

(Translation)

**Islands District Council**  
**Minutes of Meeting of Traffic and Transport Committee**

Date : 23 March 2020 (Monday)  
Time : 10:30 a.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Mr KWOK Ping, Eric

**Vice-Chairman**

Mr HO Siu-kei

**Members**

Mr YU Hon-kwan, Randy, MH, JP  
Mr WONG Man-hon (Arrived at 10:38 a.m.)  
Mr CHOW Yuk-tong, SBS, MH  
Mr CHAN Lin-wai, MH  
Mr HO Chun-fai (Arrived at 10:32 a.m.)  
Ms WONG Chau-ping  
Mr TSUI Sang-hung, Sammy  
Mr FONG Lung-fei  
Ms LAU Shun-ting  
Mr LEE Ka-ho  
Mr LEUNG Kwok-ho  
Mr WONG Chun-yeung

**Attendance by Invitation**

Ms YU Wing-sze, Natalie	Senior Transport Officer/Bus/Lantau, Transport Department
Ms LEUNG Ka-man, Eunice	Transport Officer/Bus/Lantau, Transport Department
Mr KWOK Chi-hang	Administrative Assistant/Lands, District Lands Office, Islands, Lands Department
Mr Rayson LAW	Senior Officer, Planning and Development, The Kowloon Motor Bus Company (1933) Limited/Long Win Bus Company Limited

Mr Kevin LI	Public Affairs Manager, New World First Bus Services Limited/Citybus Limited
Mr Mistral SIN	Manager (Planning), New World First Bus Services Limited/Citybus Limited
Mr Simon CHAN	Assistant Planning & Scheduling Manager, New World First Bus Services Limited/Citybus Limited
Mr Billy WONG	Assistant Manager – Operation Support, New Lantao Bus Company (1973) Limited

**In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Mr OR Ching-yan, Vincent	Division Commander (Lantau North), Hong Kong Police Force
Mr WONG Tak-yeung, Jimmy	District Operations Officer (Lantau), Hong Kong Police Force
Mr CHEUNG Wang-pan	Sergeant District Traffic Team (Lantau), Hong Kong Police Force
Mr CHAN Ling, Peter	Assistant Divisional Commander (Operations & Crime) Cheung Chau Division, Hong Kong Police Force
Mr WAN Chi-kin	District Engineer/General(2)B, Highways Department
Ms CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Ms SIN Kai-wai, Marie	Senior Transport Officer/Islands 2, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Company (1973) Limited
Ms Sonja CHAN	Assistant Corporate Communications Manager, New World First Ferry Services Limited
Ms LAM Wai-ling, April	General Manager, Hong Kong & Kowloon Ferry Holdings Limited

**Secretary**

Ms WONG Fong-yu, Kammy	Executive Officer (District Council)3, Islands District Office
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**Absent with Apology**

Ms TSANG Sau-ho, Josephine  
Mr WONG Hon-kuen, Ken  
Ms YUNG Wing-sheung, Amy

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## Welcoming remarks

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

- (a) Islands District Office (IsDO);
- (b) Hong Kong Police Force (HKPF);
- (c) Highways Department (HyD);
- (d) Transport Department (TD);
- (e) Civil Engineering and Development Department (CEDD);
- (f) Hong Kong & Kowloon Ferry Holdings Limited;
- (g) New World First Ferry Services Limited; and
- (h) New Lantao Bus Company (1973) Limited (NLB).

2. The Chairman said that some Members previously proposed that Long Win Bus Company Limited (Long Win) and New World First Bus Services Limited (NWFB)/Citybus Limited (Citybus) be invited to each arrange a representative to attend the meetings of this Committee. The Secretariat had written to the above bus companies. Long Win and Citybus replied in writing that the arrangement could not be made; however, when there were related issues, they would try their best to send representative to meetings to respond to Members' questions.

3. Members noted that Ms Josephine TSANG, Mr Ken WONG and Ms Amy YUNG were unable to attend the meeting due to other commitments.

4. The Chairman reminded all persons present that sound-emitting devices should be switched off during the meeting.

5. The Chairman said that due to a rise in the number of confirmed cases of the epidemic and the concern about community outbreak, he proposed that the meeting be adjourned at 1:00 p.m. and asked Members to be succinct. He proposed that Members expressed the main points on Bus Route Planning Programme 2020-2021 of Islands District (BRPP) at the current meeting and the details be discussed at the meetings of Traffic and Transport Committee (T&TC) Working Group. As for agenda items not discussed at the current meeting, he proposed that items IV, VII, X and XII be discussed at the following T&TC meeting, whereas items VI and XIII be discussed at the T&TC Working Group meeting. The Chairman invited Members to vote on the above proposals by a show of hands.

6. Members voted by a show of hands and endorsed the above proposals unanimously.

I. Bus Route Planning Programme 2020-2021 for Islands District  
(Paper T&TC 1/2020)

7. The Chairman welcomed Ms YU Wing-sze, Natalie, Senior Transport Officer/Bus/Lantau and Ms LEUNG Ka-man, Eunice, Transport Officer/Bus/Lantau of TD; Mr Rayson LAW, Senior Officer, Planning and Development of Long Win; Mr Kevin LI, Public Affairs Manager, Mr Mistral SIN, Manager (Planning) and Mr Simon CHAN, Assistant Planning & Scheduling Manager of Citybus; and Mr Billy WONG, Assistant Manager - Operation Support of NLB to the meeting to present the paper.

8. Ms Natalie YU briefly presented the paper.

9. The Chairman proposed that TD presented the BRPP with the aid of PowerPoint presentation in detail at the Working Group meeting.

10. Ms Natalie YU said that as many residents of Islands District took ferries to Central Piers to interchange for buses, the BRPP included the recommendations on bus routes that passed through the areas in the vicinity of Central Piers, and the covered areas in the vicinity of Central Piers were shaded in yellow in the PowerPoint presentation.

11. Mr Sammy TSUI enquired of representatives of TD whether presentation of the BRPP was finished.

12. Ms Natalie YU said that relevant details were set out in the paper and Members were welcome to raise enquiries with TD.

13. Mr Sammy TSUI expressed his views as follows:

- (a) He said that the bus routes mentioned in the BRPP passed through many areas and it took time to discuss them one by one. However, due to the critical situation of the epidemic, the Chairman asked Members to stop running out of time and be succinct, thus in-depth discussion of the recommendations in the BRPP would not be possible and representatives of TD might not be able to comprehensively respond to Members' enquiries.
- (b) He said that paragraph 2 of the paper set out the considerations in formulating BRPP of the district indicating that "In response to local development, demographic change, completion of transport infrastructure, current and planned public transport services in the district, etc., TD continued to enhance existing bus service network". However, many residents were not satisfied with the bus services. He opined that while the Government formulated policies in respect of bus services, it failed to monitor the services of franchised bus companies when implementing the policies. He gave examples in respect of bus

frequency, service quality and policy to illustrate his points. At present, the time needed for Long Win route no. E32 to travel from Kwai Fong Terminus to Tsing Yi was about 40 minutes. For residents who interchanged for other bus routes at Tsing Yi, they would have to wait for 40 minutes if they missed a departure. He criticised TD for awarding franchises to bus companies, thus leading to monopolising of bus services of a district. However, it failed to monitor the service quality of franchised bus companies and members of the public had nowhere to lodge complaints. He opined that apart from formulating policies in response to the development of new housing estates in Tung Chung, TD should conduct monitoring.

- (c) While TD said that bus companies would be encouraged to provide interchange concession, it did not take concrete action or formulate relevant policies. Since relevant transport policies were rigid, bus companies could not enhance bus services and reduce operational costs in response to the business environment. He enquired whether TD would formulate flexible policies, such as allowing bus companies to provide service with double-decker buses in order to reduce operational costs.

14. The Chairman proposed that if the epidemic situation improved, a Working Group meeting be held in early April this year to discuss in detail the bus route proposals.

15. Ms Natalie YU said that TD would closely monitor the operation and passenger demand of Long Win route no. E32 and would request the bus company to conduct a review on the route if and when necessary. With regard to encouraging the bus companies to provide interchange concessions, there were measures in place to enhance the operational environment of bus companies, including exemption of diesel duty of bus companies starting from the 1990s in order to relieve fare pressure. Beginning from 17 February 2019, franchised bus companies were also exempted from tolls of government roads and tunnels. In view of the epidemic, the Government provided fuel subsidy and one-off subsidy to the transport trades, including reimbursement of one-third of the actual fuel expenses between 1 July 2019 and 30 June 2020 for numerous franchised bus companies.

16. Mr LEE Ka-ho said that the proposals contained in the BRPP focused on Airport routes (i.e. “A” routes) and not on the routes plying the periphery of the airport (i.e. “E” routes) taken by Tung Chung commuters, hence not so much to help enhance “E” route bus service. Recently, many residents reflected to him that the problem of missed trips of Long Win route nos. E31, E32 and E32A was more serious than before and residents had to wait a long time at Lantau Link Toll Plaza Bus Interchange. In view of that and in regard of improvement of “E” route services, he opined that even if new resources could not be devoted to introduce new routes, bus routes which only provided services during peak hours should be changed to regular routes. He hoped that enhancement proposals for various bus routes could be discussed in detail at the Working Group meeting.

17. Ms Natalie YU said that with regard to the reduction of service frequency during the epidemic, she invited representatives of TD regional offices or bus companies to supplement. TD opined that existing service of morning special trips on the whole could meet passengers' demand and it would closely monitor the needs of passengers during the time slots. If the passenger demand met the criteria for adjusting bus trips, TD would explore the feasibility of enhancing frequency with bus companies.

18. Mr Rayson LAW said that with regard to missed trips of Long Win route nos. E31, E32 and E32A, Long Win would check the operational records to find out if there were emergencies, such as vehicle breakdowns or traffic congestions etc. He suggested Members to provide details of the situation for appropriate follow-up.

19. Mr Sammy TSUI hoped that when the epidemic situation improved, the proposals of introducing new bus routes and re-routing, and existing issues of bus services (such as missed trips and inaccuracies of real time arrival system) be discussed at the Working Group meeting to resolve the problems and raise recommendations on enhancing the BRPP.

20. The Chairman said that if the epidemic situation should improve, a Working Group meeting would be convened in early April this year to discuss in detail various bus routes.

(Post-meeting note: Given the severe epidemic situation in April this year, the first meeting of Bus Routes Working Group was scheduled to be held in early May this year.)

II. Question on request for whole-day cross-district bus service to and from Yat Tung Estate  
(Paper T&TC 5/2020)

21. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Senior Officer, Planning and Development of Long Win; and Mr Kevin LI, Public Affairs Manager, Mr Mistral SIN, Manager (Planning) and Mr Simon CHAN, Assistant Planning & Scheduling Manager of Citybus to the meeting to respond to the question. The written replies of TD, Long Win and Citybus had been distributed to Members for perusal before the meeting.

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

23. Ms Sherman CHOI said that TD had provided a written reply and she had nothing to add for the time being.

24. Mr Mistral SIN added that the occupancy of route nos. E11S, E21X and E22S was around 50% to 70% and could meet the passengers' demand.

25. Mr Rayson LAW briefly presented the written reply. He added that Long Win would closely monitor the patronage of the relevant routes and would adjust bus service in good time.

26. Mr FONG Lung-fei said that many residents reflected that they could only interchange for routes travelling outside the area at Lantau Link Toll Plaza Bus Interchange which was very inconvenient. He queried that due to the lack of manpower at the Airport, relevant departments intentionally caused inconvenience, making it difficult for Tung Chung residents to go to work in other districts, who were then forced to work at the Airport to increase the manpower. He proposed that bus routes plying to and from the Airport should travel via Ying Tung Estate and Fu Tung Estate to shorten the waiting time of residents making interchanges and also the full journey time.

27. Mr LEE Ka-ho opined that Tung Chung residents had a considerable demand for bus services that were available currently only during peak hours. However, the written replies of the bus companies stated that existing services on the whole met passengers' demand and there was no need for whole day service. He opined that the bus companies could hardly know the patronage of the relevant routes during non-peak hours. Members of the previous several terms of District Council (DC) had pointed out that Citybus route no. E21X provided service only in the morning and could not meet the residents' demand. However, representatives of the bus company proposed that passengers could take buses in other time slots to Lantau Link Toll Plaza Bus Interchange and interchange to Tsim Sha Tsui district, ignoring the fact that residents had to spend much time on top of that to wait for feeder buses. Long Win introduced route no. E42P at the beginning of 2019 but only provided service during morning peak hours from Monday to Saturday. He requested the bus company to consider changing the routes that provided service only during peak hours to whole day service.

28. Ms Sherman CHOI said that TD had all along enhanced bus services according to the development and population growth in Tung Chung. For instance, in response to the patronage, the services of Long Win route no. E42P and Citybus route no. E11S were enhanced. As the demand of passengers was low during non-peak hours, TD encouraged passengers to interchange at Lantau Link Toll Plaza Bus Interchange for buses to the city. TD would explore improvement of the service of relevant routes with the bus companies in good time.

29. Mr Mistral SIN said that Citybus regularly reviewed the patronage of every bus route. Citybus noted the suggestion of enhancing the service level of route no. E21X. As the occupancy of route no. E21X was only 42% during peak hours, it was proposed in the BRPP that the route travelled via Mongkok, Yaumatei and Jordan before heading to Hung Hom, so as to expand the service area. Citybus would closely monitor the patronage of route no. E21X after the re-routing and would enhance the service in good time.

30. Mr Rayson LAW said that with regard to route no. E42P plying between Tung Chung North and Shatin, Long Win noticed that the number of passengers alighting at Tsing Yi shared low proportion during peak hours. In addition, the patronage of other

routes (including route nos. E31, E32 and E42) during non-peak hours was lower than that of peak hours. As such, Long Win opined that the service of route no. E42P could meet the passengers' demand. Long Win would continue to closely monitor the development and population change in Tung Chung area, and would explore service adjustment of the relevant routes in good time.

31. Mr LEE Ka-ho said that after departing from Tsuen Wan, Long Win route no. E31 took about 30 minutes to arrive at Tsing Ma Bridge, and about another 30 minutes to arrive at Yat Tung Estate since it routed through Tung Chung area. In view of that, he proposed that Long Win route no. E31 be split to travel to Tung Chung North and Yat Tung Estate separately to shorten the journey time.

32. Mr Sammy TSUI said that Tung Chung residents had a certain demand for bus routes travelling to Kowloon and Hong Kong Island. However, some bus routes were of inadequate frequencies or provided services only at prescribed times, failing to meet the needs of residents and hence a low patronage. He opined that the bus companies only considered the existing patronage of bus routes without conducting a comprehensive assessment on the demand of Tung Chung residents travelling to Kowloon and Hong Kong Island. As such, TD should first of all understand the crux of the issue. He proposed that TD should allow light bus companies to provide service to meet the need of Tung Chung residents.

33. Mr FONG Lung-fei said that as many passengers interchanged with other buses at Lantau Link Toll Plaza Bus Interchange during peak hours, the buses were often full and residents had to wait a long time for a bus. As such, some residents chose to take the MTR. For instance, there was only one trip of Citybus route no. E22S during evening peak commuting hours, which could not meet the demand of residents. He proposed that the bus company should increase bus frequencies to tie in with the residents' demand.

34. Ms Sherman CHOI said that apart from patronage, TD would conduct review on the entire public transport network and service in the district from a macroscopic perspective. TD hoped that various means of transport would tie in with each other. TD noted Members' views and would continue to conduct on-site investigation and timely review on service of various routes with the bus companies.

35. Mr Mistral SIN said that Citybus would review the patronage of various bus routes and conduct on-site investigation. According to observation, most of interchanging passengers could board the buses at Lantau Link Toll Plaza. Citybus would continue to monitor the situation.

36. Mr Rayson LAW said that Long Win reorganised route no. E31 in February 2019 to divert passengers travelling to Tung Chung North and Tung Chung West. Passengers could thus travel direct to the town centre and Tung Chung West without routing via Tung Chung North. Long Win would closely monitor the passengers' demand and would timely explore the feasibility of service enhancement.



III. Question on introduction of transport concession scheme for Tung Chung residents travelling to urban area  
(Paper T&TC 6/2020)

37. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Senior Officer, Planning and Development of Long Win; Mr Kevin LI, Public Affairs Manager, Mr Mistral SIN, Manager (Planning) and Mr Simon CHAN, Assistant Planning & Scheduling Manager of Citybus; and Mr CHAN Tin-lung, Deputy General Manager of NLB to the meeting to respond to the question. The written replies of TD, Long Win, Citybus and NWFB had been distributed to Members for perusal before the meeting.

38. Mr Sammy TSUI briefly presented the question. He added that it was hard for the residents to enjoy the benefit of existing Octopus interchange concession scheme to the fullest extent. He queried about the purpose of the Government formulating the bus-bus interchange scheme to provide Octopus interchange concession for passengers, and what were the supporting policies. He enquired whether the government policy aimed to provide convenience to Tung Chung residents travelling to other districts, or to resolve the issue of buses increasing the traffic burden on roads. In addition, he opined that TD did not give co-operation to the bus-bus interchange scheme, which as a result did not cover all bus routes. For instance, residents travelling from Tung Chung to Yuen Long and Tin Shui Wai by Long Win route no. E34A or E34B and interchanging at Tai Lam Tunnel Bus Interchange with KMB route no. 279X to Sheung Shui had to pay two full fares of about \$30 in total. As a result, their traffic expenditure could not be reduced. He enquired whether it was because the bus companies could not provide concessions, or because of the lack of co-ordination in respect of policy.

39. The Chairman suggested TD respond to the two enquiries in the paper first.

40. Ms WONG Chau-ping said that as the epidemic situation was severe, the Chairman had reminded Members to be succinct so that the meeting could be adjourned at 1:00 p.m.

41. Ms Sherman CHOI said that TD and the bus companies would introduce bus-bus interchange scheme at appropriate and feasible locations so as to allow passengers to make interchanges to more destinations at concessionary fares, reduce direct point-to-point bus services and provide more long distance bus routes, enhance the efficiency of bus network with limited road space and bus resources, and alleviate the traffic congestion caused by duplication of bus services. In fact, bus companies had provided concessions for interchanges at Lantau Link Toll Plaza Bus Interchange, including transfer from Citybus “E” routes to Citybus “A” or “E” routes and transfer from Long Win “E” routes to Long Win “A” or “E” routes etc. In addition, the bus companies also provided interchange concessions for NLB feeder routes and “E” routes at Tung Chung town centre. According to laissez faire spirit, the provision of concessions and their details were determined by the bus companies based on operation of individual routes, financial situation and demand of passengers. TD would continue to encourage bus companies to provide concessions as far as possible to alleviate the burden of transport expenditure of the passengers.

42. Mr Kevin LI briefly presented the written reply. He added that Citybus provided various fare concessions. For instance, passengers taking route no. E21A to the urban area and interchanging at Lantau Link Toll Plaza Bus Interchange with route nos. E11, E11A, E22 and E23 only had to pay the fare difference; and passengers taking the above “E” routes in the urban area might interchange for free at Lantau Link Toll Plaza with route no. E21A to Yat Tung Estate.

43. Mr Rayson LAW briefly presented the written reply.

44. Mr Sammy TSUI opined that TD should formulate a mechanism to monitor the interchange concessions of bus companies to ensure that they could attract passengers and provide convenience when the latter made interchanges so as to alleviate traffic congestion and traffic burden on roads. Only if passengers could enjoy interchange concessions or needed only to pay a reasonable interchange fare when taking any route at any location, could traffic expenditure be really decreased and road traffic be improved. He requested TD to review the prevailing policies and monitor the interchange concession scheme of bus companies.

45. The Chairman proposed that Mr Sammy TSUI raised the issues of existing interchange concession scheme and enhancement proposal in writing.

46. Mr Sammy TSUI disagreed. He pointed out that the interchange concession scheme recently rolled out by Long Win was not an inter-company interchange concession scheme. He opined that TD and the bus companies should explore the provision of more inter-company interchange concessions to reduce the traffic expenses of residents and solve the problem of insufficient bus frequency in various districts.

47. Mr LEE Ka-ho enquired of TD whether measures were in place to encourage passengers to make use of the interchange concession scheme to travel to other districts. As the current interchange concession schemes did not offer inter-company concessions, he proposed that TD should formulate schemes to allow passengers to enjoy interchange concessions when taking buses of different companies. He hoped that TD would further encourage the bus companies to provide comprehensive interchange concession scheme.

48. The Chairman enquired of TD whether new bus franchise terms would be included to monitor interchange concessions.

49. Ms Sherman CHOI made a consolidated response as follows:

- (a) With regard to fares, in accordance with Section 13 of the Public Bus Services Ordinance (Cap. 230), the scale of fares of franchised bus companies were determined by the Chief Executive in Council, which stipulated the maximum fare levels allowed to be charged for individual routes within the specific route group and route distance range, and that franchised bus companies could not charge fares exceeding the fare levels stipulated in the scale of fares. TD would monitor the fares of

individual bus routes in accordance with the scale of fares to ensure that the fares charged by franchised bus companies complied with the scale of fares.

- (b) With regard to Members' proposal of formulating policy to arbitrarily require bus companies to provide inter-company interchange concession scheme, if the Government required franchised bus companies to provide specific or various levels of concessions in specific ways or for specific groups, the financial impact on bus companies would ultimately be reflected in the basic fares. Nevertheless, TD would continue to encourage bus companies to introduce fare reduction and concessions as far as possible to reduce public transport expenses of passengers.

50. Mr Rayson LAW said that the interchange concession scheme for route nos. E31, E32 and E32A offered by Long Win since 1 February of the current year was an inter-company concession scheme. Members might refer to the written reply for details. On the other hand, inter-company interchange concession was introduced for Long Win "E" routes (e.g. route nos. E32, E34A and E34B). Passengers could enjoy a concessionary fare when interchanging with Citybus route no. E21A at the bus stop opposite to Tung Chung Fire Station or taking the Airport bound Citybus "E" routes and then interchanging at the abovementioned bus stop with Long Win route no. E31 to Yat Tung Estate. In addition, passengers could take Airport bound "E" routes to Tung Chung and interchange with NLB routes (e.g. route nos. 37 and 38) in the area at a concessionary fare.

51. Mr Sammy TSUI proposed that TD should proactively explore the inclusion of bus franchise terms to require bus companies to provide inter-company interchange concession.

52. Ms Sherman CHOI said that TD noted Members' views and would suitably take the proposals into account when conducting review on bus franchises.

53. Mr FONG Lung-fei proposed the provision of monthly bus pass in Tung Chung.

54. Ms Sherman CHOI said that TD would continue to proactively encourage bus companies to explore the feasibility of offering various bus concessions.

V. Question on illegal parking in Tung Chung  
(Paper T&TC 3/2020)

55. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr WONG Tak-yeung, Jimmy, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

56. Mr LEE Ka-ho briefly presented the question.

57. Mr Jimmy WONG made a consolidated response as follows:

- (a) With regard to illegal parking in Tung Chung, the Police had been committed to combating illegal parking in the area. While frontline manpower of the police district was tight in the past half year, the Police still maintained daily policing duties (including patrolling), handled requests for assistance from the public and addressed illegal parking problem in the area. In the past half year, the Police received a total of 936 complaints concerning illegal parking in Tung Chung and issued a total of 2 200 fixed penalty tickets in Tung Chung. The Police would continue to deploy adequate manpower to monitor the situation, the actual circumstances and complaints from members of the public and deploy sufficient manpower to handle daily policing duties.
- (b) Unlike traffic black spots, there was no standard definition of illegal parking black spots. Upon receiving complaints from the public and letters from Members, the Police would take action to combat illegal parking according to information provided. The Police noted in 2019 that the situation of illegal parking was serious at Tung Chung New Development Pier, Pa Mei Road, Kin Tung Road and Fu Tung Street, etc. and had issued 2 100 fixed penalty tickets at the above locations between 2019 and February of the current year. The Police would continue to deploy suitable manpower to handle illegal parking problem according to the actual situation and complaints.

58. Ms YUEN Kit-fung said that TD had provided a written reply and she had nothing to add.

59. Mr LEE Ka-ho was pleased that the Police took action to combat illegal parking and identified illegal parking black spots in the past half year. He opined that apart from carrying out its duty to tackle illegal parking, the Police should also find out the causes for the issue. As the written reply of TD stated that there were about 8 500 parking spaces in Tung Chung at present, he could not understand why there was still illegal parking in the area. He pointed out that many buses and goods vehicles were parked on the sides of main roads and that private cars were parked overnight on Man Tung Road. With a large number of works being carried out recently at Man Tung Road, the vehicles parked on the roadside would cause serious congestion. Even if there were indeed about 8 500 parking spaces in Tung Chung at present, most of them were private parking spaces mainly situating at Citygate and public or private housing estates. He pointed out that the number of parking spaces at Ying Tung Estate could not meet the demand of residents in the district and that of visitors from outside. At present, Tung Chung North residents could only park their vehicles at Citygate car park where the hourly charge was high. He enquired whether TD would provide adequate public parking spaces in Tung Chung North. While the new public fee-paying car park at Hei Tung Street would be formally commissioned in the current year, it provided only 100-odd parking spaces. He queried whether it could meet the future development need in Tung Chung. In addition, as the Government was planning the

development of Tung Chung Areas 99, 100, 103 and 109, if the provision of more public parking spaces was not considered at present, the problem of illegal parking would deteriorate. He requested TD to plan for provision of additional public parking spaces in Tung Chung (particularly Tung Chung North) as soon as possible to tie in with residents' demand.

60. Mr WONG Chun-yeung said that according to his observation, there were four illegal parking black spots in Tung Chung, which included (1) the road behind Tung Chung Health Centre and Ching Chung Hau Po Woon Primary School; (2) the road opposite the footbridge of the pier behind Tat Tung Road Garden; (3) the road between Novotel Citygate Hong Kong Hotel and Man Tung Road Park (illegal parking hotspot of residents of private housing estates); and (4) opposite the bus stop outside Tung Chung New Development Pier and New World First Ferry Pier (where many Uber vehicles were illegally parked after 10:45 p.m. everyday). He pointed out that the second location was not only an illegal parking black spot but a drug trafficking black spot as well. He urged the Police to follow up as soon as possible.

61. Mr FONG Lung-fei said that the situation of illegal parking in Yat Tung Estate (particularly Mun Yat House) was serious, hindering the passing of emergency vehicles and affecting emergency rescue service. He urged the Police to follow up. He said that every night many buses and vehicles were parked on Chung Mun Road. As there were parking spaces for coaches, he did not know whether these vehicles were illegally parked. However, they hindered buses pulling over at the Yung Yat House stop and thus passengers were forced to board buses in the middle of the road, compromising safety. He urged the Police to follow up on the above situation including removing the illegally parked vehicles before 6:00 a.m.

62. Mr Sammy TSUI said that although it was stated in the written reply of TD that Hei Tung Street public fee-paying car park would be formally commissioned in 2020, the 100-odd parking spaces provided therein did not include those for goods vehicles and goods vehicle drivers could not benefit. In addition, the temporary car park proposed by TD would be operated on short-term tenancy for a year only, and whether the operator would renew the tenancy in the second year was unknown. If there was no tenancy renewal, the issue of shortage of parking spaces at Ying Tung Estate and the new development area of Tung Chung North (e.g. Areas 99 and 100) could not be resolved. He pointed out that there were many housing estates in Tung Chung North and the roads were generally narrow, but the number of car parks could not meet the residents' demand. He opined that TD not only had to assess the vehicular flow of the area, but also identify suitable sites (e.g. vacant construction sites) to provide temporary car park in order to meet residents' demand. He hoped that TD would take into long-term consideration of livelihood and actual needs of the area, instead of taking action only when the situation of illegal parking deteriorated.

63. Mr WONG Chun-yeung added that the fifth illegal parking black spot was located in Yat Tung (1) Estate, the road separating Hong Yat House, Ching Yat House and Yung Yat House with Sheung Ling Pei, where many "golden buses" and goods vehicles were parked at night. According to the records of the Police two months before, the situation of illegal parking was serious at the location, leading to frequent

accidents. Therefore, he urged the Police to follow up as soon as possible. He continued that the sixth illegal parking black spot was located at the section from Tung Chung old pier to The Neighbourhood Advice-Action Council Tung Chung Integrated Service Centre (i.e. the old Tung Chung Police Station). At about 6:00 p.m. every day, many vehicles were parked on the hillside and some were estimated to have been parked there for three to four years. He urged TD and the Police to follow up on the issues of insufficient parking spaces and illegal parking and proposed that TD set up temporary parking lot at suitable locations to provide parking spaces for large and small goods vehicles.

64. Mr FONG Lung-fei said that many prospective residents of Yu Tai Court reflected to him their worry about insufficient parking spaces. As far as he understood, the three car parks of Yat Tung Estate were not yet full and he proposed that residents of Yu Tai Court be allowed to park their vehicles at Yat Tung Estate or other estates. He understood that land lease issue would be involved and enquired of TD whether it was feasible. Noting that a piece of land near Mun Tung Estate was reserved for construction of an indoor playground, he enquired of TD whether it could be used as a temporary car park on short-term tenancy.

65. The Chairman said that the issue of lack of car park in Tung Chung had been raised in the previous term of Islands District Council (IDC). Representatives of TD had said that the issue of insufficient parking spaces in Tung Chung would be dealt with according to the focus of development of Tung Chung. He hoped results could be seen in the current term of DC.

66. Ms YUEN Kit-fung made a consolidated response as follows:

- (a) TD was concerned about parking spaces in Tung Chung and the future development in the area. TD would liaise with relevant departments or organisations and, apart from providing parking spaces needed according to the Hong Kong Planning Standards and Guidelines, identify suitable sites to provide additional public parking spaces if necessary. In addition, the Government would adhere to the “single site, multiple use” principle to provide public parking spaces at suitable “Government, Institution or Community” facilities. In the previous term of IDC, TD had proposed that parking spaces be provided on the land of Area 107 sports centre adjacent to Mun Tung Estate in order to provide more public parking space in Tung Chung.
- (b) With regard to Hei Tung Street short-term tenancy temporary car park, information revealed that District Lands Office, Islands (DLO/Islands) had handed over the government land to the successful tenderer in February of the current year. The successful tenderer had contacted the department in respect of the works with a view to opening the car park for public use as soon as possible.
- (c) With regard to parking of goods vehicles, Hei Tung Street public fee-paying car park mainly provided parking spaces for private vehicles.

TD was conducting a consultancy study on parking for commercial vehicles in order to assess the supply and demand of parking spaces and loading/unloading bays for commercial vehicles, so as to formulate short, medium and long-term measures to respond to demand.

67. Mr Jimmy WONG thanked Members for providing the locations of illegal parking black spots. He stressed that the Police would conduct law enforcement regardless of whether the situation of illegal parking was serious or not. The Police would also tackle with full force the drug issue mentioned by Mr WONG Chun-yeung.

68. Mr WONG Chun-yeung requested the Police to provide the locations of illegal parking black spots reported by members of the public.

69. Mr Sammy TSUI said that some community affairs, such as transport fare concession and parking issues, were closely related to livelihood. He urged representatives of TD to reflect them to the seniors or the Commissioner for Transport, rather than simply putting them on record.

70. Ms YUEN Kit-fung noted Members' views. She said that TD was very concerned about the parking issue of the area and would endeavour to identify suitable locations to provide public parking spaces to meet the demand in the district.

71. Mr Jimmy WONG said that there were no special criteria for the Police to define illegal parking black spots. According to the data of 2019, complaints about illegal parking mainly involved Tung Chung New Development Pier, Pa Mei Road, Kin Tung Road and Fu Tung Street. However, the Police would not just focus on whether the location was an illegal parking black spot or whether the issue of illegal parking was serious. Instead, the Police would take note of the actual situation and the impact on the public, such as whether the illegally parked vehicles would cause serious hindrance to pedestrian crossings and bus stops. The Police noted Mr WONG Chun-yeung's views and would follow up on the illegal parking locations he mentioned previously.

VIII. Question on the problem with bicycles in Cheung Chau  
(Paper T&TC 8/2020)

72. The Chairman welcomed Mr KWOK Chi-hang, Administrative Assistant/Lands, DLO/Islands of the Lands Department (LandsD); Mr WAN King-ming, Alex, Engineer/Islands 1 of TD; and Mr CHAN Ling, Peter, Assistant Divisional Commander (Operations & Crime) Cheung Chau Division of HKPF to the meeting to respond to the question. The consolidated reply of IsDO, DLO/Islands, the Food and Environmental Hygiene Department (FEHD), HKPF and TD, and the written reply of TD had been distributed to Members for perusal before the meeting.

73. Mr LEUNG Kwok-ho expressed his views as follows:

- (a) He understood that various departments had taken law enforcement actions of different kinds to reduce illegally parked bicycles on streets in

Cheung Chau and free up more parking spaces. He pointed out that while many parking spaces were provided, 30% of them were always illegally occupied or being occupied for a long time. He opined that the issue should be tackled by means of management or legislation to ensure that bicycle parking spaces were available for use by Cheung Chau residents.

- (b) He pointed out that the road near Cheung Chau Ferry Pier was narrow and that many residents going to work would park their bicycles near the pier, leading to serious illegal parking problem outside the pier. In view of such, he hoped that relevant departments would provide simple double-deck bicycle parking spaces beside Cheung Chau Market. The proposed sites included the areas in the vicinity of the cargo pier or food premises. He understood that assessment of the impact of sea winds might be required for construction of the facilities near the pier, however, an area had been set aside for setting up bicycle parking spaces near the food premises, which was appropriate for provision of double-deck parking spaces given the wider road. As such, he proposed that double-deck parking spaces be provided thereat.
- (c) He pointed out that the provision of double-deck parking spaces in the vicinity of the pier might affect the landscape of Cheung Chau. Residents hoped to achieve a balance between the landscape and bicycle parking spaces.
- (d) He asked Members to endorse the motion on provision of double-deck bicycle parking spaces beside Cheung Chau Market so that relevant departments might conduct study and commence construction soon. He said that the problem of illegal parking of bicycles in Cheung Chau was of long standing and would deteriorate if remained unresolved.
- (e) He enquired how relevant departments would conduct law enforcement against prolonged and illegal occupation of bicycle parking spaces and whether double-deck bicycle parking spaces would be provided soon.

74. Mr KWOK Chi-hang said that DLO/Islands had been proactively participating in relevant joint operations to assist in clearing illegally parked bicycles. During the joint operation, DLO/Islands would post statutory notices ordering the occupants to cease occupying the government land before the prescribed date, or else the Government would remove the illegally parked bicycles according to law.

75. Mr Alex WAN said that regarding illegal parking of bicycles, at present, IsDO and relevant departments conducted joint operations according to their ambits. As mentioned in the consolidated reply, apart from District-led Actions Scheme (DAS), relevant departments (including TD, HKPF and IsDO) invoked the Summary Offences Ordinance (Cap. 228) to conduct operation against illegally parked bicycles to step up clearance of illegally parked bicycles. Under the DAS, the departments concerned closed the bicycle parking area on particular days and posted notice 14 days in advance



to inform the public the arrangements. Any objects not removed before the deadline would be cleared by the departments concerned. The departments concerned would review the frequency and effectiveness of the operations and conduct discussions with the local people. With regard to increasing the parking spaces for bicycles on Cheung Chau, TD mentioned in its written reply that CEDD was implementing a one-year pilot scheme of double-deck bicycle parking racks at the open space outside Mui Wo Centre. The departments concerned would make reference to the results of the pilot scheme and then decide whether or not to introduce double-deck bicycle parking racks in Islands District.

76. Mr Peter CHAN said that he had nothing to add.

77. Mr Sammy TSUI said that there were a large number of bicycles in Islands District (including Cheung Chau and Tung Chung). He enquired whether relevant departments had formulated detailed or long-term management or law enforcement operations to resolve the issue of illegal parking of bicycles in the district. Noting that the departments conducted site inspections only after receiving complaints from the public, and then FEHD posted notices for removal of bicycles after the deadline, he considered the practice very time consuming and could not really solve the problem. He enquired whether the departments concerned would consider adopting a licensing or registration system to identify the owners of the bicycles illegally parked and enhance law enforcement or prosecution. He pointed out that many people parked their bicycles at the parking spaces every day and then took MTR or ferries to urban area to work, taking back their bicycles after work. However, some bicycles were parked there for a few days before being collected and even damaged bicycles were found thereat. He opined that if the bicycle owners were required to make registration, they could be traced from the register and contacted for removal of the bicycles or prosecution. He hoped that relevant departments would explore feasible solutions to ensure that members of the public with parking needs could lawfully park their bicycles.

78. Mr LEUNG Kwok-ho said that while the pilot scheme of double-deck bicycle parking racks were introduced in Mui Wo, the lifestyles of Mui Wo and Cheung Chau residents were different and the topographies of the two places were also different. He said that there was a park outside Mui Wo Pier, where the residents might park their bicycles there without obstructing other people. However, if bicycles were parked at locations in the vicinity of Cheung Chau Ferry Pier, the street would be narrowed from three to four metres wide to two metres wide, which was just adequate for an ambulance to pass. In addition, he consulted the residents on double-deck parking and many women said that they did not have the strength to lift the bicycle onto the upper deck. As such, he proposed that after the installation of double-deck bicycle parking racks or when implementing the pilot scheme, stronger residents be encouraged to use the upper deck whereas those who were hurrying to work to use the lower deck. He stressed that the lifestyles of the residents of the two areas were different, and the pilot scheme introduced in Mui Wo might not be suitable for Cheung Chau. He once again requested the provision of parking spaces near the food premises and said that details might be further discussed if problems were found later (e.g. hindering the Bun Festival activity). He hoped that Members would endorse his motion and proposed that TD should implement relevant pilot scheme on Cheung Chau as soon as possible.

79. Mr Randy YU said that in respect of the pilot scheme of double-deck bicycle parking racks implemented in Mui Wo at present, he received views from many Mui Wo residents criticising the faulty design of double-deck parking racks. For instance, the iron materials were too heavy, the plastic hinges were susceptible to damages and there were difficulties in operating the racks which were amenable to use only to young people. He pointed out that the bicycles of Cheung Chau residents were similar to those of Mui Wo residents in that they both had baskets in the front and rear. When the iron rack of the upper deck was pulled down for putting in the bicycle, the basket at the rear of the bicycle would easily crush the baskets of other bicycles. As such, he opined that the existing design of double-deck bicycle parking racks was problematic. He proposed that relevant departments should draw reference from the double-deck bicycle parking spaces in overseas countries (e.g. Netherlands and Japan) to provide more beautiful and spacious double-deck bicycle parking racks at Cheung Chau Ferry Pier.

80. Mr LEE Ka-ho pointed out that while there was a shortage of bicycle parking spaces in Tung Chung, many bicycle parking spaces in the area were not in use and some of them were used by residents for drying fruits, clothes or quilts. He opined that the problem lied with the cycle track network in the entire Tung Chung and the inadequate ancillary facilities, which could not provide convenience to residents travelling by bicycles in the area. For example, all of the cycle tracks in Tung Chung were in the outskirts of housing estates while bicycle parking spaces were provided in the town centre. After parking, residents had to walk for some distance to MTR Tung Chung Station or bus stops for making interchanges. He opined that the entire cycle track network should be improved or else the introduction of pilot scheme of double-deck or multi-deck bicycle parking racks at Mui Wo, Cheung Chau and Tung Chung would achieve limited result. He proposed that the issue of cycle track network be discussed in future meetings.

81. Mr LEUNG Kwok-ho reiterated that the focus of the agenda item was whether Members agreed that double-deck bicycle parking spaces be provided beside Cheung Chau Market, while details could be discussed in the future. He hoped that relevant departments could implement the works in six months for completion within two years.

82. Mr Alex WAN made a consolidated response as follows:

- (a) With regard to licensing of bicycles, according to the Road Traffic Ordinance (Cap. 374), there were no provisions requiring bicycle owners to register for their bicycles and the proposal involved amendments of legislations.
- (b) With regard to the pilot scheme of double-deck bicycle parking racks, TD and CEDD was reviewing its effectiveness. He was aware of the low utilisation rate of the upper deck of double-deck parking rack in Mui Wo and that the bicycle rack might not be suitable for parking of bicycles with baskets.

- (c) With regard to the proposal of providing double-deck bicycle parking racks near Cheung Chau Market, TD would follow up with Mr LEUNG Kwok-ho to explore the feasibility. TD would also review the land demarcation of the location to ascertain that it fell within public roads. In addition, the double-deck parking rack was about two metres wide and a two metre's space in front should be allowed for loading and unloading of bicycles, thus taking up about four metres of the street. As such, TD had to give prudent consideration on how to use road space effectively. He said that TD had proposed the provision of fixed bicycle parking racks at Tai San Praya Road near Cheung Chau Market; however, local people opined that it was not suitable to provide fixed bicycle parking racks at the location as they might obstruct the district activities held in the vicinity.

(82(c) post-meeting note: TD therefore designated a bicycle parking area with road markings and erected traffic signs at Tai San Praya Road near Cheung Chau Market for parking of bicycles.)

83. Mr LEUNG Kwok-ho said that bicycles were the transport means for daily commuting of the residents, whereas public events such as the Bun Festival were held only once a year. He opined that if there was concern about road obstruction by the racks, suitable location or co-ordination could be considered beforehand instead of accommodating to public events at the expense of bicycle parking spaces for the residents. He said that many residents of Cheung Chau owned bicycles and there were a large number of bicycles on the island with more than 3 000 bicycles being parked at the pier. He pointed out that it was difficult to find an area of four metres wide on Cheung Chau for provision of bicycle parking rack. He enquired whether TD could make reference to overseas examples and adopt suitable double-deck parking racks.

84. Mr Sammy TSUI said that TD should adopt effective means for management of bicycles. While the representatives of TD indicated that the Road Traffic Ordinance did not require registration of bicycles, he enquired whether the ordinance could be amended. He pointed out that bicycles were means of transport and if there was no regulation on the use of bicycles on roads, many problems would arise, such as random parking, obstruction and traffic disruption. He said that the situation not only occurred on Cheung Chau but was also common at Tai O, other piers and even the housing estates in Tung Chung. The management companies and the Housing Department were helpless in dealing with the randomly parked bicycles. He opined that a registration system could enable easy contact with bicycle owners and convenient management. He hoped that TD would consider the proposal.

85. Mr Alex WAN said that as bicycle parking racks (e.g. U-shaped racks) had to be fixed on the road surface, they took up a certain road space with the possibility of obstructing local activities held in the vicinity. TD would review whether there was suitable location on Cheung Chau for provision of bicycle parking spaces.

IX. Motion on request for provision of double-deck cycle parking facilities beside Cheung Chau Market  
(Paper T&TC 9/2020)

86. The Chairman said that the motion was moved by Mr LEUNG Kwok-ho and seconded by Mr WONG Chun-yeung. The written reply of TD had been distributed to Members for perusal before the meeting.

87. Mr LEUNG Kwok-ho said that the contents of the motion had been discussed under the previous agenda item, and the details would be discussed at other meetings after the motion was passed.

88. The Chairman invited Members to vote on the motion by a show of hands.

89. Members voted on the motion by a show of hands. There were eight voted for, no against and six abstaining. The motion was passed.

(Members voted for included: The Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr Sammy TSUI, Mr FONG Lung-fei, Mr LEE Ka-ho, Mr LEUNG Kwok-ho and Mr WONG Chun-yeung. Members abstained included: Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping and Ms LAU Shun-ting.)

XI. Question on request for improvement to Keung Shan Road and pedestrian facilities  
(Paper T&TC 11/2020)

90. The Chairman welcomed Ms SIN Kai-wai, Marie, Senior Transport Officer/Islands 2 and Mr WAN King-ming, Alex, Engineer/Islands 1 of TD; and Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to respond to the question. The consolidated reply of TD and HyD had been distributed to Members for perusal before the meeting.

91. Mr HO Siu-kei briefly presented the question and said that HyD had followed up on the proposal of installing drainage pipes at Keung Shan Road.

92. Mr Alex WAN briefly presented the written reply and responded to the proposal of providing pedestrian facilities and making changes to directional signs.

93. Ms Marie SIN briefly presented the written reply and responded to the proposal of deploying double-decker buses and barrier-free buses to travel on relevant sections of South Lantau Road.

94. Mr HO Siu-kei said that members of the public often cycled and hiked on Lantau Island, but some sections of Keung Shan Road were narrow with no pavement, hence prone to accidents. As such, he requested TD to consider installing a pavement of about two to three feet wide on one side of Keung Shan Road to enhance road safety.

95. Mr Randy YU said that the proposal of deploying double-decker buses and barrier-free buses had been discussed for a long time at meetings. It was learnt that NLB considered it dangerous for double-decker buses and barrier-free buses (i.e. low-floor buses) of any type to operate on Keung Shan Road which was narrow and steep with many bends. He opined that it would take time to build a flyover across the bends or build a tunnel passing through the road section from Shek Pik to Ling Yan Abbey, and that a feasible solution for the short term was widening the road or installing a pavement. As such, he requested TD and HyD to conduct a joint site inspection with him and Mr HO Siu-kei within two months, and report at the following meeting in detail. With regard to deploying other buses to provide service, he hoped that NLB would use suitable low-floor buses to carry the elderly and persons with disabilities.

96. Mr HO Chun-fai proposed that “Po Lin Monastery” be marked on the directional signs lest it would be forgotten and that the marking of “Big Buddha” was unnecessary.

97. Ms WONG Chau-ping opined that regardless the marking of “Ngong Ping” on the directional signs was changed to “Ngong Ping (Big Buddha)” or “Po Lin Monastery”, “Shek Pik” should be marked. In addition, many residents of Lantau pointed out that before double-decker buses were deployed to operate on Keung Shan Road to Tai O road section, consideration should be given to whether the road was properly planned and met road safety standards. She said that drivers had to pay particular attention when driving along the road section. NLB drivers not knowing the road section well enough or not having adequate driving experience would have difficulties driving through the location, coupling with the problematic design of road, the bus company should reconsider the deployment of double-decker buses to run on the road section. She opined that promoting the development of tourism in Lantau and improving road safety of the area were of critical importance. Since the issue had been discussed for a long time, she hoped that the authorities would arrange a site inspection with Members to discuss the safety issue of the road section.

98. Mr WONG Chun-yeung proposed that the icon of “Big Buddha” be added on all directional signs along North Lantau Highway indicating the landmarks of North Lantau or Tung Chung and the way to Hong Kong Disneyland.

99. Mr FONG Lung-fei said that the road section from Keung Shan Road to Ngong Ping was narrow. The rearview mirrors’ view of vehicles were often blocked by branches and there were sharp bends. Drivers of vehicles with automatic transmission found the road steep and was prone to traffic accidents. Heavy vehicles might even be at risk of falling off the cliff or ramming into the hill. The road section from Pak Kung Au to Mui Wo and Tai O roundabout was also built on the hillside. He enquired why TD did not widen Keung Shan Road to enhance road safety.

100. Ms WONG Chau-ping said that with regard to bus frequency of NLB, bus captains reflected that their working days were cut and they were replaced by non-NLB drivers who were inexperienced in operating on roads in Lantau, which would easily

cause accidents. Many local people were concerned about the above issue and hoped that TD would follow up with NLB.

101. Mr WONG Chun-yeung said that it was learnt that NLB and Kwoon Chung Bus Holdings Limited (Kwoon Chung) often hired outside drivers as relief drivers, and he queried that the relief drivers did not have the experience of driving right-hand-drive vehicles in Hong Kong or had not passed the driver selection process. In addition, residents wrote to NLB and Kwoon Chung in 2017 complaining about the conduct and behaviour of bus captains of NLB route no. 38, but the letter was discarded or destroyed by the bus regulator and could not reach the top management of the company. He hoped that NLB would take note and follow up on the issue.

102. Mr Alex WAN made a consolidated response as follows:

- (a) With regard to widening the bends at Keung Shan Road, upon receipt of the question, TD immediately conducted a site inspection with HyD. Detailed survey and feasibility study on widening the bends would be conducted and the study progress would be reported to Members concerned in due course.
- (b) TD and HyD were proactively conducting pavement repair works, including the construction of a pavement of about 20 metres long near Shing Fai Orchard at Keung Shan Road, Lower Keung Shan. Members concerned would be contacted when works commenced. Regarding amendments of directional signs, TD would mark major places such as Ngong Ping, Mui Wo and Tai O on the directional signs. As for the proposal of showing tourist attractions on the directional signs, TD would review the directional signs near the relevant locations and seek the views of relevant stakeholders on the review results as appropriate.

103. Ms Marie SIN said that due to the geographical constraints of South Lantau, should NLB apply for deploying other types of buses to operate South Lantau routes, TD would assess carefully and carry out consultation to ensure its safety. NLB had to arrange training for all regular and part-time drivers serving South Lantau routes.

104. Mr CHAN Tin-lung said that there were adequate drivers in Tung Chung and NLB had not deployed outside relief drivers. In addition, TD had issued to the bus company the guidelines on training for drivers requiring that training be provided to all drivers of NLB according to the guidelines. As such, drivers serving South Lantau routes covering Keung Shan Road and Tai O had acquired adequate experience.

105. Mr WONG Man-hon opined that if Keung Shan Road was not up to standard, double-decker buses should not operate on it. He pointed out that it was already very dangerous for single-decker buses to operate on the road. If double-decker buses were to be deployed, up-to-standard roads should first be built.

106. Mr HO Chun-fai opined that the issue raised by Mr WONG Man-hon should be addressed squarely. He pointed out that the road section from Tung Chung to Mui

Wo was not up to standard as well, but double-decker buses could still operate on it with the deployment of senior NLB drivers to reduce the possibility of accidents. He hoped that TD would squarely face problems with the bends at South Lantau Road and the road section from Cheung Sha to Mui Wo and take follow-up action. In addition, vehicles often ran down the slope at the bend near Mui Wo Lai Chi Yuen. He hoped that TD and HyD would apply an anti-skid coating to the road section to prevent recurrence of accidents.

107. Mr Alex WAN said that TD noted the view of Mr HO Chun-fai about South Lantau Road and would further study with HyD.

108. The Chairman proposed that Members and department representatives conducted a site inspection to the road sections concerned when the epidemic situation stabilised.

XIV. Motion on request for regulating village vehicles in Cheung Chau, Lamma Island and Peng Chau  
(Paper T&TC 14/2020)

109. The Chairman said that the motion was moved by Mr LEUNG Kwok-ho and seconded by Mr LEE Ka-ho.

110. Mr LEUNG Kwok-ho briefly presented the motion. He added that village vehicles were not covered by third party risks insurance and TD did not impose strict regulation on village vehicles. As a result, the risk was borne by drivers of village vehicles and other road users. He therefore moved the motion to request TD to impose regulation and formulate rules and said that details could be discussed later on. In addition, as existing drivers of village vehicles had five to ten years' experience in driving village vehicles, he proposed that they be exempted from purchasing third party risks insurance or be issued a licence straight away and received training afterwards to enhance safety awareness.

111. Mr CHAN Lin-wai said that to tighten regulation, TD had to set down road regulations with related penalties for Cheung Chau, Lamma Island and Peng Chau. As such, it was difficult to impose regulation on village vehicles at the present stage. Taking Lamma Island as an example, while speed limit was implemented for village vehicles, it was difficult for the Police to initiate prosecution against offending drivers due to the lack of evidence. He had written to TD requesting the installation of closed-circuit televisions and road signs showing the restriction on operating hours of village vehicles and relevant rules on the road sections concerned to remind drivers to slow down and reduce noise. He said that residents of Lamma Island often complained that village vehicles were travelling too fast but the Police could hardly enforce the law due to insufficient evidence. He queried why TD did not install road signs and speed enforcement cameras to provide evidence to facilitate the Police in enforcing the law.

112. Mr Sammy TSUI pointed out that the motion only requested for regulating village vehicles in Cheung Chau, Lamma Island and Peng Chau and he queried that there might be loopholes in law enforcement. He said that he had witnessed in other villages the villagers transporting goods by village vehicles. He enquired whether TD would impose regulation on village vehicles in all villages. He agreed that speed limit of village vehicles should be imposed and proposed that it be set at 8 km/h to 10 km/h. He pointed out that buses were equipped with a speed limiter, with which the speed could not increase even though the driver kept pressing the accelerator hard. He proposed that when issuing the licence, TD should request owners of village vehicles to install the device after purchasing new vehicles to limit the speed.

113. Mr HO Chun-fai said that since the use of village vehicles varied from area to area, it was difficult to regulate them in the same way and in-depth discussion should be conducted according to the situation and needs of individual areas. He emphasised that drink driving and speeding were the most dangerous problems and needed to be addressed squarely. He opined that if TD regulated village vehicles in Cheung Chau, Lamma Island and Peng Chau, it should also regulate those in South Lantau, Mui Wo and other areas.

114. Ms LAU Shun-ting opined that regulation of village vehicles involved many legislations and needed in-depth discussion.

115. Mr WONG Chun-yeung said that as speed limit was not imposed on village vehicles and there was no specific requirement for their drivers, he was worried that residents might let their minor children learn to drive village vehicles. As they were familiar with the roads, accidents would easily occur without a speed limit. In addition, as the number of policemen in Islands District was less than that of the urban area, in regulating village vehicles, TD might formulate rules (e.g. mandatory alcohol test) to monitor drivers of village vehicles so as to reduce the number of law enforcement actions of the Police.

116. Mr LEE Ka-ho opined that there was a demand for village vehicles on every island and the value of their existence could not be negated. However, measures of registration and regulation of village vehicles were not in place at present. He pointed out that various means of transport (including electric scooters and electric bicycles) in the urban area were regulated by TD and could not operate without a licence. He said that village vehicles were electric vehicles and queried why the drivers were not required to take examinations and regulatory measures were not formulated when issuing licences for village vehicles. He said that since village vehicles had powerful engines and could cause serious accidents, regulation should be imposed and the details should be discussed according to the needs of various islands.

117. Mr CHAN Lin-wai said that TD had long before imposed a speed limit of 15 km/h on village vehicles. However, the residents always wrongly thought that vehicles going downhill were speeding and thus reported to the Police. When the Police arrived at the scene, they always could not make arrest due to the absence of evidence. As such, if TD were to formulate regulatory measures for village vehicles on Lamma Island, he proposed that clear directional signs be installed and meetings be



held with residents of Cheung Chau, Peng Chau and Lamma Island, and drivers and owners of village vehicles. He agreed with Mr HO Chun-fai that the use of village vehicles and the geographical environment of islands differed. TD should collect public opinions of the three islands and submit them to the Committee for review and discussion. He hoped that TD would set up a task group comprising the users of village vehicles and residents of the three islands to put heads together to get the best solution, which should then be discussed at meetings with a view to imposing regulations. He reiterated that village vehicles should be regulated but it might not be an appropriate time now.

118. The Chairman proposed that the motion be dealt with first, and the issue of village vehicles be discussed in detail at the future Working Group meeting. He also proposed that relevant stakeholders be invited to attend the Working Group meeting to listen to opinions from all sides.

119. Mr LEUNG Kwok-ho hoped that the motion could be passed at this meeting and proposed amendments to the motion. He proposed that TD should first formulate the regulatory measures of village vehicles and relevant details be discussed at the Working Group meeting.

120. The Chairman said that according to procedures, the amended motion had to be dealt with first and needed to be seconded by a Member.

121. Mr LEUNG Kwok-ho proposed that the motion be amended as “IDC proposed that TD should start formulating rules to regulate village vehicles in Cheung Chau, Lamma Island and Peng Chau”.

122. The Chairman said that the amended motion moved by Mr LEUNG Kwok-ho was seconded by Mr LEE Ka-ho. He asked Members to vote on the amended motion by a show of hands.

123. Members voted on the motion by a show of hands. There were six voted for, no against and eight abstaining.

(Members voted for included: The Chairman Mr Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei, Mr LEE Ka-ho, Mr LEUNG Kwok-ho and Mr WONG Chun-yeung. Members abstained included: The Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping and Ms LAU Shun-ting.)

124. The Chairman said that Section 1(7) of IDC Standing Orders stipulated that, “In the Standing Orders, an absolute majority of votes means more than half of the valid votes cast excluding abstentions. A simple majority vote means the highest number of valid votes exceeds the second highest number of valid votes and excluding abstentions”. He announced that the motion was passed.

XV. Any Other Business

(A) Highways Department's Minor Traffic Improvement Projects and Works Schedules

125. The Chairman welcomed Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to give responses. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules as at early March this year (the Schedules). The paper was tabled at the meeting and Members were invited to raise enquiries and views.

126. Mr WAN Chi-kin said that with regard to the replanning works at Yat Tung Street, HyD maintained close liaison with departments and organisations concerned. A meeting was convened earlier to explore the feasibility of shortening the time of works. The entire works period would be shorter than four years that previously anticipated. CLP Power Hong Kong Limited had completed the relocation of cables and was arranging for removal of the old cables in the cable draw pit on the pavement.

127. Mr Sammy TSUI enquired of TD about the progress of installation of bollards at the pedestrian crossing on Ying Hei Road.

128. Ms YUEN Kit-fung said that the pavement north of Ying Hei Road fell within the works scope of CEDD, which would install bollards with works commencement in April of the current year. TD would follow up on the progress of works with CEDD after the meeting.

(Post-meeting note: According to the information provided by CEDD, installation of bollards had been completed in mid-April of the current year.)

129. Mr LEE Ka-ho pointed out that according to the Schedules provided by HyD in the previous term of IDC, the proposed/actual commencement date of item 7 (Project no.: IS/18/01877) was September 2019, and the proposed/actual completion date was March 2020. However, the commencement and completion dates were postponed to April and September of the current year respectively. He asked HyD to give response.

130. Mr WAN Chi-kin said that as the works involved removal of trees, HyD could only commence works after obtaining a permit.

131. Mr LEE Ka-ho enquired why item with commencement and completion dates not yet confirmed was listed on the Schedules. He enquired about the purpose of including items that had yet been finalised in the Schedules and reporting them at the meeting.

132. Mr WAN Chi-kin said that HyD understood that Members were concerned about proposed traffic improvement projects, thus projects that implemented in the past three months and to be implemented in the future three months were reported at the meeting. If there were changes in project details, HyD would report to Members.

(B) Working Groups

133. The Chairman said that at the meeting on 17 January 2020, IDC endorsed the setting up of T&TC Working Group and proposed that members of the Working Group elected a convener and a vice-convener on their own. At the above meeting, Members proposed the setting up of Bus Routes Working Group to discuss and monitor bus routes service. He invited Members to vote on the establishment of Bus Routes Working Group by a show of hands.

134. Members voted by a show of hands and agreed with the proposal unanimously.

135. The Chairman proposed that matters relating to the regulation of village vehicles and planning of Yat Tung Street be discussed by T&TC Working Group.

136. Ms LAU Shun-ting enquired that apart from Bus Routes Working Group, whether Ferry Services Working Group would be set up to discuss ferry services.

137. The Chairman said that according to the IDC Standing Orders, the number of “standing working groups” appointed under the Council and each of its committee should not exceed three at the same period of time. As such, subject to Members’ consent, Ferry Services Working Group could be set up. Alternatively, matters relating to ferry services could be discussed by T&TC Working Group.

138. Mr HO Chun-fai proposed the setting up of two “standing working groups” for the time being. If focused discussion on matters in other areas was needed in the future, the third working group could be set up.

139. The Chairman proposed that apart from the regulation of village vehicles and planning of Yat Tung Street, T&TC Working Group could also discuss ferry services.

140. Mr Sammy TSUI enquired whether it was proposed that three “standing working groups” be set up or that relevant issues be discussed at T&TC Working Group meetings.

141. The Chairman reiterated that according to the IDC Standing Orders, the number of “standing working groups” appointed under the Council and each of its committee should not exceed three at the same period of time. Previously Members agreed that Bus Routes Working Group and T&TC Working Group be appointed under T&TC, and he proposed that the regulation of village vehicles, planning of Yat Tung Street and ferry services be discussed at T&TC Working Group meetings. He opined that if three working groups were set up, more time would be spent on meetings. As such, he agreed that the third working group be appointed only when focused discussion on matters in other areas was needed in the future.

142. Mr Sammy TSUI was worried that not many Members would join the Ferry Services Working Group and therefore he did not agree with the setting up of the Working Group.

143. Mr LEE Ka-ho said that according to the IDC Standing Orders, IDC or its committees might appoint “non-standing working groups” with a tenure not exceeding eight months. He proposed the setting up of non-standing working groups to discuss issues that needed discussion in the short run, instead of bringing all discussion items to the T&TC Working Group meetings.

144. The Chairman said that the purpose of setting up “non-standing working groups” was to assist in delivering of short-term tasks within the purview of the committee. As for standing working groups, Members might conduct in-depth discussions on some issues, including regulation of village vehicles, planning of Yat Tung Street, ferry services, bicycle parking spaces, town planning and provision of friendly facilities, etc.

145. Mr Sammy TSUI proposed the setting up of one working group first to conduct in-depth discussion on certain issues. If two working groups were set up, the efficiency of meetings might be compromised and Members might not be able to attend every working group meeting due to commitments to local affairs.

146. The Chairman said that as some issues could not be resolved within a short time and in view of the current development in Tung Chung, if Bus Routes Working Group was set up, Members could focus on discussing the BRPP of the district at the meetings, and in-depth discussion on bus routes services might be conducted in the future. He reiterated that Members unanimously agreed to set up Bus Routes Working Group.

#### XVI. Date of Next meeting

147. The meeting was adjourned at 1:37 p.m. The next meeting would be held at 10:30 a.m. on 18 May 2020 (Monday).

- End -