arrange 12-metre-long buses to operate the route, it would be appropriate to conduct another trial run at the current stage to find out whether a bus of that length was suitable for the route.
- (d) The NLB had discussed in detail in item 3 the consideration of the overall safety risks regarding buses routing via the bus stop on the podium of the hospital.

103. Mr Randy YU understood the risks mentioned by the NLB, but he hoped that the NLB could adopt an open attitude in exploring solutions. As for asking the HA to sponsor the purchase of buses, he questioned whether it was practical.

XI. Reports by Working Groups
T&TC Bus Routes Working Group

104. The Chairman said that the report of the working group had been tabled at the meeting for Members' perusal.

105. Members noted and endorsed the above working group report.

XII. Any Other Business
Highways Department's Minor Traffic Improvement Projects and Works Schedules

106. The Chairman welcomed Ms HO Chung-yin, Engineer/Islands (3) of the HyD to the meeting to respond to the question. The HyD had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules as at late February this year before the meeting. Members were welcome to ask questions and express their views.

107. Members noted the paper.

XIII. Date of next meeting

108. There being no other business, the meeting was adjourned at 5:18 p.m. The next meeting would be held at 2 p.m. on 22 May 2023 (Monday).

-END-