

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 18 May 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 around 10:55 a.m.)
Mr CHOW Yuk-tong, SBS, MH
Mr CHAN Lin-wai, MH
Mr WONG Hon-kuen, Ken (Arrived at around 10:45 a.m., left at around 5:20 p.m.)
Mr HO Chun-fai (Arrived at around 10:35 a.m.)
Ms WONG Chau-ping
Ms TSANG Sau-ho, Josephine (Arrived at around 10:50 a.m.)
Ms YUNG Wing-sheung, Amy
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 (Arrived at around 11:03 a.m.)

Attendance by Invitation

Mr LI Wai-fan, Edmond Senior Transport Officer/Planning/Ferry 1, Transport Department
Ms HO Kit-ying, Florence Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr YAN Man-chi, Robin Property Service Manager/S(HKI) 3, Housing Department
Mr TSANG Wai-man Administrative Assistant/Lands (District Lands Office, Islands),
Lands Department
Mr YUEN Kwok-keung Senior Land Executive/Lantau (District Lands Office, Islands),
Lands Department
Mr IP Cheuk-yan Senior Land Executive/Tenancy (District Lands Office, Islands),
Lands Department

Dr Manny LAM	Senior Medical and Health Officer (Tobacco and Alcohol Control Office)1, Department of Health
Ms Rokiya YUNG	Chief Tobacco and Alcohol Control Inspector 2, Department of Health
Dr Michael WONG	Deputy Hospital Chief Executive, Hospital Authority
Mr Rayson LAW	Senior Officer, Planning and Development, The Kowloon Motor Bus Co. (1933) Limited/Long Win Bus Company Limited
Ms Penny CHUNG	Chief Public Affairs Officer, New World First Bus Services Limited/Citybus Limited
Ms Agnes CHOW	Community Relationship Manager, Link Asset Management Limited
Mr Ronald LAW	Senior Community Relationship Officer, Link Asset Management Limited

In Attendance

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Mr WONG Tak-yeung, Jimmy	District Operations Officer (Lantau), Hong Kong Police Force
Mr YU Siu-bun	Assistant District Operations Officer (Lantau), Hong Kong Police Force
Ms POON Nga-man, Amy	District Engineer/General(2)A, Highways Department
Ms TANG Ka-yuet	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 HUI Shuk-yee	Engineer/Islands 2, Transport Department
Mr LAM Kwun-wang, Henry	Engineer/19(Lantau), Civil Engineering and Development Department
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co. (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
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited

Secretary

Ms WONG Fong-yu, Kammy	Executive Officer (District Council)3, Islands District Office
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Welcoming remarks

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting and introduced the following representatives who attended the meeting:

- (a) Mr LAM Kwun-wang, Henry, Engineer/19(Lantau) of the Civil Engineering and Development Department (CEDD);
- (b) Ms TANG Ka-yuet, District Engineer/General(2)B of the Highways Department (HyD) who succeeded Mr WAN Chi-kin;
- (c) Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of the Hong Kong Police Force (HKPF) who stood in for Mr CHEUNG Wang-pan; and
- (d) Ms HUI Shuk-yee, Engineer/Islands 2 of the Transport Department (TD) who succeeded Ms YUEN Kit-fung.

I. Confirmation of the Minutes of Meeting held on 23 March 2020

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

3. No amendment was proposed and the above minutes were endorsed unanimously.

II. Question on noise nuisance at roundabout and arrangement for exit/entrance of car park at Yat Tung Street (Paper T&TC 4/2020)

4. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; Mr YAN Man-chi, Robin, Property Service Manager/S(HKI) 3 of the Housing Department (HD); Mr WONG Tak-yeung, Jimmy, District Operations Officer (Lantau) of HKPF; and Ms Agnes CHOW, Community Relationship Manager and Mr Ronald LAW, Senior Community Relationship Officer of the Link Asset Management Limited (LINK) to the meeting to respond to the question.

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

6. Mr Ronald LAW said that the LINK took over Yat Tung Estate Car Park in 2005 and managed the car park area and relevant facilities such as toll booth. As the utilisation rate of the car park increased, the LINK opened the exit of Car Park no. 3 starting from September 2018. Since the opening date, the effect of diverging

vehicles had been achieved. It was believed that the burden on the roundabout had been alleviated and at present the exit was in normal operation. In addition, in order to let users choose the exit route according to their own needs and convenience, he opined that there was a need to continue to open the exit of Car Park no. 2 and to install directional signs in the car park to enable drivers to make good use of the exit of Car Park no. 3 to leave. Besides, the LINK was open-minded to the proposal of shortening the time of free parking. However, as the measure would have various degrees of impact on stakeholders, consensus should be achieved among the manager of public areas, visitors, shop owners and suppliers, etc.

7. Mr FONG Lung-fei said that rarely would drivers allow pedestrians to cross first at the zebra-crossing of the roundabout. He enquired whether the Police would conduct law enforcement at the roundabout. In addition, many taxis were waiting for passengers in the vicinity of the roundabout. There were also many vehicles entering and leaving Car Park no. 2 and vehicles entering the loading/unloading areas from all sides, posing a risk to road users (wheelchair users in particular). He enquired whether HD would increase manpower to direct traffic in order to keep the traffic of the roundabout smooth. While there was a footbridge at the location, wheelchair users and the elderly people found it difficult to use. As such, he hoped that the LINK would explore the possibility of opening only the entrance of Car Park no. 2 and the exit of Car park no. 3.

8. Mr Robin YAN said that Yat Tung Street roundabout was estate common area. According to existing traffic control arrangement, vehicles were only allowed to stay in the inner circle temporarily and parking was prohibited. HD had also deployed security staff to enforce traffic control measures at the location from 7:00 a.m. to 11:00 p.m. every day, and help direct traffic to keep it smooth. If the staff of housing estate office found the inner circle congested, they would take action immediately and if necessary, assistance would be sought from the Police. In the previous two to three months, the housing estate office received two complaints about noise nuisance and staff immediately mediated and the issues were resolved. HD would continue to monitor the situation of the roundabout.

9. Mr Jimmy WONG said that the Police did monitor the situation of the road section and law enforcement action would be taken against illegally-parked vehicles. He conducted a site inspection at the location in March and mid-May of the current year and learnt that there was security staff to divert traffic and prevent random parking of vehicles. The situation was acceptable. He said that if members of the public reported to the Police or requested assistance, the Police would take law enforcement action according to the prevailing situation.

10. Mr Ronald LAW pointed out that users of monthly rate parking spaces mostly departed from the exit of Car Park no. 3. However, continuing to open Car Park no. 2 as exit/entrance would allow users to make flexible choices according to their actual needs and prevailing road conditions. The LINK would consider factors such as the completeness of combination of signs and the compatibility with existing signs, and explore the provision of directional signs to encourage drivers to leave from the exit of Car Park no. 3.

11. Mr LEE Ka-ho said that the exit/entrance of Car Park no. 3 was situated at a slope. Buses were often parked by the right side of the road, which not only blocked one traffic lane, but hindered the view of other drivers as well. He did not know whether it was because of the congestion at the roundabout or inadequate parking space of the bus stop. He hoped that HD and Members would be mindful and discuss improvement solutions.

12. Mr FONG Lung-fei said that the right side of exit/entrance of Car Park no. 3 was a road shoulder but buses were often parked there. If there were private vehicles at the rear, the view of the drivers would definitely be hindered. He enquired whether the above issue should be followed up by the Police or the bus companies. In addition, in order to alleviate the pressure of the roundabout, he proposed that the LINK should take a leaf from the book of Hong Kong International Airport to provide 15 and 30 minutes free parking for taxis and goods vehicle drivers for picking up/setting down passengers and loading/unloading goods respectively, and provide concessions for Octopus payment.

13. The Chairman said that in respect of the improvement works at Yat Tung Street, he had proposed over 10 years ago that HD should relocate the barrier gate to the slope of the exit/entrance of Car Park no. 2 in order to vacate space for construction of pedestrian walkway, so that the walkway would not be too close to the market and exit/entrance of the car park where accidents were more likely to occur. He recently made the proposal to the LINK and hoped that HD and the LINK would take it into consideration. In addition, as the COVID-19 epidemic had subsided, the location concerned had become congested again. In the morning, there were many vehicles being parked at the passing bay outside Kan Yat House and taxis waiting for passengers at the roundabout. Despite advice from security staff of HD, some goods vehicles and taxis refused to leave and conflicts ensued. He hoped that the Police would deploy traffic policemen to patrol the location in order to produce deterrent effect. He also discussed with the LINK the issues of goods vehicles being parked randomly in the morning and causing noise nuisance when unloading goods at late night. He hoped that HD and the LINK would co-operate fully with the Police to improve the situation.

14. Mr Ronald LAW reiterated that the LINK was open-minded towards the proposal of shortening the time of free parking and would explore the feasibility. However, opinions of various stakeholders such as visitors and shop owners needed to be taken into account. In respect of the recent proposal of Mr FONG Lung-fei of providing special parking card for the transport industry, the LINK would explore the technical feasibility and seek opinions from shop owners. However, shop owners might be concerned that the proposal might increase their management and administrative costs. In addition, if there was inadequate communication or co-ordination among shop owners, suppliers and transportation staff, goods vehicles might cause congestion at the barrier gate if they could not enter. The LINK would explore other feasible solutions and Members were welcomed to reflect the views of residents.

15. Mr Robin YAN said that in respect of the issue of buses often being parked beside the exit/entrance of Car Park no. 3, he guessed that the location indicated by Members was a public area and he would reflect the situation to TD for follow-up.

16. Mr Jimmy WONG said that as buses parked at the location concerned would hinder the view of other drivers which might trigger safety issue, the Police would follow up that situation. With regard to congestion problem caused by taxi plying for passengers at the roundabout, the Police would deploy traffic wardens and policemen to patrol the location and advise the drivers to leave.

17. Mr FONG Lung-fei enquired whether it was possible to add stipulations into relevant legislations to prohibit goods vehicles exceeding a specified tonnage from entering or being parked inside the housing estate from 9:00 p.m. to 7:00 a.m. in the following morning. He said that when a 30-ton truck started its engine during parking, noise would be created and it would affect the sleep of residents nearby. In addition, in respect of prevalent illegal parking of vehicles at the road shoulder ahead of the roundabout, he proposed that the place could be converted into temporary waiting area for taxis, which could alleviate the congestion of the roundabout without affecting the livelihood of the taxi drivers.

18. Ms HUI Shuk-yee said that response to the proposal of alleviating the congestion of the roundabout would be given during the discussion of the agenda item of planning of Yat Tung Street later.

19. Mr Jimmy WONG said that the Police had deployed staff to the location to understand the situation of illegal parking of vehicles. Drivers had left the location after being advised to do so. The Police would continue to conduct law enforcement and explore feasible improvement options according to road design.

III. Question on progress of replanning Yat Tung Street (Paper T&TC 13/2020)

20. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; Mr YAN Man-chi, Robin, Property Service Manager/S(HKI) 3 of HD; and Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to respond to the question.

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

22. Mr Robin YAN said that the scope of the current stage of works mainly covered the roads outside the area of Yat Tung Estate. HD all along maintained close liaison with relevant departments in order to shorten the time of works. The main part of tree removal works in the housing estate had been completed at the beginning of February of the current year. At mid-March of the current year, HD and relevant departments such as TD conducted a site inspection and discussed details of the following works process. He said that HD might give a detailed account of the works at the Traffic and Transport Committee (T&TC) Working Group meeting.

23. Ms Amy POON said that as the replanning of the works at Yat Tung Street involved various government departments and organisations, and relocation of the underground public utilities such as telecommunication lines and gas pipelines was required, the estimated duration of the works would be longer. Considering that works would cause inconveniences to the nearby residents, HyD had worked out a works programme with the relevant departments and public utility companies. In order to shorten the works duration as far as possible, a works procedure would commence immediately after the preceding works procedure was completed. HyD advised that the CLP Power Hong Kong Limited (CLP) had completed relevant processes recently, and HyD would start to remove the unused cable draw pits at end of May of the current year. The organisation responsible for the subsequent works procedures, such as telecommunication companies, would be informed in advance, so that the organisation could apply for Excavation Permit (XP) earlier. HyD would continue to provide the most updated information and report the works progress to the Committee.

24. Ms HUI Shuk-yee said that in order to improve the situation of urban taxis waiting at the Yat Tung Estate roundabout, TD proposed the provision of taxis and buses lay-bys, which could allow parking of about six taxis and three buses respectively. While the works would involve complex works processes such as relocation of underground public utilities, etc., TD would maintain close liaison with HyD to strive for early completion of works. At present, it was estimated that the completion date was June 2022, which was approximately one year earlier than the original schedule.

25. Mr FONG Lung-fei said that from the commencement of works till February of the current year, the progress was satisfactory. HD completed the process it was responsible approximately one month in advance. CLP completed its part within 15 days and the impact on residents was minimal. However, works had been suspended for about three months. He opined that the total length of Yat Tung Street was approximately 100 metres only, and it was not necessary to spend over three years for improvement works. In addition, he said that the provision of road lighting at the road section from Chung Yan Road to North Lantau Hospital (NLH) was scheduled to be completed in April of the current year but had yet to commence works. He urged departments concerned to closely follow up the works.

26. The Chairman proposed that Members should discuss in detail the planning works of Yat Tung Street at the meeting of the Working Group, and hoped that relevant departments would report at the meeting the progress and details of works. He noted that application for XP had been made by broadband service operator and enquired of HyD about the progress of relocation of underground facilities carried out by the Hong Kong and China Town Gas Company Limited (Towngas). He also enquired whether TD would follow up with bus companies about the construction of bus stop cover.

27. Ms Sherman CHOI said that even before the implementation of the scheme of provision of bus lay-by, the Citybus Limited (Citybus) had intended to construct

bus stop cover at the location concerned. As the location of works might involve HD area, TD would follow up with Citybus and HD as appropriate and would timely report the works progress in detail at the Working Group meeting.

28. Ms Amy POON said that regarding the relocation of underground public utilities, CLP had completed the works recently. HyD was processing the XP for the next works procedure. It was anticipated that the works could commence in May of the current year. Upon completion, HGC Broadband would commence works which took about two months. Subsequently, Hong Kong Broadband Network Limited and Towngas would commence their works procedures. While each works procedure was carried out at one time, HyD and the various underground utility companies had proactively shortened the works period in order to minimise the impact on the residents nearby. Currently, it was anticipated that the works could be completed one year in advance in June 2022. In addition, the road lighting works project at Chung Yan Road to NLH had commenced. HyD and PCCW Limited (PCCW) had arranged the works of pipes laying, which would be followed by the road lighting works. It was anticipated that the whole project would be completed in June of the current year at the earliest.

29. Mr Robin YAN said that HD would continue to communicate with HyD and TD and would render support in deploying or relocating facilities if needed.

IV. Question on free of charge parking facilities for motorcycles in Yat Tung Estate
(Paper T&TC 15/2020)

30. The Chairman welcomed Mr LI Ho, Thomas, Assistant District Officer (Islands)¹ of the Islands District Office (IsDO); Ms HUI Shuk-ye, Engineer/Islands 2 of TD; Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD; and Mr TSANG Wai-man, Administrative Assistant/Lands and Mr YUEN Kwok-keung, Senior Land Executive/Lantau of the District Lands Office, Islands (DLO/Islands) to the meeting to respond to the question. The written replies of TD and DLO/Islands had been distributed to Members for perusal before the meeting. The Planning Department (PlanD) did not arrange representatives to attend the meeting but had provided a written reply for Members' perusal.

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

32. Mr TSANG Wan-man briefly presented the written reply.

33. Ms HUI Shuk-ye briefly presented the written reply.

34. Ms Amy POON said that upon receipt of the notice of works from relevant departments, HyD would arrange the implementation of the improvement works.

35. Mr FONG Lung-fei opined that the conversion of the idle bus stop into motorcycle parking area involved simple works, requiring only the removal of railings

and clearance of debris and miscellaneous objects. He said that the cover of the bus stop had rusted and been damaged by wind, which should be dealt with together when the conversion works were conducted. He hoped that relevant departments would commence works as soon as possible and avoid delaying for a few years.

36. The Chairman said that the proposed works involved a number of government departments and proposed that Mr FONG Lung-fei should raise the proposal at the District Facilities Management Committee, and IsDO might then co-ordinate and arrange departments concerned to commence works.

37. Mr TSANG Wai-man said that he had nothing to add.

38. Ms HUI Shuk-yee noted the proposal of Members and would explore with relevant departments the feasibility of converting the bus stop opposite Hong Yat House and the location in the vicinity of Chung Yan Road footbridge into motorcycle parking spaces. The demand for parking in the vicinity would also be reviewed.

39. Ms Amy POON said that she had nothing to add.

V. Question on construction of temporary car park in Tung Chung North
(Paper T&TC 7/2020)

40. The Chairman welcomed Mr TSANG Wai-man, Administrative Assistant/Lands and Mr IP Cheuk Yan, Senior Land Executive/Tenancy of DLO/Islands; and Ms HUI Shuk-ye, Engineer/Islands 2 of TD to the meeting to respond to the question. The written replies of DLO/Islands and TD had been distributed to Members for perusal before the meeting.

41. Mr Sammy TSUI briefly presented the question.

42. Mr TSANG Wai-man briefly presented the reply written of DLO/Islands.

43. Ms HUI Shuk-yee said that TD had provided a written reply. She added that Hei Tung Street temporary public fee-paying car park had formally started operation in April 2020 providing about 80 private car parking spaces.

44. Mr FONG Lung-fei said that parking issue had been very serious in Tung Chung all along. He enquired apart from provision of temporary parking spaces, whether there were other solutions. He said that he often saw not less than 10 buses of New Lantao Bus Co. (1973) Limited (NLB) being parked on Yu Tung Road for a long period of time, which had an impact on the traffic there. He surmised that the cause of the problem was due to inadequate parking spaces in the NLB car park. He proposed that if the utilisation rate of the Citybus car park was not high, the two bus companies might negotiate on parking of NLB vehicles in the Citybus car park.

45. Mr LEE Ka-ho said that the issue of illegal parking in Tung Chung area had been discussed at the previous T&TC meeting. He was disappointed that TD had yet

to provide supplementary information about the number of parking spaces in Tung Chung area. According to the information provided by TD in 2018, there were approximately more than 7 000 car park parking spaces in Tung Chung, all managed by private developers. The Government did not provide any parking spaces in the area. Regarding roadside parking spaces, the Government provided 281 roadside parking spaces in Tung Chung with only 53 at Man Tung Road, which could not satisfy the needs of residents of Tung Chung North. While the newly constructed temporary car park provided 80 parking spaces, he opined that the issue of inadequate parking spaces in Tung Chung could not be resolved. He pointed out that Tung Chung was a new town under development, with many residents gradually moving in. However, the quantities of existing parking spaces (including parking spaces for private cars, motorcycles and buses) could not meet the demand of residents. He queried that TD did not endeavour its best to resolve the issue. He urged the department to deal with it squarely, rather than waiting till the issue was brought up by Members. He pointed out that there were many illegally-parked vehicles on the streets, but TD only responded that Hei Tung Street temporary public fee-paying car park could provide 80 parking spaces and did not provide viable solution to resolve the issue. He urged TD to fulfill its duties and carefully explore the provision of additional parking spaces in Tung Chung area.

46. Mr Sammy TSUI expressed his views as follows:

- (a) In its written reply, DLO/Islands said that the demand and planning of parking spaces in Tung Chung area did not fall within the ambit of the Lands Department (LandsD), but DLO/Islands would render support according to the requests and views of relevant departments. He opined that the reply of DLO/Islands showed a passive attitude. He enquired that apart from Hei Tung Street, if there were organisations or other government departments requesting for the construction of car park in Tung Chung North, whether there was suitable government land that could be used. He pointed out that Hei Tung Street temporary public fee-paying car park only provided parking spaces for private cars and motorcycles, but not for goods vehicles. He enquired whether TD had plans to construct temporary car park for goods vehicles or metered parking spaces on other suitable government or private lands.
- (b) He enquired of TD when the Hong Kong Planning Standards and Guidelines (HKPSG) were established and queried whether it was outdated. The written reply said that TD was conducting a consultancy study on parking for commercial vehicles (CVs), he enquired whether it was because HKPSG were no longer applicable to existing situation and therefore a review was necessary. He cited Ying Tung Estate as an example and enquired that for 3 300 more households, how many parking spaces should be provided to meet the requirements of HKPSG. He also requested TD to provide relevant data for Members' reference.

- (c) According to the written reply of TD, it was conducting a consultancy study on parking for CVs to assess the supply of and demand for parking spaces and loading/unloading bays for CVs in the area up to 2031 so as to formulate short-, medium- and long-term measures to address the demand, including provision of parking spaces for various types of vehicles (such as tourist coaches) and review the standard of parking spaces for CVs. He enquired of TD how long the study would take. If it would take eight to ten years, the issue could not be resolved as early as possible. Apart from the consultancy study, he enquired through what channels TD would understand the parking situation of the area or community in order to determine whether to increase parking spaces. He enquired of TD whether it was because the number of fixed penalty tickets issued increased and complaints were received from members of the public and Members so that TD started to identify places for provision of temporary parking spaces and invite tenders from operators. He also enquired how TD would resolve the issue if no tender was submitted.
- (d) He enquired about the period of operation for Hei Tung Street temporary public fee-paying car park and was concerned that the land would be resumed a year later for other use.

47. Mr Randy YU pointed out that while TD provided a detailed written reply, important data was missing, such as the number of parking spaces in Tung Chung area as mentioned by Mr LEE Ka-ho previously. As previously enquired by Mr Sammy TSUI, he would also like to know how long the consultancy study on parking for CVs would take. According to the written reply, TD was also reviewing the guidelines on provision of parking spaces for private cars in HKPSG, so as to increase the number of private car parking spaces in future housing developments. He enquired whether a study would be conducted or was it just a way to handle Members' questions. He pointed out that when the Home Ownership Scheme (HOS) developments in Mui Wo, namely Ngan Wai Court and Ngan Ho Court, started resident intake, only 54 parking spaces were provided for 700 households. While HOS residents were mainly the middle class, the housing developments were located in remote location with poor public transport network. As such, 54 parking spaces were not adequate to meet the residents' need, leading to serious illegal parking situation in Mui Wo. He said that Members had discussed the issue of inadequate parking spaces for many years, but the Government had not formulated long-term planning and standards. It only provided several dozens of parking spaces in various areas and the issue was not thoroughly resolved. He urged the Transport and Housing Bureau (THB) and TD to review the issue and give a concrete reply to Members.

48. Ms WONG Chau-ping said that more than 1 000 households would soon move into the two blocks of Yu Tai Court in Tung Chung. It was learnt that the number of hourly parking spaces of the car park of the area was less than 10. She was worried that after resident moved in, the area would also be plagued by the issue of serious lack of parking spaces. In addition, there was also a lack of proper

planning of parking facilities in the vicinity. She pointed out that the car parks at Pa Mei Tsuen and Ma Wan Sun Tsuen opposite Yu Tai Court was saturated. If there were less than 10 hourly parking spaces at Yu Tai Court, the illegal parking situation in Tung Chung North would appear there. She hoped that the Government would conduct proper planning in this aspect.

49. The Chairman said that the previous term of Islands District Council (IDC) had lodged a complaint against the parking issue of Tung Chung area and considered the planning of Tung Chung car parks improper. He pointed out that before the occupation of Mun Tung Estate and Ying Tung Estate and the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), Members had conducted numerous discussions about the parking needs of residents and tourist coaches. However, TD turned a deaf ear to them and only stated in the written reply that the study concerned would assess the demand for and supply of parking spaces up till 2031. He opined that existing problems could not be resolved. He hoped TD would proactively follow up and respond to the issue of parking in Tung Chung area at the following T&TC meeting.

50. Ms HUI Shuk-ye made a consolidated response as follows:

- (a) With regard to the number of parking spaces in the whole Tung Chung area, she would reply after the meeting.
- (b) With regard to when the HKPSG was formulated, she would reply after the meeting. Generally speaking, development projects in the area had provided the required number of parking spaces stipulated in HKPSG. TD would time and again review the demand for parking space in the area.
- (c) In 2019, TD commissioned a consultant to conduct survey on the demand for parking spaces in Tung Chung area, which included counting the number of illegally-parked vehicles at night time and reviewing the usage rate of nearby car parks and roadside parking spaces. TD also deployed staff at irregular intervals to inspect the parking of vehicles at various places in Tung Chung and examine the demand for parking spaces. In respect of the issue of Yat Tung Estate motorcycle parking spaces raised by Mr FONG Lung-fei, TD conducted a visit to the motorcycle parking spaces outside Yat Tung Estate and reviewed the motorcycle parking situation and demand for motorcycle parking spaces.
- (d) With regard to the consultancy study on parking for CVs, she said that TD would complete the study and publish a report in 2020.

(Post-meeting supplementary information from TD:

- (I) HKPSG stipulates general guidelines for determining the scale, location and site requirements of various land uses, community facilities and infrastructure according to the population and other

factors. The relevant guidelines aim to serve as general reference to ensure that, during the planning process, the Government will reserve adequate land to facilitate social and economic development and provide appropriate public facilities to meet the needs of the public. Relevant policy bureaux and departments of the Government would formulate and review the planning standards and guidelines as appropriate, taking into account established policies and relevant development requirements.

- (II) At present, about 8 500 parking spaces were provided in Tung Chung area.)

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

- (a) According to HKPSG, parking facilities required in residential areas were calculated based on the type of development, number of flats and flat area; whereas parking facilities in commercial premises were determined based on the floor area and facilities of the development project (such as the number of seats in a cinema). In planning new development projects, TD would request the developers and relevant government departments to provide parking spaces according to a higher standard set down in order to meet the needs of the community.
- (b) TD noticed that in recent years, the growth of vehicles far exceeded the growth of parking spaces. The consultancy study on parking for CVs was being conducted to formulate long-term measures to meet the demand. The guidelines on provision of private car parking spaces in HKPSG would also be reviewed in the study. The updated version of HKPSG would be publicised at the end of the current year so as to mitigate the situation of inadequate parking spaces.
- (c) With regard to short and medium-term measures, under the premises that the smoothness of traffic, road safety and other road users would not be affected, TD would provide roadside parking spaces at places where there were parking needs. When it was necessary, TD would identify suitable land for use as temporary car park, such as Hei Tung Street temporary public fee-paying car park. TD would review the utilisation rate of the car park after it was commissioned.

52. Mr Sammy TSUI expressed his views as follows:

- (a) He pointed out that all vehicles in Hong Kong were required to register with TD and therefore TD should have a very clear understanding of the increasing number of vehicles in Hong Kong in the recent ten years. He queried why TD still needed to review the issue of inadequate parking spaces, and conduct study on the supply and demand of relevant facilities in various districts. He pointed out that there were thousands of flats in the housing estates in Tung Chung area, but the number of parking spaces provided according to HKPSG

was far from adequate. For example, there were over 3 000 flats in Ying Tung Estate but only 75 parking spaces. He opined that TD should study feasible solutions as early as possible, rather than assessing the supply and demand of parking spaces up till 2031. He pointed out that while Tung Chung North was developing rapidly and resident intake of housing estates in the area (such as Yu Tung Court) gradually took place in recent years, the number of parking spaces in housing estates as proposed in HKPSG was not adequate to meet actual demand. Therefore, TD should immediately consider identifying land in the area for provision of temporary parking spaces. He opined that instead of spending two to three years to conduct a study, the time should be used in formulating a feasible measure to resolve the imminent issue.

- (b) He pointed out that TD did not respond to his previous question. He therefore enquired again that apart from issuing fixed penalty tickets to illegal parking vehicles by the Police, what other methods TD employed in resolving the issue of illegal parking. He criticised TD for not immediately addressing the pressing needs of the public.
- (c) He enquired whether TD had considered providing metered parking spaces at Man Tung Road to the residents for parking at night. He pointed out that the roads in the new development area were narrow and TD did not set aside adequate space for provision of parking facilities. Therefore, he urged TD to make good use of resources and identify vacant sites to resolve the situation of insufficient parking spaces.
- (d) He hoped TD would formulate measures as soon as possible, such as setting up temporary car park in form of short-term tenancy to provide more parking spaces for drivers (goods vehicle drivers in particular) in the area.

53. Mr FONG Lung-fei said that many tourist coach drivers reflected to him that there were always NLB vehicles being parked in the coach parking spaces, rendering them unable to park their vehicles in legal parking spaces and receive fixed penalty tickets. In addition, there were more than ten dump trucks illegally parked in the area each night. As the Mun Tung Estate bound vehicular lane of Yu Tung Road had a low utilisation rate, he proposed that TD should designate one vehicular lane for parking of tourist coaches and private cars by the roadside at a specified period (such as 7:00 p.m. to 6:00 a.m. on the following day), and consider designating the vacant land near YMCA of Hong Kong Christian College as a temporary bus parking area. He pointed out that there were around 100 vehicles parked illegally every night, and starting from 6:00 a.m., buses began entering the bus stop to pick up passengers. If there were vehicles illegally parked near the bus stop blocking the access, buses would have to stop in the middle of the road to pick up passengers and traffic would be blocked. He opined that the situation was unacceptable and hoped that TD would consider the above proposal.

54. Mr HO Siu-kei expressed his views as follows:

- (a) He said that Members had discussed the relevant issues for many years, but TD still did not improve the surrounding ancillary facilities in Tung Chung development area. He opined that professional drivers and private car drivers illegally parked at places mentioned by Mr FONG Lung-fei out of helplessness. The Police issued fixed penalty tickets after receiving complaints and that would easily create conflicts between residents and the Government. In addition, he pointed out that Members had reflected to TD over the years that there were inadequate parking spaces in rural areas (such as Tai O). However, the issue remained unresolved. He said that drivers randomly parked their vehicles on the street due to insufficient parking spaces, and if the Police issued fixed penalty tickets, grievances and conflicts might be created.
- (b) Given the rapid development of Lantau Island, he proposed that IDC should set up a task force to discuss with TD parking facilities in Tung Chung town centre and rural areas and study how to increase parking spaces where practicable. He pointed out that Members had consistently reflected the situation of inadequate parking spaces in the area and queried why TD still had to conduct study and assessment.

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

- (a) He enquired of TD whether there were guidelines stipulating that only a specified number of parking spaces (such as 30) could be provided each year and that no more parking space could be provided when the quota was reached. He opined that the way TD carried out its duty might affect the work of Traffic Branch of HKPF, LandsD and HyD. He gave an example that there was an abandoned vehicle being parked near South Lantau bus stop for a long time. TD had deployed staff to inspect the situation and referred the matter to the Court. However, the matter remained unresolved at the end. He had enquired with Traffic Branch of HKPF about this at the previous meetings of rural leaders and no response was received. While TD said that the place was managed by LandsD, he indicated that LandsD had rented the land to TD, which should be responsible for the matter. All TD had to do was to request the Traffic Branch of HKPF to remove or dump the vehicle at Siu Ho Wan Depot. He queried why the issue remained unresolved.
- (b) He pointed out that Lantau Island was a scenic spot. During summer holidays, bus companies would increase service frequencies to divert passengers. Buses routing via Pui O could only turn around at Mui Wo. As such, he proposed that TD should convert the land near the CLP Lantau Island Depot (near Pui O bound of South Lantau Road)

into a car park, so that buses would have space to turn around and go to Pui O bus terminus to pick up passengers, no longer having to go to Mui Wo. He hoped that TD would seriously consider the proposals of residents and Members and provide more parking spaces in the area to resolve the issue.

56. Mr WONG Man-hon said that Members had reflected four or five years ago the issue of insufficient parking spaces in Mui Wo area. According to a local survey conducted then, there was a shortage of 250 parking spaces in the area before the completion of Mui Wo HOS housing. Members had communicated with TD and proposed that TD should identify land for the construction of a multi-storey car park. However, with the development of the area, TD only provided an open-air car park with 33 parking spaces, which could hardly alleviate the serious lack of parking spaces in the area. He hoped that TD would deal with the matter squarely and explore solutions. He said that demand of residents for parking spaces had been ever increasing, but the relevant departments had not resolved the issue and the residents had lost confidence in the Government. He pointed out that two years earlier, Members had made many proposals to TD about suitable sites and designs, but TD had not followed up till now. In addition, he pointed out that some public housing residents worked as drivers and purchased vehicles to make a living. He opined that TD should not use decades-old policies to determine the number of parking spaces in public housing estates. He hoped that relevant departments would squarely face the problem of inadequate parking spaces in public housing estates.

57. Mr Ken WONG said that the issue of inadequate parking spaces in Lantau Island area had surfaced four years before. At the previous T&TC meeting, Members proposed that TD should consider the construction of multi-storey car park, he enquired whether TD had followed up on the proposal. Members also proposed that TD should consider the construction of a multi-storey car park behind Mui Wo School, but TD responded that there was no such need. While TD often conducted study on the demand for parking spaces in the area, the study result differed from data obtained by Members. He hoped that TD would make a response in that respect.

58. Mr LEUNG Kwok-ho opined that government departments should provide forward-looking proposals to address local issues. He pointed out that Ngan Ho Court and Ngan Wai Court in Mui Wo only provided a total of 54 parking spaces and queried why TD considered the arrangement reasonable. He said that the development of Tung Chung started in 2000, and over the past 20 years, the population and demand for parking spaces in the area continued to rise, with only one vehicular lane, it was no surprise that there was traffic congestion. Traffic congestion and illegal parking had persisted in Tung Chung area for 20 years and Members had all along requested the provision of car park, but TD turned a deaf ear to the request. He urged relevant departments to proactively explore solutions for implementation as soon as possible.

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

- (a) TD noted Members' views and would proactively adopt various

measures to increase private car parking spaces to address the long-term demand of residents. He said that it was very difficult to identify suitable land for the construction of private car parking spaces. TD had explored the feasibility of increasing private car parking spaces through short-, medium- and long-term measures.

- (b) With regard to local car parks (such as Pui O Car Park), TD would explore with HyD to increase the number of private car parking spaces. Regarding the vacant Government lands in the area mentioned by Members, TD had enquired with LandsD and relevant departments about the use of the lands concerned and would explore the feasibility of using them as car park or widening the roads, so that there would be more spaces for parking or turning around of vehicles. With regard to the issue of parking spaces in Tai O and Mui O, TD were discussing with CEDD the provision of private car parking spaces under the works projects in Mui Wo and Tai O.

60. Ms HUI Shuk-yee said that TD noted Members' views. With regard to the proposal of providing metered parking spaces at Man Tung Road and Yu Tung Road, TD would consider and explore the need and feasibility, and would give response about the proposal to Members after the meeting.

61. The Chairman expressed his views as follows:

- (a) As substantial amount of tax had to be paid to the Government for purchase of vehicles, he opined that TD had the responsibility of resolving the issue of insufficient parking spaces. He criticised that there was a dereliction of duty on the part of TD, which shifted the responsibility to car purchasers. As land was scarce in Hong Kong, he agreed with Mr WONG Man-hon's and Mr Ken WONG's proposal of constructing multi-storey car park to meet parking demand in the area. He pointed out that even private developers made good use of underground space for provision of car parks. He queried that the Government had not carefully considered how to solve the problem.
- (b) He proposed that Members of South Lantau and Tung Chung constituencies should provide locations where there was a serious lack of parking spaces and those which could be used as temporary car parks, and that the Secretariat should arrange TD and Members to conduct a joint site inspection to relevant locations, hoping that the grievances of the public against TD would be reduced thereby.
- (c) He agreed that there was a serious lack of parking spaces in the area. He proposed that relevant issues be discussed in detail at the T&TC Working Group meeting so that Members could follow up appropriately.

62. Mr WONG Chun-yeung expressed his views as follows:

- (a) He opined that TD failed to respond to all questions raised by Members at the meeting. He pointed out that to resolve the issue of inadequate parking spaces, the source had to be identified so as to find an appropriate solution to the issue. He criticised that since the dissolution of Urban Council, there was often shifting of duties among government departments. He opined that the existing criteria were partial towards private developers and proposed that HKPSG be amended to resolve the issue thoroughly.
- (b) He proposed the construction of government car parks, operated directly by the Government in order to solve the problem of insufficient parking spaces in Tung Chung area. He pointed out that not only there was a lack of parking spaces for private cars, but for buses as well. NLB buses were often parked adjacent to Mun Tung Estate at night, leading to complaints from residents. He hoped that TD would amend HKPSG, proactively explore solutions to the issue and consider providing government car parks in the area.

63. Mr Sammy TSUI requested TD to provide relevant information at the following T&TC meeting to facilitate Members in understanding HKPSG and the cause for insufficient parking spaces in various areas. He queried whether the standard of the number of parking spaces stipulated in HKPSG was too low, such that TD could not increase the number of parking spaces in the areas. He therefore requested TD to provide the relevant papers.

64. Ms HUI Shuk-yee pointed out that not only should private developers abide by the guidelines set out in HKPSG, the Government should also plan for car parks under development projects according to HKPSG. TD would proactively consider the proposal of providing car parks in the area and would endeavour to identify vacant lands to provide temporary car parks or other parking facilities. It would also provide public parking spaces according to the “single site, multiple use” principal. TD would provide the information about HKPSG for Members’ reference after the meeting.

(Post-meeting supplementary information from TD:

With regard to Chapter 8 “Internal Transport Facilities” of HKPSG, please refer to PlanD’s website (https://www.pland.gov.hk/pland_en/tech_doc/hkpsg/full/pdf/ch8.pdf.)

65. The Chairman asked Members to vote by a show of hands on the two proposals he raised previously, including conducting a joint site inspection by Members and TD to locations where there was a serious lack of parking spaces and those which could be used as temporary car parks, and discussing the issue of inadequate parking spaces in the area at the T&TC Working Group meeting.

66. Members voted by a show of hands and unanimously agreed to the above two proposals.

VI. Question on request for bend widening at Keung Shan Road
(Paper T&TC 10/2020)

67. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1 of TD; and Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to respond to the question. The joint written reply of TD and HyD had been distributed to Members for perusal before the meeting.

68. Mr Randy YU briefly presented the question.

69. Mr Alex WAN briefly presented the joint written reply.

70. Ms Amy POON added that TD would arrange a site inspection with HyD at Keung Shan Road. The inspection on the relevant bend would be conducted by end of May of the current year. HyD would then further explore the technical feasibility of improving the bend with TD and other relevant departments according to the study results. After the issuance of Works Request Form by TD, HyD would subsequently arrange for commencement of the works.

71. Mr WONG Chun-yeung said that NLB had deployed double-decker buses to travel on Keung Shan Road, where heavy dump trucks often passed through although the number of which was small. However, he also opined that bend widening at Keung Shan Road was necessary to reduce the risk of accidents and ensure smooth traffic. He cited the traffic accident at Keung Shan Road in May 2019 as an example, saying that investigation revealed that the cause was not related to the driving skill or physical condition of the bus driver. He suspected that the accident happened because the road was narrow. In addition, he pointed out that South Lantau Road was built for Shek Pik Reservoir and the quality of road surface was not as good as those often used (such as North Lantau Highway and Tuen Mun Road etc.). He hoped that departments concerned would draw reference from the surfacing techniques of relevant roads to improve the road surface of South Lantau Road. As many double-decker buses and heavy vehicles operated on the roads, he hoped that HyD would improve the surface of South Lantau Road and commence the widening works at Keung Shan Road soonest.

72. Mr FONG Lung-fei said that after a vehicle made left turn from Ngong Ping into Keung Shan Road, it would pass a bend at about 200 metres ahead. Although improvement works had been conducted in 2019, it still posed risks. He pointed out that even if the vehicle slowed down when passing through, there was still risk of going down the hill. He enquired whether it was possible to widen the bend at the section of Keung Shan Road near Shek Pik Reservoir or construct a bridge at the bend so that there would be more space for vehicles to pass through.

73. Mr HO Siu-kei said that recently relevant departments had conducted major slope works at Keung Shan Road. However, the bend and the road surface were widened by only less than one foot. He queried that the Government spent

substantial public funds to implement the works, but up till now the bend had not been improved and the safety at Keung Shan Road had yet been enhanced. He said that the Lantau Taxi Association and the Motor Transport Workers General Union (NLB Branch) liaised with him in respect of the issue and a submission was made. NLB Branch also wrote to the Commissioner for Transport. He said that while HyD had conducted repairs works in the previous few years to the road, NLB drivers still opined that some road sections of Keung Shan Road were not satisfactory and driving safety could not be ensured. He pointed out that since professional drivers often drove through Keung Shan Road, the safety of the road was a concern. He urged TD to follow up proactively.

74. Ms WONG Chau-ping pointed out that the issue of Keung Shan Road had been discussed at IDC meeting many times. While residents of Tai O could take ferry to urban areas, many still chose to use Keung Shan Road. She said that Members long before had requested to widen the bend at Keung Shan Road. She urged relevant departments to explore the feasibility soonest in order to safeguard the safety of residents. According to residents' and her driving experience, vehicles, large or small, when arriving at the bend, would have to stop to let one side go through first. She added that NLB at present only arranged for trial run of double-decker buses on Keung Shan Road but had not formally implemented the measure. She agreed with Mr WONG Chun-yeung's proposal that road surface improvement works needed to be conducted at part of the road section to enhance road safety. In addition, accidents often occurred at the bend of Tung Chung Road near Lung Tseng Tau. Some Members had proposed grinding smooth the bend, but departments concerned had yet followed up. She pointed out that many residents of Lung Tseng Tau and Mun Tung Estate passed through the bend and if vehicles accidentally ran onto the pavement, the consequences would be too dreadful to contemplate.

75. Mr HO Chun-fai said that bends at South Lantau Road had the same issue. He criticised TD for only conducting simple repair works for relevant roads after issues were reflected by Members, without considering the length and width of the vehicles. It was a waste of public funds and time and the issue remained unresolved. He said that he had at an earlier meeting requested departments concerned to widen part of South Lantau Road within a year, but no response had yet been received and the consideration factors were unknown. He urged departments concerned to deal with the issue squarely to avoid public grievances.

76. Mr Randy YU said that the issue had been discussed for many years and now Members only hoped that a relatively desirable solution could be explored. He said that as mentioned by Members previously, the authorities did not squarely face up to the long standing issues of South Lantau Road and Keung Shan Road. The replies of relevant departments might mislead people to think that TD and HyD had completed 21 road widening and improvement works. However, among the 21 works mentioned, only four or five were conducive to solving the issues, while the rest ten-odd works only widened the road by a few inches. It did not only waste public funds but also could not improve the bends. He was frustrated. Many bus drivers and heavy vehicle drivers reflected to him the issue of the bend at Keung Shan Road,

and the problem could only be dealt with stopgap measures at present. It required continuously striving for solutions in the long run. As such, he proposed to conduct short-term improvement works while the long-term improvement proposal should be explored at the same time. He expected that by the completion of CEDD's "Study on Traffic, Transport and Capacity to Receive Visitors for Lantau" (Lantau Transport Study) scheduled at the end of this year, feasible improvement measures could be formulated. He also hoped that after the site inspection of relevant bends was completed by HyD, departments concerned could conduct discussion on the study results at IDC meetings. He did not hope that relevant department only conducted minor repair works as they would not help enhance road safety. He enquired whether relevant departments could construct small flyovers at some bends to straighten the road alignment. While the proposal would involve country park area and a substantial amount of public funds, he opined that further discussion and study could be conducted.

77. Mr LEE Ka-ho agreed that the issue had been discussed for many years, and the problem had existed for a long time and did not occur only in recent years after "Driving on Lantau Island" Scheme was implemented in South Lantau. It was learnt that many sections of roads in South Lantau (including Keung Shan Road) did not meet TD's standards; the bends were not wide enough and were dangerous. He queried why TD allowed drivers to use these sub-standard roads and ignored the safety of drivers. He enquired whether relevant departments had holistically reviewed locations which did not meet standards and explored improvement solutions. He also enquired why improvements works had to be conducted in stages instead of in one go. He urged TD to face up to the problem squarely and ensure the safety of road users.

78. Mr WONG Chun-yeung proposed that the Audit Commission be engaged by way of outsourcing to review the use of South Lantau Road, such as the average vehicular flow on weekdays and weekends. He also proposed to review again the arrangement of opening South Lantau Road, such as not opening or intermittently opening the road on days of low vehicular flow. As South Lantau Road was built for Shek Pik Reservoir, not for residents use or for satisfying the needs of tourism development in Lantau Island in recent years, he opined that study on improvement of South Lantau Road should no longer be conducted to avoid waste of effort. He asked relevant departments to take note of his views. He said that with the implementation of East Lantau Metropolis reclamation project and the increase in population in South Lantau, the number of vehicles would continue to rise and more outside vehicles would enter South Lantau Road. Even if NLB did not arrange double-decker buses to operate on the road, traffic accidents might still occur as the road was very narrow. As such, he proposed to conduct review on the use of South Lantau Road again. He opined that if the Government intended to develop tourism on Lantau Island, it should examine the issue as soon as possible to avoid increase of traffic accidents and even illegal road racing with the opening of South Lantau Road. He reiterated that departments concerned should review again the real use of the roads, rather than exploring feasible improvement works.

79. Mr Sammy TSUI said that the proposal of bend widening at Keung Shan

Road had been raised for many years, but works had yet commenced. He enquired what difficulties TD had encountered and what works had been conducted in recent years to improve the bend at Keung Shan Road. He opined that if TD did encounter issues, it should discuss with Members instead of solving the issues by minor repairs. He proposed conducting a questionnaire survey to solicit the views of Lantau Island residents on the advantages and disadvantages of widening relevant roads. He was worried that every time departments concerned would only respond by saying that study would be conducted and report would be issued, resulting in the issues remained unresolved. He opined that the roads were very important to residents and hoped that TD would explain why road widening works had yet been implemented.

80. The Chairman hoped that Members would focus on discussing the bend widening at Keung Shan Road and suggested Members raise other matters at the following T&TC meeting.

81. Ms Amy YUNG stressed that road safety was of paramount importance. Previously, Mr WONG Chun-yeung mentioned that the initial purpose of building South Lantau Road was for Shek Pik Reservoir. However, she opined that regardless of the past aims, the future course should be considered at present. She said that the design of Keung Shan Road obviously did not meet planning standards and opined that only with the widening of bends could accidents be avoided. She said that widening or extension works might hinder traffic and there would be more vehicles using the road in the future. As such, she enquired whether relevant departments would consider constructing flyovers to divert traffic and protect the safety of drivers.

82. Ms WONG Chau-ping opined that it was not important whether the construction of South Lantau Road was for Shek Pik Reservoir. The present concern was the safety of residents. She said that residents of Lantau Island hoped that departments concerned would explore feasible solutions to improve the bends as soon as possible. She pointed out that residents often used the roads, thus departments concerned should formulate and implement feasible solutions as soon as possible to resolve the issues of road safety, rather than spending one to two years to conduct study. As traffic accident had occurred at the road sections, stone pillars of “Namo Amitabha” were erected along the road. With regard to the traffic control at South Lantau Road, while TD strictly restricted outside vehicles from entering and that vehicles without a closed road permit could not enter South Lantau Road, she opined that relevant departments had to take care the needs of residents entering South Lantau Road.

83. Mr LEUNG Kwok-ho opined that the departments should have conducted bend widening works at other roads. He enquired about the time required for discussing implementation of similar improvement works at other roads and about the works period. He pointed out that if similar works would take 20 years to complete, Members might discuss the issue five or six years later to avoid wasting time.

84. Ms Josephine TSANG said that the request to widen the bend at Keung Shan Road had been made for many years. However, TD only widened the bend by eight

to ten inches. She queried why it did not widen the bend as much as possible. She opined that the bend was risky. Although TD strictly vetted applications for road permits, many vehicles entered the roads concerned without permission.

85. Mr FONG Lung-fei said that Tung Chung Road south of Shek Mun Kap was restricted area. Traffic on the road section was busy and accidents would occur easily. He proposed the setting up of one-way traffic light at dangerous bends to regulate traffic. In the long run, bend widening or construction of bridges to straighten some road sections was necessary. He requested TD to seriously consider and explore the feasibility of the proposal.

86. Mr WONG Chun-yeung said that during the implementation of bend widening works at Keung Shan Road, some road sections would have to be closed. As such, he previously proposed the intermittent closure of South Lantau Road. He hoped IsDO would co-ordinate with various government departments to review the vehicular flow of South Lantau Road and implement intermittent closure according to the result for carrying out of improvement works. He said that departments concerned should handle and solve the issue immediately, rather than conduct discussion only when the next traffic accident occurred. He pointed out that many accidents occurred at the location and urged departments concerned to face up to the issue squarely.

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

- (a) He noted Members' views and would convey them to CEDD. He pointed out that South Lantau Road and Keung Shan Road connected various areas in South Lantau. They were the main roads leading to Mui Wo, Tai O, Shek Pik and Ngong Ping, whereas Tung Chung Road and roads of South Lantau were designated as closed roads and entry of vehicles was restricted. Drivers entering closed roads of Lantau Island had to hold a Lantau Island Closed Road Permit issued by TD.
- (b) According to the statistics of recent years, the average vehicular flow of South Lantau Road per year was about 3 000 per day, and the design capacity of the road was 8 000 per day. He said that TD attached great importance to road safety and would proactively explore and consider the proposal on bend widening and improvement works at Keung Shan Road.
- (c) He said that the implementation time of works depended on the works coverage. Take the bend widening at Keung Shan Road of the paper concerned as an example, if the works did not involve resumption of land, slope cutting or removal of trees, TD expected to fix the date of works commencement with HyD as soon as possible. After obtaining surveying data at the end of the current month, TD would conduct a site inspection with relevant Members and explain the works in detail. For other road works, the Government needed to take into account various factors, such as whether major structural components were

involved, whether resumption of land was needed, and whether large scale slope cutting and relocation of underground pipes were required. As such, the time and cost required for each works project could not be generalised. He stressed that TD would proactively consider all plans and proposals concerning improvement of road safety.

- (d) With regard to the bend at Keung Shan Road near Shek Pik, he would confirm the exact location with Mr FONG Lung-fei after the meeting. He said that TD would erect suitable directional signs at suitable locations to remind drivers to slow down and beware of sharp bend. He said that at present there was no double-decker buses operating on Keung Shan Road. Before implementing improvement measures, TD would discuss with bus companies and relevant Members. As Keung Shan Road was built against the hill, given the topographical constraints, TD faced many restrictions in conducting road widening works. If closure of some road sections was required during the works period, the works department would implement temporary traffic measures to ease the traffic congestion caused by the works.

88. Mr Henry LAM said that CEDD was conducting the Lantau Transport Study, which would examine the conditions of main roads in Lantau (including South Lantau Road and Keung Shan Road) and explore practical improvement measures with relevant departments, such as widening some road sections or improving road bends. The study was anticipated to be completed by 2020.

89. Mr Randy YU expressed his views as follows:

- (a) He opined that Mr FONG Lung-fei's proposal of installing traffic lights at dangerous bends was a good suggestion. However, as Tung Chung Road implemented one-lane two-way traffic, he was worried that installation of traffic lights at narrow bends might not be feasible. The representative of TD previously said that the capacity of South Lantau Road was about 8 000 vehicles and at present the daily vehicular flow was about 2 000 to 3 000. The usage was not high. He pointed out that at present it would take around 35 to 40 minutes to drive from Tung Chung to Tai O. However, as traffic lights were installed at some road sections due to the works in progress, the journey time was extended to 45 to 50 minutes and residents were greatly dissatisfied with the longer travelling time.
- (b) According to the data of vehicular flow provided by representative of TD previously, the vehicular flow of South Lantau Road had not reached the maximum capacity. However, there was still potential danger. He stated that although the deployment of NLB double-decker buses to run on route no. 3M could help ease the flow of passengers and residents heading to Mui Wo, the traffic problem of Tai O could not be resolved. He said that in the past, Tai O had a population of 30 000, but there was only about 2 600 people these

days. Young residents moved out of Tai O because of the long journey time from Tai O to their place of work. As far as he understood, there were still some Tai O residents who daily spent five hours plying between Tai O and urban areas for work. He opined that the existing issue was not the capacity of the road, but the length of journey and traffic arrangement. While the bus company had arranged the departure of buses of the route at three-minute interval, crowd flow could not be eased as it was run by single-decker bus. The capacity of double-decker bus was twice that of single-decker bus. He opined there was no direct correlation between the deployment of double-decker bus and the vehicular flow and capacity of South Lantau Road.

- (c) He opined that the bend K10 widening works carried out by TD and Geotechnical Engineering Office (GEO) was a successful example. The bend had become very wide. He queried as departments concerned learnt of the slope stabilisation works at Keung Shan Road, why they did not discuss with GEO earlier so that when slope works were being implemented, the issue of the bend could be dealt with at the same time. He hoped that departments concerned would in the future take the initiative to discuss slope works with GEO early, so as to avoid duplication of bend widening works.
- (d) With regard to NLB Branch's submission, he asked departments concerned to note that there were five dangerous bends at the road, including (1) the 90 degree bend near stone pillar of "Namo Amitabha"; (2) the low kerbstone that vehicles drove past when turning left from Sam Yuen Ching Shea bus stop into Fat Hwa Yuen direction; (3) the bend at Shing Fai Orchard to Sam Yuen Ching Shea; (4) the bend at Kwun Yum Tsz bus stop; and (5) the bend at Lung Tsai bus stop to Kwun Yum Tsz flyover. As the above bends were not wide enough, relevant departments had to pay extra attention in conducting widening works.

90. Mr LEUNG Kwok-ho requested departments concerned to respond to the question of works time he raised previously. Ms Amy YUNG previously mentioned that there were risks at Keung Shan Road but departments concerned only conducted minor maintenance. He queried whether the bend needed special handling and hoped that departments would respond in detail, or else people would query about the criteria in dealing with different cases by government departments.

91. Mr Alex WAN said that among the past 21 works, the major ones (such as bend K10 works mentioned previously) involved large scale slope cutting. As such, it took a longer time from commencement of study to works completion, whereas some minor bend widening works could be completed within a shorter time. He said that TD all along reminded drivers to pay attention to road conditions when driving. Upon receipt of the proposal of widening the bend at Keung Shan Road, TD would discuss with CEDD first before taking follow-up action.

92. Mr LEUNG Kwok-ho said that he was enquiring about successful examples similar to the bend widening works at Keung Shan Road but not the 21 works already completed in the first quarter of 2018. While TD representative previously said that similar works would take three years, the proposal had been raised for more than three years. He enquired of TD again how long it would take to conduct similar bend widening at other roads. If TD could not provide the relevant information immediately, it might provide a written reply after the meeting.

93. The Chairman proposed that TD might reply to Mr LEUNG Kwok-ho's question in writing after the meeting. He enquired of CEDD whether the Lantau Transport Study would take into account the opinions of Members in the past few terms of IDC. With regard to the dangerous slopes at Keung Shan Road, as mentioned by the representative of TD, he agreed that difficulties would be encountered in implementation of widening works due to the constraints of the surrounding environment. However, he agreed with Members' proposal that relevant departments should explore the feasibility of constructing flyovers or tunnels. He asked CEDD to take note of Members' views.

VII. Question on road improvement works at Hing Tung Street off Tung Chung MTR Station Exit A
(Paper T&TC 12/2020)

94. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; and Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to respond to the question.

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

96. Ms Amy POON said that as the works involved tree removal, HyD could begin works only after obtaining the relevant permit. HyD kept following up with the departments concerned and learnt that the permit application was in the final vetting stage. She also stated that the temporary traffic diversion arrangements were ready and the works were anticipated to commence in June of the current year. Due to the time for permit application was extended, HyD would proactively catch up the works progress with the contractor and strive to complete the works in September of the current year.

97. Ms HUI Shuk-yee said that in order to mitigate the traffic pressure at the roundabout outside Tung Chung MTR Station Exit A during peak hours and improve pedestrian safety, TD planned to implement a series of enhancement measures, including altering part of the planter and facilities such as parking spaces for motorcycles and the disabled, providing spaces for passenger pick-up/drop-off, widening vehicular lane and improving alignment of pavement. She said that the preliminary work of the improvement works had commenced. Although the works involved removal of trees, HyD would endeavour to complete the work process soonest.

98. Mr WONG Chun-yeung enquired whether the works were delayed because the Government intended to occupy part of the road for construction of public market; if not, what was the reason?

99. Ms HUI Shuk-ye said that construction of public market posed no impact on the works.

100. The Chairman said that the road works at Hing Tung Street were improvement works. After completion, the congestion at the roundabout outside Tung Chung MTR Station Exit A was anticipated to be mitigated. The construction of public market at the lower floors of the commercial building in Area 6 by the Food and Environmental Hygiene Department (FEHD) was still at the planning stage, pending for endorsement by IDC. He had requested THB and FEHD to submit the preliminary proposal to IDC in 2020 or 2021 and seek opinions. It was believed that more detailed information would be available then.

101. Mr WONG Chun-yeung said that during morning peak hours, there were often taxis and shuttle buses waiting for passengers at the roads near Tung Ma House, Fu Tung Estate. There were also illegally-parked private cars. The issue was of long standing and the Members then had reflected to relevant departments many times. However, the situation did not improve. In order to divert crowd flow and reduce traffic accidents, he proposed that a zebra-crossing and a yellow beacon be provided in the original position of the planter in the works area and believed that they would be more effective in preventing accidents than traffic lights.

102. Mr LEE Ka-ho said that the works area covered places in Tung Chung town centre with high vehicular flow and major pick-up/drop-off points, and the traffic on Tat Tung Road nearby was also very busy. He hoped that the works would not cause significant impact on traffic in the vicinity. He enquired whether departments concerned would adopt measures to prevent traffic congestion or vehicles from being unable to stop and pick up/drop off passengers.

103. Ms HUI Shuk-ye noted Mr WONG Chun-yeung's proposal and would explore with HyD implementation of suitable temporary traffic diversion measures during the works period. In addition, she said that TD would continue to monitor the traffic situation before commencement of improvement works. During the course of works, HyD would also erect directional signs to remind road users of the temporary traffic arrangement. As there were pick-up/drop-off points and motorcycle parking spaces outside Tung Chung MTR Station Exit A, TD learnt that HyD proposed to relocate the parking spaces for motorcycles and the disabled to the former bus stop site behind Lantau Island taxi stand near Exit D.

104. Ms Amy POON said that temporary traffic arrangements would be implemented in stages. The works at one side would be carried out after relocation or reprovision of parking spaces so as to minimise the impact on the public.

105. The Chairman said that the works might reduce the area of the planter.

Although traffic control would be implemented, caution still had to be exercised in setting up temporary pick-up/drop-off areas and parking spaces. He proposed that relevant departments discussed with MTR Corporation Limited to borrow the vacant land outside Tung Chung Crescent for use as temporary pick-up/drop-off area to make the best use of land. He was not sure whether taxis would be allowed to use the road section, and if the answer was negative, it was believed that strong repercussions would be aroused.

106. Mr LEE Ka-ho pointed out that urban taxis, Lantau taxis, shuttle buses of housing estates and hotels, tourist coaches and construction vehicles would pick up/drop off passengers at the works location. He was worried that after works commencement, drivers could not pick up/drop off passengers at the location as usual, thereby seriously affecting the traffic of Tung Chung town centre. He hoped that THB and departments concerned would make proper arrangements and notify residents in advance prior to works commencement.

107. Mr WONG Chun-yeung pointed out that the existing Lantau taxi stand provided three parking spaces. Passengers might wait for taxis at the kerb nearby, which was also the location for minibuses and shuttle buses to pick up/drop off passengers. However, there were private cars occupying the parking spaces on a long-term basis. He proposed that departments concerned should set aside parking spaces for shuttle buses before works commencement.

108. Ms HUI Shuk-yee said that TD noted Members' views and would examine with HyD and explore with relevant stakeholders the proposal of borrowing the vacant land outside Tung Chung Crescent.

(Post-meeting note: TD had altered temporary traffic arrangements according to the views of Members. Works at the planter would first be implemented and temporary parking spaces for motorcycles and the disabled would be designated for public use before carrying out the remaining works at the existing parking spaces, in order to reduce the impact on the public. Relevant temporary traffic arrangements had been submitted to departments concerned for approval.)

VIII. Question on bus frequency of NLB route 36 and renovation of Mui Wo Market bus stop cover
(Paper T&TC 16/2020)

109. The Chairman welcomed Mr CHAN Tin-lung, Deputy General Manager of NLB to the meeting to respond to the question. The written reply of NLB had been distributed to Members for perusal before the meeting.

110. Mr WONG Man-hon briefly presented the question.

111. Mr CHAN Tin-lung briefly presented the written reply. He apologised for

cancelling the additional trip of NLB route no. 36 departing at 2:30 p.m. on weekdays without prior notice. He added that the renovation works of Mui Wo Market bus stop cover was postponed due to COVID-19 epidemic. NLB would provide the updated works progress to Mr WONG Man-hon.

112. Mr WONG Man-hon said that the service of route no. 36 covered remote areas and other bus routes that observed the bus stops concerned were few, limiting residents' choices of transport. While the patronage of route no. 36 was low, many people went to the countryside for hiking during the epidemic and thus demand for the route did not decrease. He pointed out that if the departure was cancelled, residents would have to walk for around 30 minutes to Tung Chung town centre to take buses, which was very inconvenient. With regard to the renovation of Mui Wo Market bus stop cover, he had followed up with relevant departments since 2016. NLB promised in 2019 to construct the above bus stop cover and in September of the same year, the draft design plan was completed and submitted to TD for approval. He enquired about the progress.

113. Mr WONG Chun-yeung was regretted that NLB cancelled the departure concerned and had discussed the matter with four Tung Chung DC Members and two community officers of Hong Kong Federation of Trade Unions. He accepted the apology made by NLB representative but opined that there was much room for improvement of NLB service. He proposed that in the future should NLB make similar arrangements, DC Members of the constituency should be notified in advance, so that Members might disseminate the information to residents on social platform. In addition, residents had lodged complaints to NLB and Kwoon Chung Company Ltd. in writing about the conduct, attitude and speeding of drivers of NLB route no. 38. However, it was suspected that the letters were discarded or destroyed by the station master and were not passed on to the top management. He pointed out the issues were of long standing and hoped that representative of NLB would take note and follow up to avoid public grievance due to unsatisfactory services.

114. Ms WONG Chau-ping said that only four trips of route no. 36 were provided daily from Siu Ho Wan to Tung Chung, departing at 7:58 a.m., 10:15 a.m., 5:30 p.m. and 7:43 p.m., and there was no departure at noon. While young people in the village mostly travelled by cars, many elderly people still needed to take route no. 36 to Tung Chung town centre. After the departure was cancelled, villagers had to walk at least 30 minutes to return to the village. It was especially inconvenient if they were carrying heavy objects. Understanding that NLB encountered operating difficulties, she opined that not every bus route made profit and hoped that NLB would resume the relevant departure as soon as possible.

115. Mr Randy YU said that the written reply of NLB stated that the 2:30 p.m. trip was an additional trip, and therefore application to TD was not required for cancellation of the trip. He understood that NLB had operating difficulties, but as mentioned by Members previously, many elderly people still took the trip to and from Tung Chung town centre and Mui Wo villages. He hoped that NLB would continue to fulfill its corporate social responsibilities and resume the concerned departure. He understood that the patronage of the trip remained low for a long time, but opined that

not every franchised bus route would bring profits for the operator. He hoped that representative of NLB would reflect Members' views to the company. With regard to the renovation works of Mui Wo Market bus stop cover, he opined that NLB had not commenced works due to cash flow problem. However, COVID-19 epidemic had subsided and number of tourists visiting Tai O and Mui Wo had risen continually. In addition, various industries had resumed business and employees had resumed work, thus the number of passengers had also increased recently. He therefore hoped that works could be completed within this year. He pointed out that while the design plan had been completed in 2019 and Mr WONG Man-hon and residents had seen it, the works had not been implemented to date, falling short of expectations of the passengers. He urged NLB to resume the relevant bus trip and commence the above renovation works as soon as possible.

116. Mr LEUNG Kwok-ho understood that the patronage of the relevant trip of route no. 36 was low, but opined that there was an actual need on the part of the residents. He enquired whether TD could provide incentive to NLB so that the trip could still be provided during the epidemic. He enquired whether NLB would resume the trip after the epidemic, or it would not because there was no profit to be made. He understood that as a commercial organisation, NLB would reduce bus trips due to cost consideration and only maintain the minimum service required by TD. However, he opined that NLB should fulfill corporate responsibility and co-operate with the Government to make good use of resources and improve the quality of service. He opined that TD should shoulder greater responsibility and that only by advising the bus company to improve service would not be able to resolve the issue.

117. Ms Josephine TSANG said that before cancelling the trip, NLB should inform TD, seek views of the local people or conduct site inspection. After NLB cancelled the 2:30 p.m. trip of route no. 36 due to the epidemic, elderly people in village, after attending follow-up medical consultation to Tung Chung town centre in the morning, had to wait in Tung Chung town centre where there was a lack of recreational facilities till 5:15 p.m. for the afternoon bus trip to return home. Otherwise, they could only walk home. She said that recently the weather had turned hot and the elderly people would easily be ill waiting for a long time. She opined that NLB should fulfill corporate responsibility and resume the trip concerned as soon as possible to meet residents' demand.

118. Mr CHAN Tin-lung thanked the Government for adopting various measures and providing subsidies to NLB during the epidemic. However, at present NLB had yet achieved the balance of income and expenditure. He pointed out that application for fare increase was made to TD two years before and had yet been approved. As such, he did not agree with the saying that NLB expected every route could make a profit. He hoped that Members would understand the profit of route no. 38 alone was not adequate to make up for losses of other routes. He noted that the frequency of route no. 36 was low and even NLB staff working at Siu Ho Wan Depot depended on staff vehicles for transport. He would discuss with NLB staff and TD the feasibility of resuming the additional trip. With regard to the complaints about drivers, he proposed members of the public expressed views to NLB through other

channels such as email.

119. Mr LEUNG Kwok-ho pointed out that it was difficult for the operators of Islands District bus routes and ferry routes to make a profit and therefore level of service was affected. He opined that TD should review the existing mode of collaboration with operators. It should not just sign contracts on the provision of Islands District public transport service with operators, which then provided relevant service according to the contract terms.

120. Mr WONG Chun-yeung pointed out that many elderly people did not know how to use the computer and could not lodge complaints about NLB service by email. He opined that NLB had the responsibility to handle written complaints and squarely face up to the situation of station master destroying complaint letters privately. He also hoped that NLB would improve bus stop facilities and the morale of drivers in order to improve the quality of services.

121. The Chairman said that TD had the responsibility to attend to needs of villagers and supervise NLB, whereas as a franchised bus company, NLB had the responsibility to provide suitable transport service for villagers. He proposed that NLB should arrange route no. 36 to travel via Yu Tai Court and Mun Tung Estate to increase the patronage and profits, and then increase the bus frequency.

122. Mr CHAN Tin-lung said that according to the franchise contract of TD, TD would monitor bus services and NLB was required to reply to complaints from members of the public within a specified period of time. Apart from emailing, members of the public could lodge complaints by making phone calls.

123. Ms WONG Chau-ping opined that the cost of resuming the bus trip concerned was minuscule and could be made up by profits of other NLB routes (such as route no. 38). She hoped that NLB would resume the bus trip immediately to provide convenient transport service for villagers.

124. Mr WONG Man-hon said that apart from arranging route no. 36 to route via Yu Tai Court and Mun Tung Estate, TD and NLB could also consider changing the routing of no. 34 to drive through more villages, which would be welcomed by the villagers.

125. The Chairman proposed that TD and NLB should resume the bus trip as soon as possible, and explore in the future the feasibility of rationalising or combining route nos. 34 and 36.

126. Ms Sherman CHOI said that upon learning before the meeting the concern of Mr WONG Man-Hon about NLB cancelling the 2:30 p.m. trip of route no. 36, TD immediately tried to understand the issue with NLB. NLB said that the trip was provided additionally in response to local demand earlier and was later suspended due to the epidemic. TD understood Members' concern and had reminded NLB to inform relevant stakeholders as early as possible before any changes to route services were to be made, so that passengers affected could plan for their journeys in advance.

TD had also requested NLB to closely monitor the changes in demand of passengers for services of route no. 36 and arrange suitable bus services according to actual situation and passengers' demand. As for regular additional trips, applications should also be submitted formally to TD, so that they could be included in schedule of service for effective supervision. With regard to resuming the bus trip concerned, TD noted Members' views and would discuss the relevant arrangement with NLB after the meeting. Members would be informed of the result.

(Post-meeting note: NLB had formally submitted application to TD and resumed relevant trip of route no. 36 starting from 29 June 2020.)

127. Mr CHAN Tin-lung apologised again for cancelling the bus trip concerned without informing TD in advance and pledged that the same would not happen again. He expected that route no. 36 could resume normal operation after the epidemic subsided.

128. Mr LEUNG Kwok-ho enquired whether TD, upon receipt from Members their concern of the issue, tried to understand the situation with NLB before the meeting, followed up with Members concerned and requested NLB to resume the trip, so that detailed discussion was not required at the meeting.

129. Ms Sherman CHOI said that TD had discussed the matter with NLB before the meeting and learnt that in view of the epidemic, NLB was still reviewing the feasibility of resuming the trip concerned. TD noted the concerns raised by Members at the meeting and would continue to follow up proactively.

130. Mr LEUNG Kwok-ho enquired whether TD had a mechanism in place to penalise NLB for repeatedly cancelling bus trips without informing TD, so as to avoid the same from happening in the future.

131. Ms Sherman CHOI said that NLB recently issued a notice to passengers of service adjustment of South Lantau bus routes without the approval of TD. TD considered the arrangement unacceptable and upon learning about the matter, issued a letter to NLB seriously urging it to provide bus service according to the schedule of service approved by TD. TD would supervise NLB's service according to the schedule of service and would handle any irregularities detected according to the established mechanism.

132. Mr LEE Ka-ho enquired about the details of the relevant mechanism and queried the warning of TD did not produce adequate deterrent effect.

133. Ms Sherman CHOI said that franchised bus companies (including NLB) were required to provide service according to the schedule of service approved by TD. If there were consistent and serious situation of lost trips, TD would issue advisory letters, reminders and warning letters according to established mechanism. TD would continue to monitor the service of NLB according to established mechanism.

IX. Question on provision of walkway cover from Chung Yan Road near North Lantau Hospital to the bus stop outside Tung Chung Fire Station
(Paper T&TC 17/2020)

134. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD; Dr Michael WONG, Deputy Hospital Chief Executive of the Hospital Authority (HA); and Mr LAM Kwun-wang, Henry, Engineer/19(Lantau) of CEDD to the meeting to respond to the question. The written reply of HA and the joint written reply of TD and HyD had been distributed to Members for perusal before the meeting.

135. The Chairman briefly presented the question.

136. Dr Michael WONG briefly presented the written reply. He added that HA had commissioned a contractor to conduct HA's minor works and no tendering was necessary.

137. Ms HUI Shuk-yee briefly presented the joint written reply.

138. Ms Amy POON said that she had nothing to add.

139. The Chairman pointed out that relevant departments had commenced the works of provision of walkway cover for the road section under their purview. As the provision of walkway cover at the Chung Yan Road section between Chui Kwan Drive and Yu Tung Road had been covered under Tung Chung New Town Extension (TCNTE) project, he enquired how CEDD would tie in with the works schedule of provision of cover at other road sections.

140. Mr Henry LAM said that the project concerned would be implemented under TCNTE, and the design of which was being carried out by CEDD. Upon completion of design, funding application would be made to the Finance Committee (FC) of the Legislative Council for commencement of works. CEDD would timely report the updated progress to Members.

141. The Chairman enquired of CEDD when the design of TCNTE would be completed and when funding application be submitted to the FC.

142. Mr Henry LAM said that TCNTE was still in the design stage. Works would commence as soon as upon completion of design and securing funding from the FC.

143. The Chairman said that the works at the road section under the purview of TD was expected to be completed in the third quarter of 2022 and enquired whether CEDD could tie in with the works.

144. Mr Henry LAM said that he noted the Chairman's view and would convey his view to the responsible section.

145. Ms Josephine TSANG was glad that the works responsible by HA achieved progress. However, she opined that there was a lack of communication among government departments and thus caused delay to the works. She cited the example of the slope improvement works at Keung Shan Road, indicating that road widening works were not carried out simultaneously and delay was caused. She opined that if various works were conducted at the same time, the works period might be shortened and impact on residents could be reduced. As such, she hoped that departments concerned would strengthen communication.

146. The Chairman was glad that relevant departments commenced works according to schedule and hoped that CEDD could tie in with the works progress of other departments.

147. Mr Henry LAM said that he noted the views of the Chairman and Members and would convey to the responsible section.

X. Question on progress of enhancement of bus stops and crossing facilities at Yat Tung Estate and Mun Tung Estate
(Paper T&TC 18/2020)

148. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 and Ms HUI Shuk-ye, Transport Officer/Islands 2 of TD; Mr Rayson LAW, Senior Officer, Planning and Development of Long Win Bus Company Limited (Long Win); Ms Penny CHUNG, Chief Public Affairs Officer of New World First Bus Services Limited (NWFB)/Citybus; and Mr CHAN Tin-lung, Deputy General Manager of NLB to the meeting to respond to the question. The written replies of Long Win, Citybus and NLB had been distributed to Members for perusal before the meeting.

149. The Chairman briefly presented the question.

150. Mr Rayson LAW briefly presented the written reply.

151. Ms Penny CHUNG added that Citybus was aware of the Chairman's proposal of provision of a shelter at the bus stop of Mun Wo House. Citybus experienced operating difficulties in recent years. Due to the COVID-19 epidemic, the patronage of Citybus dropped by nearly 40% and the operational environment was harsher than before. Citybus was adopting fiscal austerity and cost saving measures, such as reducing bus frequencies and freezing employees' salary etc. As such, the relevant proposal had to be assessed in a prudent manner. However, Citybus had put the views on record and, where the future financial conditions permitted, would study the proposal of provision of a shelter at the location again.

152. Mr CHAN Tin-lung added that due to COVID-19 epidemic, the supplier of seats could not deliver the seats as scheduled, thus the provision of seats project was completed only in early May of the current year. Upon the completion of relevant

process, NLB would discuss with the contractor provision of seats for NLB route no. 39M bus stop at Mun Tung Estate.

153. Ms HUI Shuk-yee said that TD noticed that many pedestrians used the nearby pedestrian crossing to cross Chung Yan Road when going to or leaving NLH. In order to enhance road safety, TD planned to install traffic light at the location. According to the information provided by the works department, preliminary works (including formulating temporary traffic diversions and application for XP etc.) were in progress, and the works were anticipated to be completed in the third quarter of 2020.

154. The Chairman thanked Long Win for provision of cover at Mun Tung Estate bus stop to provide convenience for waiting passengers. He pointed out that many residents reflected to him that Long Win route no. E31 buses plying to Tsuen Wan (Discovery Park) and to Tung Chung (Yat Tung) shared the same stop and stop sign near Yung Yat House at Yu Tung Road for picking up/setting down of passengers. If passengers failed to notice the sign at the front of the buses, they might board the bus going in the opposite direction. As such, he hoped that Long Win would split the bus sign and erect them one before another, with the directions of route no. E31 bus marked on the ground. In addition, he enquired whether NLB could complete the works of provision of seats at Mun Tung Estate route no. 39M bus stop in 2020 and queried why the works had taken two years but still had not been completed.

155. Mr Rayson LAW noted the proposed arrangement of route no. E31 bus stop positions at Yung Yat House, and would relay to the company for the proposal of splitting the bus sign and providing ground markings. It would explore the feasibility of the proposal and at the same time review the progress of application vetting by TD for provision of cover at Yung Yat House bus stop, so that passengers could easily identify the waiting positions and the directions of buses.

(Post-meeting note: The bus stop of route nos. E31 and N31 at Yung Yat House had been split into two, one in front of another, since 30 June 2020 to facilitate waiting passengers.)

156. Mr CHAN Tin-lung said that a supplier had been commissioned to provide seats for Mun Tung Estate route no. 39M bus stop. He hoped that works would be completed in 2020.

XI. Question on frequency and routing of buses serving Tung Chung North in the early hours and peak hours
(Paper T&TC 19/2020)

157. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Senior Officer, Planning and Development of The Kowloon Motor Bus Co. (1933) Limited/Long Win; Ms Penny CHUNG, Chief Public Affairs Officer of NWFB and Citybus; and Mr CHAN Tin-lung, Deputy General Manager of NLB to the meeting to respond to the question. The written

replies of Long Win, Citybus and NLB had been distributed to Members for perusal before the meeting.

158. Mr Sammy TSUI briefly presented the question.
159. Mr Rayson LAW briefly presented the written reply of Long Win.
160. Ms Penny CHUNG briefly presented the written reply of Citybus.
161. Mr CHAN Tin-lung added that NLB would try to advance the departing time of the first trip of route no. 37M to 5:30 a.m. Application would be submitted to TD after finalisation of the proposal.
162. Ms LAU Shun-ting expressed her views as follows:
 - (a) She learnt that the bus companies had started to improve the bus routes running through Tung Chung North. She hoped that relevant departments and bus companies would continue to follow up in order to respond to the requests of residents.
 - (b) She pointed out that many Tung Chung North residents had reflected to her that there was a lack of overnight bus service in the area. They hoped that the service hours of Citybus route no. N21A could be extended and that Citybus route no. N11 could travel via Tung Chung North. She said that NLB route no. N37 provided service only till 2:00 a.m. As such, residents had to take other buses at late night and walk at least half an hour after alighting to go back to Ying Tung Estate. For the sake of safety and in response to passengers' demand, she hoped that NLB would extend the service hours of route no. N37 to 5:30 a.m.
 - (c) She hoped that NLB would increase the frequencies of route no. 37M on Saturdays, Sundays and public holidays and proposed drawing reference from the arrangement of frequency increase of route no. 38. She also hoped that Long Win would increase the frequency of route no. E32A plying between Tung Chung and Kwai Fong (South) from 4:00 p.m. to 8:00 p.m. to an interval of 10 to 15 minutes.
 - (d) She pointed out that the information of real time bus arrival system was inaccurate. Since residents planned their journey based on the anticipated arrival time, they might experience inconvenience if the information was wrong. She hoped that the bus companies would make improvements.
 - (e) She pointed out that the population of Tung Chung North was ever on the increase and residents had a keen demand for transport to Kowloon and Hong Kong Island. She hoped that Citybus route nos. E11A and

E23A could provide round-the-clock service to improve the public transport network of Tung Chung North.

163. Mr Sammy TSUI expressed his views as follows:

- (a) The first trip of NLB route no. 37M departed at 5:40 a.m. to Tung Chung MTR Station and the journey took about 17 minutes. The time would be extended to about 20 minutes if there was traffic congestion and residents would then miss the first MTR trip that departed at 6:05 a.m. He believed that the arrangement of the first trip of route no. 37M departing at the above time was to provide convenience to the working people. As such, he proposed that it should depart at 5:30 a.m. to provide convenience for residents to catch the first MTR trip. He opined that advancing the first trip start time 10 minutes earlier would not involve much resources and hoped that NLB would consider the proposal.
- (b) At present, Long Win route no. E34P provided two trips in the morning and the patronage was only 30% to 40%. He enquired whether Long Win had conducted survey about the frequency arrangement of route no. E34P in order to assess whether provision of service only in the morning could satisfy the demand of residents. He said that many residents reflected to him that if they could not catch the route no. E34P trips, they had to travel to Lantau Link Toll Plaza Bus Interchange for interchanging for other buses. He queried that the frequency could not meet the demand.
- (c) With regard to bus service to Tsing Yi, Long Win proposed that residents might interchange for route no. E42P, and Ying Tung Estate residents might take route no. E32A and then interchange for route no. E31 or E32 to Tsing Yi. However, he pointed out that route no. E42P did not travel via Cheung Fat Estate and observed stops only at Cheung Hang Estate and Ching Wah Court. Residents had to pay an extra of \$13.9 for making interchange and experienced inconvenience. He hoped that Long Win would conduct review on the arrangement. In addition, the frequency of Long Win route no. was low. Residents of Ying Tung Estate often had to wait 30 minutes before they could board buses. When they arrived at Lantau Link Toll Plaza Bus Interchange, they had to wait for other buses to embark onto their destination. He pointed out that many Tung Chung residents lived in Tsing Yi before, thus they had to travel to Tsing Yi for school or work. He enquired whether Long Win had tended to the needs of residents when conducting rationalisation of bus routes. He hoped that Long Win would increase the frequency of route no. E32A during peak hours to an interval of 15 minutes.
- (d) He pointed out that the routes of Citybus nos. E11S and E11A were similar, but the fares had a \$2 difference. He hoped that Citybus

would lower the fare of route no. E11S to the level of route no. E11A. At present, there were buses plying to Hong Kong Island only in the morning but not in the afternoon. He hoped that bus companies would provide bus services plying to Hong Kong Island around the clock. He also pointed out that the routes of Citybus route no. E11S and Long Win route no. E31 were similar, but their fares had significant difference. He would like to know why.

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

- (a) He pointed out that there were five trips of route no. E11S in the morning. When the bus departed from Mun Tung Estate, there were around 10 to 20 passengers. Around 20 to 30 passengers boarded the bus at Yat Tung Estate before proceeding to Caribbean Coast to pick up passengers. It was estimated that the patronage of each trip was only around 50% to 60%. As such, he opined that the departures of route no. E11S were too close and proposed that the frequency be changed from five minutes a trip to six to seven minutes a trip.
- (b) He pointed out that if passengers could not catch the last trip of route no. E11S, they had to take route no. E11 bus, which only had places for standees when it arrived at Tung Chung Fire Station bus stop. It was estimated that the patronage was about 50%. As for route no. E11A, the bus observed more stops and when arriving at Yu Tung Court bus stop, it only had places for standees. He queried why Citybus considered that occupancy rate was on the low side.
- (c) He enquired of NLB whether minibus route no. 901 was still in service and proposed rationalisation of the route. Residents leaving work from the Airport or AsiaWorld Expo or returning to Hong Kong via HZMB could only take Long Win route no. S64 or N64 to go to town centre. If Yat Tung Estate residents failed to catch the 1:20 a.m. trip of route no. N64, they had to take "N" route buses, alight at Tung Chung Fire Station and then walk home. As such, he proposed rationalisation of minibus route no. 901 to facilitate the commuting of residents.

165. Mr LEE Ka-ho expressed his views as follows:

- (a) As far as he understood, the patronage of route no. E11S was high and the first trip was always full. Residents reflected that there were no vacant seats even for the second and trips after. He queried why Citybus should think that the level of service of the route could satisfy the demand of passengers. Apart from route no. E11S, residents also had a keen demand for other routes. He enquired whether the bus companies would consider provision of whole-day service of special route. At the previous T&TC Bus Routes Working Group meeting, he proposed that Citybus route no. E21X should provide whole-day

service to tie in with passengers' demand. He hoped that Citybus would proactively consider the proposal.

- (b) He pointed out that since the rationalisation of Long Win route nos. E32A and E31, Long Win all along said that the patronage was not adequate, and that there were very few residents travelling from Tung Chung North to Tsing Yi, which was not true. Long Win proposed that residents interchanged for other routes to Tsing Yi at Lantau Link Toll Plaza Bus Interchange, which was a deprivation of the rights of passengers.
- (c) He said that Members had enquired at meetings many times whether Citybus would install fare discount processors at Tung Chung. Members of the last term and this term of IDC proposed that bus companies should provide inter-company interchange concessions to alleviate the fare burden of residents. He understood that co-ordination between various bus companies would not be easy, and thus opined that TD had the responsibility to co-ordinate and provide assistance. He pointed out that if "Public Transport Fare Subsidy Scheme" could be implemented smoothly, why the bus companies could not provide inter-company interchange concessions. He requested TD to consider the proposal to alleviate the fare burden and provide more choices for residents.

166. Mr LEUNG Kwok-ho enquired of the bus companies how occupancy rate was calculated and whether both standing room and seating were counted in. He pointed out that if standing room was also counted in, patronage would certainly be inadequate. Previously a Member pointed out that even the standing room of the trip concerned was fully occupied. Hence the query why an occupancy rate of only 30% to 40%.

167. Mr Rayson LAW made a consolidated reply as follows:

- (a) At the previous T&TC meeting, Long Win provided a written reply about the issue of service of route no. E34P during peak and non-peak hours. As the demand for buses travelling between Tung Chung and the New Territories areas during non-peak hours was lower than that of the peak hours, Long Win provided interchange concessions for passengers. It would also review the service hours of the route and the feasibility of providing whole-day service according to the long-term development of Tung Chung, the growth of passengers' demand and the in-take time of residents.
- (b) He understood the views raised by residents about the bus services plying between Tung Chung North and Tsing Yi. Long Win would provide corresponding service according to the actual patronage and would review the bus service in Tung Chung North according to its population growth. It would also consider the corresponding views

comprehensively and conduct discussions with TD on improvement of transport service network of Tung Chung North as appropriate.

- (c) With regard to the service level of route no. E32A, the buses travelled at an interval of 12 to 15 minutes from Tung Chung to Kwai Fong during morning peak hours on weekdays, and an interval of 15 to 20 minutes from Kwai Fong to Tung Chung during afternoon peak hours. The overall service level was able to meet the demand of passengers. He said that with the continuous development of Tung Chung North, Long Win would timely explore and review the enhancement of the route services according to the need of passengers.
- (d) With regard to the accuracy of the real time bus arrival system, Long Win was aware of the discrepancies between the arrival time provided by the application and the actual arrival time. Enhancement was made to the accuracy of anticipated arrival time and the situation had improved recently. Should residents find that the information was wrong, they could reflect it to Long Win so as to find out the cause and make improvement.
- (e) With regard to late night bus service plying between the Airport and Tung Chung, passengers might take route no. N31 to travel between the Airport and Ying Tung Estate, Yat Tung Estate and Mun Tung Estate. Not only would they enjoy sectional fares, they had no need to walk a long distance home after alighting. In addition, as quite a number of residents went to the Airport to work from 3:00 a.m. to 4:00 a.m., the patronage of buses from Tung Chung to the Airport during that period was high. Long Win would review the feasibility of enhancing service of relevant routes according to the demand of passengers.
- (f) With regard to calculation of occupancy rate, he said that the occupancy set out in the written reply was calculated based on the number of passengers and overall capacity of the vehicle, which was an established method of calculation of occupancy.

168. Mr CHAN Tin-lung said that NLB was exploring the feasibility of advancing the departure time of the first trip of route no. 37M from 5:40 a.m. to 5:30 a.m., and would discuss with TD when a detailed proposal was made. Regarding minibus route no. 901, he pointed out that the minibus route was not operated by NLB, but by another company under the parent company. Members were welcome to give views about the route after the meeting. NLB sincerely hoped to improve the route concerned to provide convenience to local residents. However, due to the epidemic, the route had ceased operation and the parent company was planning for rationalisation of the routing.

169. The Chairman said that Members had proposed many times at past meetings the provision of 24 hours service of minibus route no. 901 to operate through the

entire Tung Chung district and the Airport, connecting various areas of the district. He did not hope that the minibus company discontinued the service in face of financial losses. He enquired how TD monitored the bus companies' criteria and report concerning patronage calculation.

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

- (a) TD would review the operational reports of bus companies and conduct site inspections to understand the patronage of buses. According to the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes (the Guidelines), if the occupancy rate of any bus route reached 100% during any half-hour of the peak period and 85% during that one hour, TD would request the bus companies to enhance the service level. If there were queues continuously or too many passengers waiting for any route during the peak period, TD would discuss with bus companies suitable enhancement measures. TD would closely monitor the service level of all bus routes of Tung Chung district. If inadequacies were discovered, improvement proposals would be discussed with bus companies.
- (b) With regard to interchange concessions, she said that bus companies would consider the provision of concessions to passengers according to their own operational conditions. At present, bus companies had provided inter-company interchange concessions in Tung Chung, for example, passengers who took NLB route nos. 37 and 38 to Tung Chung town centre and then interchanged for 14 "E" routes of Citybus or Long Win might enjoy interchange concession. TD would continue to encourage bus companies to provide more inter-company interchange concessions to meet the demand of Tung Chung residents.

171. Mr WONG Chun-yeung proposed that Long Win should arrange buses of the same model to operate on the same route to facilitate the calculation of occupancy rate and to provide more accurate figures at the following meeting.

172. Mr FONG Lung-fei said that as many flights arrived at Hong Kong after 2:00 a.m., there were many passengers waiting for Long Win route no. N31 at that time. Since airport passengers carried luggage, it took a longer time for them to board and other passengers might be obstructed. He enquired whether there were other solutions to improve the transport between the Airport and Tung Chung apart from rationalisation of minibus route no. 901. He pointed out that at present only route no. N31 travelled via Yat Tung Estate. He enquired whether the bus companies could arrange more "N" route buses to travel via Yat Tung Estate to provide convenience for residents who worked at the Airport. He pointed out that bus fare for travelling between the Airport and Tung Chung was high, and the journey was long due to detouring. For example, the journey of Long Win route no. S64 travelling from Yat Tung Estate to the Airport took about 40 to 45 minutes. Residents had to spend time on a long journey home after a long day's work. He criticised the bus companies for ignoring residents' needs all along. He enquired

whether TD would explore with the bus companies shortening the journey. He said that the bus routes of Yat Tung Estate failed to provide convenience to residents and the bus companies could not provide a compromising solution to satisfy the demand of residents. As a result, the bus journey between Yat Tung Estate and the Airport took as long as 40 to 45 minutes. He hoped that the bus companies would proactively consider the proposal to improve the transport of Yat Tung Estate residents.

173. Mr LEUNG Kwok-ho said that he previously enquired how LWB calculated the occupancy rate, not whether it had calculated the occupancy rate. He enquired again how Long Win calculated the occupancy rate and whether seating and standing capacities were included. He hoped that Long Win would provide the detailed calculation method.

174. Mr Sammy TSUI pointed out that Citybus route nos. N11 and N21A did not travel via Ying Tung Estate and passengers had to walk back to Ying Tung Estate after alighting at Tung Chung Fire Station. He opined that the bus company had not tended to the needs of residents of Ying Tung Estate, Century Link and The Visionary who worked at the Airport. He enquired whether the bus company would rationalise the bus routes to route via the relevant estates. He also proposed that the bus routes be split into two, one travelling via Ying Tung Estate and Mun Tung Estate and the other via Fu Tung Estate, Ying Tung Estate and Century Link, so as to shorten the journey and provide convenience for residents. In addition, among the routes that travelled to Kowloon (including route nos. E11A, E21A and E23A), only route no. E21A went to Homantin, with the last trip departing from Oi Man Estate of Homantin at 11:50 p.m. He enquired whether Citybus could defer the departure time of the last trip of route no. E21A from Homantin and that of route no. E23A from Tsz Wan Shan to tend to the needs of residents who got off from work at late night. He requested Citybus to conduct review on the routings of route nos. E11A, E21A and E23A and proposed that they detoured Ying Tung Estate at night to provide convenience for residents who got off from duty at night. He said that upon returning from Kowloon district to Tung Chung, the bus would reach Ying Tung Estate at the first roundabout after passing the flyover. He opined that there was no need for the bus to detour to Fu Tung Estate before going to Ying Tung Estate. That would shorten the journey time of Ying Tung Estate residents.

175. The Chairman proposed that the issue be discussed in detail at the T&TC Bus Routes Working Group meeting.

176. Mr LEE Ka-ho noted that the bus companies provided interchange concessions in Tung Chung area, but not for bus routes outside the area. He hoped that TD would proactively discuss with the bus companies provision of interchange concessions outside Tung Chung area, such as concession for interchanging from Long Win "E" routes to Citybus routes, etc. With regard to calculation of occupancy rate, he queried why there was a significant difference between the actual situation and the information provided by the bus companies. TD had to follow the Guidelines to request the bus companies to enhance the service level only if the occupancy rate of any bus route reached 100% during the busiest half-hour of the

peak period and 85% during that one hour. He opined that the practice was too rigid and if TD continued to stick to the practice in the epidemic, public grievances would be caused. He considered it necessary to review the practice. Citing route no. E11S as an example, he said that there were a total of five departures in less than an hour and many residents reflected that in morning peak hours buses were often full and it was difficult to board the bus (the first two departures in particular) to go to Hong Kong Island for work. He enquired of TD whether service would not be enhanced if one of the trips in an hour was not full. He opined that TD should act according to the actual situation and proactively explore feasible improvement measures.

177. Mr WONG Chun-yeung pointed out that closed-circuit television (CCTV) was installed in the front part of the buses to monitor passengers boarding. He proposed that Long Win should make good use of the CCTV to accurately calculate the patronage.

178. Mr Rayson LAW made a consolidated response as follows:

- (a) While there was relatively high demand for Tung Chung residents took route no. N31 bus departing at around 4:00 a.m. from Discovery Park to go to the Airport for work, the situation of passengers failing to board the bus did not occur before the epidemic. Long Win would continue to monitor the patronage of the time period concerned or all departures and would timely review the level of service.
- (b) With regard to the calculation of occupancy rate, it was calculated mainly by comparing the actual number of passengers of a route or a trip during a time period and the statutory number of passenger capacities that might be carried.
- (c) The statutory carrying capacities of different models of buses varied. The daily deployment of bus services and arrangement of vehicles operating on the routes also differed. As such, there was difficulty in deploying the same model of vehicles to operate on a certain route in order to facilitate the calculation of occupancy rate. Long Win would deploy suitable model of vehicles to run on a certain route according to actual needs of passengers.
- (d) Long Win adopted strict criteria in using CCTV on buses and only authorised persons were allowed to use the CCTV clips. It would continue to follow the criteria.

179. Ms Sherman CHOI said that the statutory carrying capacity mentioned by Long Win included seating and standing passengers. With regard to enhancing the bus frequencies, the Guidelines were for reference only. TD would exercise flexibility according to actual situations. If queues persisted at bus stops or the waiting time was long, TD would explore improvement proposal with bus companies. She noted Members' proposals of improving bus service and would explore the

feasibility of proposals with bus companies with a view to enhancing service to tie in with the transport needs of Tung Chung residents.

180. The Chairman requested NLB to follow up on the proposal of enhancing the frequencies of route no. 37M on Saturdays, Sundays and Public Holidays.

XII. Question on access of Citygate car park on Man Tung Road
(Paper T&TC 20/2020)

181. The Chairman welcomed Ms HUI Shuk-ye, Engineer/Islands 2 of TD; and Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

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

183. Ms HUI Shuk-ye briefly presented the written reply.

184. Ms Amy POON said that she had nothing to add.

185. Mr FONG Lung-fei opined that the design of entrance/exit of Citygate car park at Man Tung Road was improper. When residents of Seaview Crescent went to Citygate, most of them would cross the road to Coastal Skyline and cross Man Tung Road from the entrance/exit of the estate car park or use the pedestrian crossing further away. They would rarely use the footbridge. He pointed out that there were no road markings or traffic signs near the entrance/exit of the car park and vehicles often turned at a high speed from the left into the junction. When residents crossed the road, dangers lurked on all sides. He hoped that TD would pay attention to it.

186. Mr LEE Ka-ho said that according to the written reply of TD, traffic accident had happened at the relevant junction which proved that there was potential risk. As the vehicular flow at Man Tung Road was low, truck drivers and other drivers often drove at high speed, especially at the section from the crossroads to Wai Tung Road. Recently the epidemic had subsided, many parents and students went to the library and other places via the road section. As a resident reflected that he was almost knocked down by a vehicle which suddenly turned out at the location, he was worried that if pedestrians were not alert, accidents might occur. He hoped that TD would deal with the issue squarely. In addition, pedestrians' view was often blocked by the planter when they crossed the road. He opined that tree pruning was not very useful and proposed that the planter be relocated backwards to enhance safety.

187. Mr WONG Chun-yeung said that the bus stop outside the entrance/exit of Citygate car park at Man Tung Road also posed risks. For convenience's sake, many passengers crossed Man Tung Road to go to Citygate directly after alighting, rather than using the footbridge connecting Seaview Crescent and Citygate. When vehicles drove past the road section at high speed and could not stop in time, accidents would

occur. He requested the Police to be mindful of the issue and arrange traffic wardens to patrol the location, especially after 5:00 p.m.

188. Ms HUI Shuk-ye said that TD noted Members' proposals. Regarding the proposal of improving the planter, she said that TD had conducted a site inspection and the Leisure and Cultural Services Department had also conducted pruning to the plants, which for the time being would not block the view of drivers and pedestrians.

189. Ms Amy POON said that upon receipt of the Works Request Form for the relevant improvement proposal, HyD would arrange for commencement of works immediately.

190. Mr Jimmy WONG noted Mr WONG Chun-yeung's views and said that the Police was very concerned about the safety issue of the location. The Police would conduct site inspection and if potential risk was discovered, policemen would be arranged to patrol the location at specified time and publicity would be conducted to promote the message of road safety.

191. Mr WONG Chun-yeung proposed that the Police should conduct site inspections during lunch hours and from 3:00 p.m. to 7:30 p.m.

192. Mr FONG Lung-fei said that residents of Seaview Crescent and Coastal Skyline mostly would, for convenience's sake, cross Man Tung Road to go to the library directly. They rarely would use the footbridge or pedestrian crossing. In addition, some drivers did not turn on the directional light when they turned right from Man Tung Road to the exit/entrance of Seaview Crescent on Wai Tung Road. Pedestrians might not notice the right-turning vehicles. He hoped that departments concerned would figure out the ownership of the location and explore the installation of railings, or relocation of the pedestrian crossing backwards to avoid pedestrians crossing the road at the location.

193. The Chairman proposed that TD should conduct a site inspection with Mr LEE Ka-ho, Mr FONG Lung-fei and Mr WONG Chun-yeung to explore the above improvement proposals.

XIII. Question on small electric vehicles
(Paper T&TC 21/2020)

194. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1 of TD and Mr WONG Tak-yeung, Jimmy, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The written replies of TD and HKPF (Cheung Chau District) had been distributed to Members for perusal before the meeting.

195. Ms Amy YUNG briefly presented the question.

196. Mr Alex WAN briefly presented the written reply of TD.

197. Mr Jimmy WONG briefly presented the written reply of HKPF (Cheung Chau District). He added that in the previous two years the Police received two complaints each from Discovery Bay and Tung Chung about small electric vehicles. Since January 2020 to date, 16 persons were arrested in Lantau Island area for illegal use of small electric vehicle, among which, seven persons were arrested in Tung Chung and nine persons in South Lantau. He said that the offences charged were mainly classified into four categories: (1) driving an unregistered vehicle; (2) driving without a driving licence; (3) driving without third party insurance; and (4) driving without wearing a helmet. Having received complaints from members of the public from time to time in 2019, the Police noted the concern of Members and the public. It would closely monitor crimes involving small electric vehicles, which was one of the selected traffic enforcement priorities of 2020. The Police had all along stepped up promotion, education and law enforcement and paid district visits to understand the situation. From January to May 2020, the Police held a total of 15 promotional activities on Lantau Island, at which frontline policemen shared their experience with members of the public and over 200 promotional leaflets were distributed. Posters were put up at 13 locations to display common illegal electric mobility devices and the penalties in order to raise public awareness about the legislation and risks associated with small electric vehicles and electric mobility devices.

198. Ms Amy YUNG expressed her views as follows:

- (a) The Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E of the Laws of Hong Kong) mentioned by TD had come into force for more than 30 years since its enactment in 1984. The only amendment was made in 2012 but not related to the use of small electric vehicles. She said that there was no standard road in many places in Islands District and residents normally travelled by village vehicles which were of small quantities and the market was slightly monopolised. In addition, since some road sections were steep, it was difficult to transport the patients and goods by bicycles. She said that the use of small electric vehicles had become a dominant trend and was permitted in many countries. She emphasised that using small electric vehicles was not equivalent to dangerous driving. Under the condition that road safety would not be compromised, the use of small electric vehicles should be encouraged.
- (b) Representative of the Police pointed out that 16 persons were arrested in Lantau Island district for four categories of offences charged, but speeding was not included. She opined that speeding was the offence that would compromise road safety most and proposed that the Police should step up the monitoring of speeding. She said that many people rode bicycles on private roads in Discovery Bay and opined that even though bicycles were not electric vehicles, speeding could also result in serious consequences. She enquired whether the Police could conduct law enforcement at private roads. She learnt that the Police had never taken enforcement action against speeding on private roads in

Discovery Bay and requested the Police to provide the number of traffic accidents in the previous two years.

199. Mr LEUNG Kwok-ho noted that TD would complete the Consultancy Study on Enhancing Walkability in Hong Kong (the Consultancy Study) within the current year. He pointed out that small electric vehicles had been existed for a long time and there were accidents in the past involving small electric vehicles and casualties were resulted. As such, TD and other departments concerned should deal with the issue in a forward-looking manner, rather than conducting discussion or study only after accidents occurred. He proposed that TD should explore with the Innovation and Technology Bureau the ways to promote the safe use of small electric vehicles. He hoped that relevant legislations concerning the regulation of the use of small electric vehicles would be enacted before 2021 to avoid arresting offenders on other charges because there was no law to go by, putting the cart before the horse. He pointed out that there were no pedestrian crossing facilities in most of the countryside and hoped that TD would explore ways of regulating driving behaviour on village roads. He proposed that TD should allow the buying and selling of small electric vehicles with maximum speed of 10 to 15 km/h to ensure road safety.

200. Mr LEE Ka-ho opined that accidents were caused because the Government did not deal with small electric vehicles squarely and impose formal regulation. He pointed out that in recent years, there were various types of electric mobility devices for sale on the market, such as electric scooters, power assisted pedal cycles and electric unicycles, etc. Not only did the Government allow the public to use them, users were prosecuted for not taking out third party insurance as they could not register their electric mobility devices. That would impede the development of innovation and technology. He hoped that TD would complete the study in 2020 to improve existing legislations and explore feasible regulatory measures so that the public could use small electric vehicles under the condition of road safety.

201. Mr WONG Chun-yeung opined that TD should as soon as possible impose regulation on the use of small electric vehicles. He pointed out that as electric mobility devices such as electric scooters, power assisted pedal cycles and electric unicycles could be purchased on online shopping platforms, people thought that the use of the devices in Hong Kong was not illegal. He said that some Tung Chung residents learnt that the use of electric mobility devices was illegal only when they were intercepted by the Police. As such, he proposed that TD should draw references from practices overseas to first of all allow the use of electric vehicles, and then explore feasible regulatory measures.

202. Ms Amy YUNG said that TD was proactively considering and reviewing the use of small electric vehicles, whereas the Police was handling the matter by means of prosecution and education. She queried that the two departments' ways of handling the matter were contradictory. She reiterated that she did not oppose the use of small electric vehicles but there was a need to set up a regulatory system. She was concerned about speeding of small electric vehicles and bicycles and proposed that the Police should step up law enforcement and collaborate with TD to promote the safe use of small electric vehicles.

203. Mr Alex WAN said that TD noted Members' views. TD was aware of the rapid development of the technology of electric mobility devices, and thus the Consultancy Study would cover the most recent development, draw references from overseas situation and examine whether the devices were suitable for short distance travel in Hong Kong. TD would also examine the impact of the use of these devices on road safety, relevant legislations, management and implementation, etc.

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

- (a) There were no accidents involving small electric vehicles in Lantau Island in the previous two years. He said that after making arrest, the Police would examine whether there was adequate evidence to institute suitable charges according to the professional advice of the Department of Justice.
- (b) Existing legislations did not allow the use of small electric vehicles, but the penalty was light and the Police would exercise flexibility, such as advising members of the public not to use the devices for their own safety.
- (c) With regard to speeding of small electric vehicles and bicycles, "laser guns" being used by the Police could only detect car speed, but not the speed of small electric vehicles and bicycles. Moreover, on safety grounds, the Police usually only used "laser guns" on straight roads.
- (d) Regarding the proposals of allowing only the sale of small electric vehicles with speed limit and regulating them through licensing, he opined that they were desirable. However, he hoped that Members would remind members of the public that the use of electric mobility devices was still illegal in Hong Kong at present.

205. Mr LEUNG Kwok-ho learnt that there was an accident of collision of a small electric vehicle and a bicycle on Cheung Chau in the beginning of 2020. He requested the Police to review the number of accidents involving small electric vehicles in Islands District and provide a written reply.

206. Mr WONG Chun-yeung said that there were a great number of residents in the area and Members could not remind everyone that the use of small electric vehicles was illegal in Hong Kong. He pointed out that there was grey area in the legislation, which allowed the purchase but not the use of electric mobility devices in Hong Kong. He proposed that the Police should issue severe verbal or written warnings to first offenders and put on record and only institute prosecution against repeated offenders, so as to give those who were not savvy with the law a chance.

207. Ms Amy YUNG hoped that the Police would install a "laser gun" at the straight road section of Discovery Bay Road to detect speed of vehicles, so as to combat speeding and ensure traffic safety.

208. Mr HO Siu-kei said that residents used small electric vehicles in the countryside mainly for commuting purpose, whereas electric mobility devices (such as electric scooters) were mainly gadgets of the young people. As these devices could be easily bought, enhancing publicity and education would not help solve the issue. He opined that no matter it was on roads in urban or rural areas, the improper use of small electric vehicles and electric mobility devices would endanger road users. He proposed that TD should target the grey area of existing laws and formulate policies to regulate the use and purchase of electric mobility devices.

209. Mr Alex WAN noted Members' views and would convey to the sections concerned.

210. Mr Jimmy WONG said that the Police all along conducted anti-speeding operation at Discovery Bay Road, once a month on average.

XIV. Question on Discovery Bay ferry service
(Paper T&TC 22/2020)

211. The Chairman welcomed Mr LI Wai Fan, Edmond, Senior Transport Officer/Planning/Ferry 1 of TD and Mr Peter TSANG, Senior Manager-Transportation of the Discovery Bay Transit Services Limited (DBTSL) to the meeting to respond to the question.

212. Ms Amy YUNG briefly introduced the question. She added that the photo attached to the question showed the situation of the upper deck of a 300 seater, where some passengers had no choice but to stand at the rear because there was no vacant seat. Apart from non-compliance with the safety requirements, it would cause overloading of the vessel and hence danger in the face of big waves. It was hoped that DBTSL would pay attention to the situation.

213. Mr Peter TSANG responded as follows:

- (a) According to the recent operation records, with the exception of the sailing cancellations of individual vessels due to equipment failures, there was no other cancellation. He indicated that individual catamarans suspended service for large-scale maintenance but some components ordered from Europe could not be delivered on schedule due to the epidemic, seriously affecting the progress of maintenance work. As the epidemic situation improved in Europe, DBTSL had requested the supplier to deliver the components to Hong Kong as soon as possible by air freight or express delivery. Meanwhile, DBTSL also sought help from other large shipyards in Hong Kong with a view to catching up with the progress of maintenance. Subject to smooth progress of works, all catamarans were expected to resume service by September this year. DBTSL loaned vessels from other ferry operators to provide special sailings.

- (b) According to the recent records, despite the slight increase in patronage with the epidemic easing, the patronage of monohull sailings during the morning peak hours was only about 70% to 80%, while that of catamaran sailings was less than 50%, evident that they had not reached full capacity. He believed the situation shown in the photo attached was about passengers standing on the upper deck to enjoy the sunshine in the good weather over the past week or earlier. The crew members would advise passengers not to stand on board.

214. Mr Edmond LI made a consolidated response as follows:

- (a) TD had always concerned the “Discovery Bay – Central” ferry service and would reinstate to the ferry operator from time to time that ferry service should be operated in accordance with the frequency as stipulated in the Schedule of Service. In response to the alleged situation, the department had deployed staff to conduct site inspection during the morning peak hours on 11 May this year. During the inspection, it was observed that the abovementioned ferry service was operated in accordance with frequency as stipulated in the Schedules of Service, including the Central bound departure from Discovery Bay at 8:15 a.m., and the occupancy between 8:00 a.m. to 9:00 a.m. was about 41% to 83%, which could generally meet the passenger demand.
- (b) The department noted Members’ concern about the potential health risk to passengers under the epidemic and had disseminated information to public transport operators (including ferry operators) earlier regarding the prevention of the spread of infectious disease on public transport carriers, while reminding them to take corresponding actions for prevention of pneumonia and respiratory tract infection, which included stepping up the cleaning onboard and at piers, issuing health guidelines to their staff, putting up publicity posters to remind passengers to observe personal hygiene, etc.
- (c) On the other hand, the department had duly noted Members’ concern and had reminded the operators to deploy vessels with larger carrying capacity to carry passengers as far as possible given that the actual operational situation permitted.

215. Ms Amy YUNG said that the photo attached was taken on 13 April this year. Due to inclement weather on that day, the sailing scheduled for 8:15 a.m. was cancelled, resulting in the next ferry taking passengers of the cancelled sailing. However, DBTSL only arranged a small vessel with only 300 seats and passengers were then forced to stand on the upper deck due to full capacity, not for enjoying the sunshine. Passengers usually chose to seat at the lower deck to avoid the sun and rain. She noted that DBTSL was carrying out maintenance work for catamarans and planned to loan vessels from other operators to maintain service before service resumed normal in September 2020. Given that the customer service hotline of

DBTSL was busy, she proposed that DBTSL should disseminate relevant information via mobile application and post notice at the pier to avoid causing inconvenience to residents and passengers who could not contact DBTSL.

216. Mr Peter TSANG said that there and then at the meeting he did not have information whether there was vessel or not damaged on 13 April. He would follow up after the meeting. He pointed out that the ferry company would deploy at least one catamaran to provide the 8:15 a.m. and 8:30 a.m. trip. It would not use a monohull and as far as possible would use a larger vessel to provide service during peak hours. With regard to dispatching of information, DBTSL would communicate transportation information to passengers via Discovery Bay Transport Application. However, at present, it might not be able to update information immediately via the application, for example, when the vessel ran into debris and delay was caused. DBTSL would study improvement solutions so as to dispatch information to passenger more expeditiously. In case of cancelling of ferry frequency, DBTSL would inform passengers to take other means of transport such as buses and MTR.

XV. Question on anti-epidemic support for ferry and kaito operators
(Paper T&TC 23/2020)

217. The Chairman welcomed Mr LI Wai Fan, Edmond, Senior Transport Officer/Planning/Ferry 1 of TD to the meeting to respond to the question. The joint written reply of THB and TD had been distributed to Members for perusal before the meeting.

218. Ms Amy YUNG briefly presented the question.

219. Mr Edmond LI briefly presented the joint written reply.

220. Mr LEUNG Kwok-ho said that as mentioned by representative of TD previously, outlying islands ferry services were the main public transport means of the residents to travel to and from the urban area (such as the route plying between Cheung Chau and Central). Although they could travel by land transport, the route was very circuitous and was not as convenient as taking ferries (such as the route plying between Mui Wo and Central), whereas kaitos were not major means of transport. He pointed out that the route plying between Aberdeen/Stanley and Po Toi Island was the only means of public transport to and from the urban area. He did not understand why TD would classify it as a kaito route. He requested TD to explain in detail the definitions of outlying islands ferry service and kaito service. He opined that if the definitions were vague, TD should reconsider which ferry service operators should be provided with subsidies.

(The Chairman left the meeting temporarily and the meeting was presided over by the Vice-Chairman.)

221. Ms Josephine TSANG said that although Peng Chau kaito service was not the only public transport of the island, it was the only transport option for those who

travelled from Trappist Monastery to Discovery Bay for work and school. As a result of COVID-19 epidemic, many companies in Discovery Bay were temporarily closed and there were less passengers for the route. However, the patronage of the route was high before the epidemic. If the kaito operator was not subsidised under the Second Round of the Anti-epidemic Fund (AEF) and raised fares, it was doubtless that it transferred the loss caused by the epidemic to passengers. She pointed out that apart from ferries of Hong Kong & Kowloon Ferry Holdings Limited (HKKF), passengers travelling between Cheung Chau and Sai Wan and between Mo Tat and Sok Kwu Wan could also take kaito with shorter journey. She enquired of Mr Ken WONG whether the kaito company operated by his family member raised fare because it was not subsidised under the Second Round of AEF.

222. The Chairman enquired of Mr Ken WONG whether he had relatives operating kaito services; if yes, he was requested to declare interests.

223. Mr Ken WONG declared interests and said that he had relatives operating Peng Chau kaito route and a licensed ferry route.

224. The Chairman said that as Mr Ken WONG had an interest in the issue, according to the Standing Orders, he could remain in the meeting as an observer but not participate in discussion, resolution and voting.

225. Ms Amy YUNG said that ever since she raised the question, she had not engaged in any communication with Mr Ken WONG. She was dissatisfied that TD only provided subsidies such as ex-gratia payment and funds to large ferry service operators, whereas small and medium enterprises and micro enterprises (such as the operators of the five kaito routes mentioned in the question) could not benefit. The practice was partial. As previously mentioned by Ms Josephine TSANG, if the Government did not provide suitable support to the operators of kaito services plying between Peng Chau/Trappist Monastery and Discovery Bay, the passengers had to bear the pressure of fare increase. She enquired if kaito operators could adjust fares and frequencies on their own, why TD should consult Members' views when the operators requested increase of fares or changes of routes.

226. Mr LEUNG Kwok-ho said that as the discussion would have an impact on future policies, if the Chairman was aware before the discussion that Mr Ken WONG had a conflict of interest with the issue, he should immediately terminate the speech of Mr Ken WONG and request him to withdraw from discussion. He hoped that the Chairman would handle the matter appropriately.

227. The Chairman said that Section 48(12) of IDC Standing Orders stipulated that "The chairman of a committee/working group shall decide whether a member of the committee/working group (other than the chairman of the committee/working group) disclosing an interest in a matter may speak or vote on the matter, may remain in the meeting as an observer, or should withdraw from the meeting. If the chairman of a committee/working group discloses an interest in a matter, all members of the committee/working group present at the meeting (excluding the chairman of the committee/working group who has disclosed interests and other members of the

committee/working group who have disclosed interests according to Section 48(9) of Standing Orders) shall decide whether the chairman of the committee/working group may speak or vote on the matter, may remain in the meeting as an observer, or should withdraw from the meeting.” He just learnt that Mr Ken WONG had an interest with the kaito operator and confirmed with Mr Ken WONG immediately. He opined that his speech should not be put on record.

228. Mr WONG Chun-yeung said that the speech of Mr Ken WONG previously only expressed dissatisfaction with the policy on behalf of the kaito industry. As such, he opined that only the speech related to the kaito company operated by his family member should be deleted, and the rest could be retained.

229. Mr LEUNG Kwok-ho agreed with Mr Ken WONG’s views. However, Members should not speak when having an interest in the matter. As such, he opined that the previous speech of Mr WONG should not be retained. If Mr WONG wanted to voice the views of the kaito industry, he proposed that Mr WONG ask other Member to express views on his behalf upon obtaining consent, so as to avoid conflict of interests.

230. The Chairman opined that as conflict of interests was involved, the matter had to be dealt with prudently. As such, the previous speech of Mr Ken WONG should not be put on record.

231. Ms Josephine TSANG clarified that she had never asked Mr Ken WONG whether the kaito service operated by his family member was subsidised by the Government. As a District Council Member of Peng Chau and Hei Ling Chau, she only reflected to TD the actual situation of the residents. She was dissatisfied that TD refused to extend the coverage of second round of AEF on the ground that kaito operators could adjust frequencies and fares on their own. If kaito operators raised fares, it was tantamount to transferring operational cost directly to passengers.

232. Ms Amy YUNG said that she cited the five kaito routes of Islands District after reading the relevant information of AEF. She did not intentionally raise the route plying between Peng Chau/Trappist Monastery and Discovery Bay.

233. Mr Edmond LI thanked Members for their views. TD noted the suggestion and understood that the transport trade (including kaito operators) had operated under pressure as a result of the prevailing economic environment and COVID-19 epidemic. To assist the transport sector in facing the challenges, the Government had announced earlier the introduction of a series of relief measures under the first round of AEF. Kaito operators, who were owners of local commercial mechanised vessels, might directly be granted a one-off non-accountable subsidy of \$10,000, a vessel licence fee waiver for one year and a one-off survey fee subsidy. Kaito operators would be provided subsidies to cover part of their daily operational expenditure. The Government would continue to maintain liaison with kaito operators and provide assistance where feasible. TD understood that relevant measures might not be able to relieve all operators under operational hardship in a comprehensive manner. However, THB and TD noted Members’ views about extending the subsidy measure

to kaito operators and would reflect their views. He said that the Government would continue to keep in view of the development of the epidemic and the operating situation of the operators, while timely review the relevant relief measures and provide assistance to the trade as far as possible.

(Post-meeting note: The Government had announced on 24 June that under the AEF an additional one-off subsidy of \$20,000 would be provided to kaito operators for each vessel deployed in kaito services.)

234. Mr LEUNG Kwok-ho said that TD had yet responded to the question why the route plying between Aberdeen/Stanley and Po Toi Island was classified as kaito route. He pointed out that the kaito route concerned was similar to the ferry service between Central and Cheung Chau, both of which were the only means of public transport for residents. As TD issued licences of the two routes according to Section 28 of the Ferry Services Ordinance (Cap. 104), he queried why then it would classify one as kaito route and the other ferry route.

235. Mr Edmond LI said that the route plying between Aberdeen/Stanley and Po Toi Island was kaito service, whereas the one plying between Central and Cheung Chau was licenced ferry service. Meanwhile, many kaito services were provided for tourists or recreational purpose such that they were operated in smaller scale and were not of regular services, e.g. kaito operators could make adjustment on frequencies and fares by themselves and they are not required to provide detailed financial information to TD. As such, the relief provided by the Government to the relevant operators was not identical with that of other regular outlying islands and inner harbour ferry services.

236. The Chairman said that as the Government might introduce the third round of AEF, he hoped that TD would convey Members' views to THB for formulation of policies in a fair manner.

(Mr Ken WONG left the meeting at around 5:20 p.m.)

XVI. Question on licence renewal of kaito ferry service plying between Aberdeen/Stanley and Po Toi Island
(Paper T&TC 24/2020)

237. The Chairman welcomed Ms SIN Kai-wai, Marie, Senior Transport Officer/Islands 2 of TD to the meeting to respond to the question.

238. Mr LEUNG Kwok-ho briefly presented the question. He added that he had invited Mr LAW Shing, Chairman of Po Toi Island Village Office Concern Group (蒲台島村公所工作關注組) to attend the meeting to briefly describe the situation of the area, but had not obtained the consent from adequate number of Members. Many people lived on Po Toi Island and kaito was their only means of public transport to the city. He enquired why TD defined kaito service as ferry service for tourists and queried how TD would resolve the issue of external transport of Po Toi Island.

239. Ms Marie SIN made a consolidated response as follows:

- (a) With regard to renewal of licence, kaito service plying between Aberdeen/Stanley and Po Toi Island was operated by Tsui Wah Ferry Services (H.K.) Limited and the licence would expire on 31 May of the current year. The Operator recently submitted an application to TD for renewal of licence for five years upon expiry of the existing licence. TD was reviewing the application and the conditions of renewal would remain unchanged.
- (b) With regard to extending the “Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities” (the Scheme) to cover the relevant route, the Government implemented the Scheme in June 2012. Under the Scheme, elderly people aged 65 or eligible persons with disabilities could take MTR, franchised buses, ferries and green minibuses at a concessionary fare of \$2 per trip. The Government reimbursed the participating public transport operators regularly the revenue forgone as a result of the implementation of the Scheme on an accountable and reimbursement basis. The adjustment of overall fares and service arrangements of public transports which were covered under the Scheme were monitored by the Government. However, fares and service arrangements of kaito were more flexible. Nevertheless, the Government was commissioning the consultant to conduct a review on the Scheme. TD had relayed Members’ views to the consultant and the study report was expected to be completed in the middle of the current year. After the consultant submitted the report, the Government would take suitable follow-up action in response to the content.
- (c) With regard to the frequencies, TD was concerned of the level of ferry service. As passengers of the route were mainly tourists, demand was higher on holidays than weekdays. At present, one trip in each direction was provided on Tuesday and Thursday, three trips in each direction on Saturday and five trips in each direction on Sunday. With regard to the request for provision of one trip in each direction on Monday, Wednesday and Friday, TD had liaised with the operator. According to the information provided by the operator and the result of site inspection, the patronage of the route on weekdays was about 20%, which was adequate to meet passengers’ demand. TD would continue to monitor the level of service and review with the operator as appropriate.

240. Ms LAU Shun-ting said that other Members and representatives of local people of Po Toi Island had collected the opinions of islanders and tourists and had been communicating with TD all along. She said that in August 2018, she received opinions from the islanders and Mr LAW Shing that they wanted to make changes to

the departure time of the trip from Po Toi Island to Aberdeen on Tuesday and Thursday in order to provide convenience to tourists and islanders. On 13 November 2018 TD changed the departure time of the trip according to passengers' demand, which took effect immediately. On 26 April of the current year, she was informed by the islanders that the operator was applying for licence renewal. She immediately wrote to TD to give opinions and received the reply of TD on 15 May. In recent years, she had always proposed the inclusion of kaito routes under the Scheme and hoped that the proposal could be implemented as early as possible.

241. Mr LEUNG Kwok-ho said that the relevant route was often full on weekends, although the patronage during weekdays was low. However, at present many tourists went to outlying islands on weekdays and he opined that the patronage on weekdays might increase. While the number of people who lived on the island decreased from 20 in 2011 to about 15 at present, the Government still had to provide means of transport to connect with the outside world, unless the Government would assist the islanders to move to public housing in urban areas or on other outlying islands. He queried that the Government only tended to the needs of tourists visiting Po Toi Island and ignored those of islanders. He opined that the Government should first of all resolve the external transport issue of islanders on Monday, Wednesday and Friday, rather than taking the operator's profit as the prime consideration for increasing frequencies.

242. Ms Amy YUNG said that in respect of Mr LEUNG Kwok-ho's proposal of inviting Mr LAW Shing to the meeting, the Secretariat had consulted Members' views via email. She agreed to the proposal, which was ultimately shelved because of objection by the majority of Members. She opined that Members had the responsibility to speak for residents and endeavour to assist them to resolve problems, rather than just making submissions and taking photos before the meetings.

243. Ms Marie SIN said that the increase of frequencies depended on demand of passengers. As the patronage of the route on Tuesday and Thursday was only about 20% and there were only a daily average of about 10 islanders, it was not operationally feasible to provide service from Monday to Friday. If the patronage increased in the future, TD would review again with the operator.

244. Mr LEUNG Kwok-ho understood the issue of patronage but opined that it should not be the prime consideration. He cited the example of the 3:15 p.m. and 4:15 p.m. trips plying to and from Cheung Chau and Central which had only around 20 to 30 passengers but the operator provided service all the same. While Po Toi Island residents had other choices, he opined that government departments concerned still had to assist every islander. In addition, provision of service only on Tuesday, Thursday and weekends not only restricted the islanders from going to the city, but also their commute to work. Representative of TD previously said that there were only around 10 passengers on weekdays and therefore it would not consider increasing the frequency. He opined that in considering the feasibility of increasing frequency, TD should not only take into account the profit of the operator but also the demand of residents.

245. Mr FONG Lung-fei opined that the current issue was similar to the previous bus issue in that the frequencies could not be increased due to the low patronage. He queried whether the practice of TD was appropriate. He opined that in provision of public service, the operators should fulfill corporate social responsibility and provide service even when there were losses.

246. The Chairman said that Po Toi Island was isolated. TD had the responsibility to improve the daily lives and transport of islanders. He enquired of TD whether seven days service could be provided on a pilot basis for six months to examine whether the figure would increase or change significantly.

247. Ms Marie SIN said that the operational expenditure of ferry services was higher than that of buses. Increasing the frequencies on weekdays would increase the financial pressure of the operator and in turn affect the overall fare and burden of islanders. In considering the adjustment of frequencies, TD needed the support of substantive figures. Since the current patronage was not high, the provision of service from Monday to Friday on a pilot basis might not be able to sustain. As such, TD would not consider an increase of service for the time being but would continue to monitor the demand of passengers.

248. Mr LEUNG Kwok-ho enquired whether TD would consider the proposal based on the needs of members of the public. He understood that increasing the ferry frequencies would increase the costs and that many Islands District bus and ferry routes were making a loss. While it was the Government's policy that public transport services should be run by the private sector in accordance with prudent commercial principles to enhance efficiency and cost-effectiveness, he queried the operational effectiveness of ferry services. He said that bus and ferry operators of Islands District all along depended on the subsidy of the Government and queried whether the mechanism should be reviewed.

249. The Chairman said that during the discussion on ferry licence at the previous meeting, it was mentioned that the Government provided subsidy to operators for purchase of new vessels. As such, he requested TD to convey Members' views to THB for follow-up, including provision of subsidy to kaito operators for purchase of new vessels, in order to resolve the hardship of residents of Islands District.

250. Ms Marie SIN said that the route concerned provided services on Tuesday and Thursday and the operator would conduct review on the services. When Tin Hau Festival activity was held on Po Toi Island, the operator would increase the frequencies on ordinary days.

251. Ms Josephine TSANG said that as services were only provided on Tuesday and Thursday, if tourists encountered incidents on the island, they had to spend the night on the island and could only return to the city the following day. During the epidemic, many people went to the island for leisure. She enquired why TD did not consider the pilot scheme proposed by the Chairman so that members of the public could visit Po Toi Island on ordinary days.

252. Ms Marie SIN said that since 2018, the patronage of the route all along maintained at around 20% with a daily average of around 10 islanders. The revenue at present was not adequate to support the provision of services on Monday, Wednesday and Friday.

XVII. Question on ferry service plying between Cheung Chau and Central
(Paper T&TC 25/2020)

253. The Chairman welcomed Ms HO Kit-ying, Florence, Senior Transport Officer/Planning/Ferry 2 of TD; and Dr Manny LAM, Senior Medical and Health Officer (Tobacco and Alcohol Control Office)¹ and Ms Rokiya YUNG, Chief Tobacco and Alcohol Control Inspector 2 of the Department of Health (DH) to the meeting to respond to the question. The written reply of the Tobacco and Alcohol Control Office (TACO) of DH had been distributed to Members for perusal before the meeting.

254. Mr LEUNG Kwok-ho briefly presented the question. He said that staff of the New World First Ferry Services Limited (NWFF) had no authority to stop passengers from smoking. In addition, he opined that the efficiency of the monthly ticket passage and the function of monthly ticket should be improved.

255. Dr Manny LAM briefly presented the written reply. He added that TACO conducted law enforcement in non-smoking areas according to Smoking (Public Health) Ordinance (Cap. 371), which also authorised venue managers (including staff of ferry operators) to request any person smoking in the venue to extinguish the cigarette. If refused, venue managers had the authority to require the offender to give name and address and to produce proof of identity. The case would then be referred to TACO, which would institute prosecution if there was adequate evidence.

256. Ms Florence HO made a consolidated response as follows:

- (a) With regard to the cleansing of toilets at the piers and on vessels, NWFF hired cleansing company to provide cleansing service for toilets of Central Pier no. 5, Cheung Chau Ferry Pier and ferries operating the Central-Cheung Chau route. According to the professional advice provided by the cleansing company, NWFF formulated cleansing standards for toilets of the piers and ferries, including: (1) after departure of sailing, staff were deployed to conduct simple cleansing of the pedestal toilets of the piers; (2) small scale cleansing was conducted to toilets of the piers twice daily in the morning and before the afternoon peak hours; and (3) major cleaning was conducted to toilets of the piers twice daily in the morning and after the afternoon peak hours. With regard to toilets on board, NWFF arranged cleansing company to conduct cleansing not less than three times daily to common facilities in toilet on board, including a major cleansing exercise after closure of service every night. Garbage in toilets would

also be cleared between journeys if and when necessary. NWFF also conducted regular cleansing to other pier facilities (such as turnstiles and vending machines). For special occurrences, such as soiling of places caused by unwell passengers, NWFF would arrange cleaning to ensure environmental hygiene. In view of the epidemic, NWFF had raised the above-mentioned cleansing standards, including increasing the frequency of cleansing of areas passengers often touched and conducting cleansing with disinfection sprays.

- (b) TD was all along concerned about the cleansing conditions of facilities of ferry piers (including toilets) and would conduct surprise site inspections. If conditions were not satisfactory, TD would request the operators to explain and make improvement. In 2019, TD had conducted 11 site inspections and eight surprise onboard inspections. With regard to the odour of toilets, after inspecting the toilets at Central Pier no. 5 in mid-2019, TD had requested NWFF to step up cleansing. As the situation was unusual, TD requested the Electrical and Mechanical Services Department to examine the electrical and mechanical system concerned (including sewage pump). Irregularities were found which caused the odour. The system was replaced in September of the same year and the situation was improved.
- (c) TD was all along very concerned about the issue of passengers smoking on ferries. NWFF also took the initiative to implement a number of non-smoking measures, including displaying warning signs at prominent places in the cabins; making broadcast on board to urge passengers not to smoke; deploying duty staff to conduct patrol at irregular intervals during the sailing and advise smoking passengers to extinguish the cigarette and stop smoking; and deploying additional staff time and again to patrol on ferries to conduct anti-smoking work. To step up anti-smoking work, NWFF put up more warning signs against smoking at spots where passengers were often found smoking. In the third quarter of 2019, officers-in-charge were deployed to conduct quarterly patrol at spots where passengers were often found smoking. If passengers were found smoking, staff would request them to extinguish the cigarette and distribute publicity leaflet printed by TACO to remind passengers that smoking was prohibited on board.
- (d) NWFF all along closely collaborated with TACO, including proactively contacting TACO every time after receiving complaint for assistance in law enforcement, such as conducting patrol and issuance of fixed penalty tickets to offenders who smoked in order to produce deterrent effect. TD all along maintained liaison with NWFF to ensure that anti-smoking measures were effective. NWFF was encouraged to continue to step up the dissemination of anti-smoking message and create a smoke-free environment. TD maintained liaison with TACO, including referring to TACO relevant complaints so that it

could have more information for follow-up. It would timely conduct review with TACO on NWFF's anti-smoking arrangement.

- (e) According to the data provided to TD by ferry operators, during November 2019 to April 2020 and on the days when the monthly ticket passage was open, among the "Central – Cheung Chau" route passengers who used monthly ticket, around 310 and 510 passengers used the monthly ticket passage of Central Pier no. 5 and Cheung Chau Ferry Pier respectively each day, i.e. around 40% and 60% of holders of "Central – Cheung Chau" route monthly ticket used the monthly ticket passage at Central Pier no. 5 and Cheung Chau Ferry Pier. The utilisation rate was continuously steady. NWFF provided over 15 000 trips for the relevant route in the previous half year and only 50 of which departed early because they were fully loaded. They accounted for about 0.3% and mostly occurred before or after weekends, public holidays or long holidays. The actual departure time was about one to three minutes earlier than scheduled on a monthly average basis. According to the results of site inspections conducted in the past half year, when ferries were full, especially during Lunar New Year, Easter Festival and Buddha's Birthday, NWFF would increase frequencies in response to demand.

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

- (a) He thanked TACO for their work on stamping out smoking on ferries. He pointed out that TACO conducted 48 inspections in 2019, on average once every 7 to 10 days. However, there were 37 ordinary ferry trips of the relevant route per day. As such, he opined that the frequency of inspection were not adequate. He hoped that TACO would deploy staff to step up inspection proposed that inspections be conducted during peak hours (such as when people got off work) when there were more passengers and smoking would have a greater impact on other people.
- (b) With regard to cleansing of toilets in piers and on board, he understood that TD was following up on the matter all along. He hoped that improvement would be seen when conducting site inspection in the future. He pointed out that the floor of toilets of high-speed crafts was wet and slippery after cleansing, and it would be inconvenient for passengers to use. He hoped that TD would be mindful of the matter.
- (c) He was all along concerned about the use of monthly ticket passage and the issue of vessels being fully loaded. The representative of TD previously mentioned that 0.3% of ferries departed early because they were full, he opined that it could not reflect the actual situation because all trips were taken into account while the situation of ferries departed early because they were full mainly occurred during peak hours. He said that while the provision of additional trips by NWFF was more

often than before, there were still occasions when no additional trips were provided. Although residents could take ordinary ferries, they were deprived of the right to choose the type of vessel to take because vessels were full.

258. Mr Sammy TSUI enquired of TACO about the arrangement of daily patrol, including staffing, allocation of duties, and inspection time, etc. He enquired whether TACO would arrange inspection only after complaints were received. He pointed out that compared with other ferry companies (such as ferry operators of Macao routes), NWFF did not exercise sufficient monitoring and achieve deterrent effect. Since it failed to effectively give passengers advice, many passengers smoked on ferries and the issue remained unsolved for a long time. He said that smoking on board could be effectively prevented by prosecution by TACO.

259. Dr Manny LAM made a consolidated response as follows:

- (a) The work of TACO included law enforcement, conducting publicity and educational activities for the public and provision of smoking cessation services. He pointed out that tobacco control policies were implemented through a multi-pronged approach including publicity, education, law enforcement, smoking cessation services and taxation. The work of tobacco control in past few decades achieved remarkable result with the smoking prevalence declining from around 23% in 1982 to 10% in 2017. With regard to law enforcement, members of the public could call the hotline of TACO to lodge complaints about smoking offence. TACO Inspectors would conduct inspection after receiving complaints. TACO would also, based on past information, step up proactive inspections at locations with more serious smoking problems (including on board ferries).
- (b) With regard to the role of venue managers and their authority in tobacco control, he said that since managers of different venues had a different degree of participation and involvement, the situation of smoking offence varied on different ferry routes. Generally speaking, most managers of statutory non-smoking area (such as restaurants and shops) would proactively enforce smoking ban.
- (c) In 2019, TACO Inspectors conducted 48 surprise inspections on ferries operating relevant routes, which included proactive inspections and inspections conducted upon receipt of complaints.

260. The Chairman enquired of TACO which staff of the venue manager (i.e. NWFF) were conferred law enforcement authority, and about the number of cases of smoking offence reported by NWFF to TACO.

261. Dr Manny LAM said that records showed that TACO had yet received cases of smoking offence referred by NWFF. He said that in the past, TACO had proactively liaised with NWFF to reflect and discuss situation of smoking offence.

He added that the Smoking (Public Health) Ordinance authorised venue managers to request any smoking offenders to extinguish the cigarette. If refused, venue managers had the authority to require the offender to give his name and address and to produce proof of identity. The case would then be referred to TACO. TACO would also remind venue managers of their role in handling smoking offenders.

262. The Chairman proposed that TACO should strengthen communication with NWFF.

263. Mr LEUNG Kwok-ho requested TD to provide a written reply in respect of the number of people using monthly ticket passage in the previous half year and the number of early closure of gates because the ferry was fully loaded, so that he could follow up in the future.

(Post-meeting note: TD provided a written reply on 3 June of the current year, and the Secretariat had forwarded the written reply to T&TC Members by email.)

264. Ms Josephine TSANG pointed out that smoking offence was common on ordinary ferries. Although anti-smoking posters were displayed on board to illustrate the consequences of the offence, passengers still lacked self-discipline. In addition, venue managers were authorised under the ordinance only to give advice but not to enforce the law, making them rubber stamps with little effect. She proposed that TACO should conduct more surprise inspections to enhance deterrent effect and alert the passengers to the smoking ban on board.

265. Dr Manny LAM said that TACO would continue to pay attention to smoking offence on ferries of relevant routes and take law enforcement actions. He stressed that apart from relying on TACO to step up law enforcement, venue managers also played an important role. TACO understood that there might be difficulties for venue managers to request offenders to extinguish cigarettes. As such, TACO would provide assistance, including organising training seminars for venue managers to teach them how to effectively advise offenders and to enforce smoking ban, and providing guidelines on enforcement of smoking control legislation.

266. Mr Randy YU noted that TD had enhanced surprise inspection and monitoring of toilet facilities at the piers. However, most piers (including Cheung Chau, Mui Wo and Peng Chau Piers) and Central Piers had become dilapidated. For example, the toilet at the lower floor of Central Pier no. 6 (to Mui Wo) had only one cubicle for use by male and female and the utilisation rate was high. As the representative of TD previously said, if there was problem with the system or sewage pump, odour would be created. He opined that according to existing design standards, there should not be only one toilet cubicle. He hoped that TD would timely conduct renovation of the piers and provide more facilities, including toilets.

267. Ms Josephine TSANG said that since there was only one toilet cubicle shared by male and female at Central Pier no. 6 (to Peng Chau), there had been an incident of a man crashing into the cubicle because the lock was broken while a lady was using

the toilet. The situation was embarrassing. She complained to HKKF staff who refused to handle the complaint. She also indicated that cleansing of toilets on ferries was inadequate, passengers lacked self-discipline when using the toilets, and it would be dangerous to use the toilets when the ferry rocked from side to side. She hoped that TD would be mindful.

268. Ms Florence HO said that at the IDC meeting held in February of the current year, Members proposed the installation of toilet cubicles on the lower floors of Central Pier nos. 4, 5 and 6. TD had conducted site inspection with the Architectural Services Department (ArchSD) and ferry operators in March of the current year to review the feasibility of the proposal of installing more cubicles on the lower floors of Central Pier nos. 4, 5 and 6. As the addition works would involve drainage connection and power supply systems, ArchSD was conducting study and would follow up if the proposal was found to be feasible.

XVIII. Motion on setting up working group on monitoring ferry routes plying between outlying islands and Central
(Paper T&TC 26/2020)

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

270. Mr LEUNG Kwok-ho briefly presented the motion.

271. Mr Randy YU agreed that ferry services should be monitored. However, at the previous meeting, Members agreed that Bus Routes Working Group and T&TC Working Group be appointed under T&TC, and that the issue of ferry services be discussed by T&TC Working Group. He agreed that ferry services should be monitored, and therefore proposed that the monitoring of ferry services and other related issues be discussed at Working Group meeting. He proposed that the motion of Mr LEUNG Kwok-ho be amended as “It was proposed that IDC should establish Ferry Routes Working Group. Its major function was to monitor ferry services, and other duties could be discussed at the first meeting after establishment.” He opined that the amendment could widen the scope of discussion. To respect the original motion, he proposed that discussion should be focused on monitoring ferry services.

272. Mr CHAN Lin-wai opined that islanders of Cheung Chau, Lamma Island, Mui Wo and Peng Chau had different demand of ferry services, and therefore they had different views on monitoring ferry services. He said that he did not understand the need of islanders of Cheung Chau, Mui Wo and Peng Chau, but he clearly knew the demand of Lamma Island residents for ferry services. Islanders were mostly students, parents and commuters who were most concerned about the type of vessels used and the schedule of ferries. There were also many shop owners who transported goods by ferries, and deceased islanders were also delivered back to the island for burial by ferries. As demands for ferry services varied among islanders of various islands, if a Working Group was established to monitor the service of ferry operators according to a single set of standards, he was worried that the service level

might not suit the needs of Lamma Island and other islands but would be restricted by the standards. As such, he did not agree to the motion. He pointed out that in the past, discussions on ferry services were conducted effectively at meetings. When the Government, TD and ferry operators made adjustment to existing ferry services, stakeholders were consulted through the relevant Rural Committees (RC) and DC Members of the constituencies concerned. Representatives of RCs would then reflect to the Government the results of consultation. As islanders of various islands had different demands for ferry services, he did not agree to monitor ferry services in a bundled manner.

273. Ms Josephine TSANG opined that as a number of working groups had been set up under IDC and the Committees, Members might not have time to participate. As such, she agreed that the monitoring of ferry routes be discussed by T&TC Working Group and proposed that relevant questions be raised at the first Working Group meeting.

274. Mr HO Chun-fai also agreed that relevant matters be discussed by T&TC Working Group. He proposed that focused discussions be conducted and matter on ferry services be handled according to the needs of islanders on various islands. For example, Members might raise at the meeting opinions on the arrangements of ferry services plying between Lamma Island and the urban area, and conduct discussions on monitoring of ferry routes plying between Cheung Chau and the urban area. He hoped that the arrangement could assist the focused discussions on individual ferry routes and centralise the handling of matters after reaching a consensus, so as to avoid monitoring ferry services in a bundled manner.

275. The Chairman said that matters related to appointment of working groups was discussed at the previous T&TC meeting. Members said that if too many working groups were set up, Members might not be able to attend every working group meeting due to their busy schedule. As such, he proposed at the meeting that matters including Yat Tung Street planning works, regulation of village vehicles and ferry services be discussed by T&TC Working Group without establishing another working group (such as Bus Routes Working Group), so as to avoid the need of arranging extra meetings. He opined that some important matters should be discussed in a focused manner by T&TC Working Group to give play to its function and avoid the difficulties in allocation of manpower and time. He asked Members to consider the proposal. The amended motion raised by Mr Randy YU and other questions had to be handled according to procedures. As the motion was moved by Mr LEUNG Kwok-ho, he asked Mr LEUNG to consider the proposal he previously raised and gave his views.

276. Mr LEUNG Kwok-ho said that as there was not much information about working group and he could not find any discussion papers about standing working groups, he was confused. He enquired, if a standing working group was appointed without arranging additional meetings, whether the matter be discussed at the Committee meeting or there were other arrangements.

277. The Chairman said that matters related to planning works of Yat Tung Street

might be discussed in depth and in a focused manner at meeting of T&TC Working Group, and after the discussion, Members might discuss ferry services at the meeting. However, discussion at Working Group meeting would not involve too many questions but focus on certain individual topics.

278. Mr LEUNG Kwok-ho said that he understood what the Chairman had said and agreed that monitoring of ferry routes plying between outlying islands and Central be discussed by T&TC Working Group. He said that he understood the difficulties mentioned by Mr CHAN Lin-wai previously and that since the ferry routes and journeys of the outlying islands were different, outlying islands ferry routes should not be monitored in a bundled manner. He proposed that Members should discuss the situation of various islands at the Working Group meetings. He also hoped that collaboration with Cheung Chau RC could be enhanced to provide the residents with more information of ferry services.

279. Mr Randy YU agreed with the Chairman's proposal that ferry services should be discussed by T&TC Working Group. He said that it was appropriate to discuss monitoring of ferries or ferry services at Working Group meeting and that the establishment of Bus Routes Working Group was a successful example. He said that discussion of the Bus Route Planning Programme 2020-2021 for Islands District at the T&TC meeting would lengthen the meeting time to a great extent. As the issue had been discussed at Bus Routes Working Group meeting for around three to four hours, it took only around ten minutes to make a report at this meeting. He reiterated that detailed discussions on ferry services should be conducted as appropriate. He once again proposed that the motion be amended as "The standing Working Group under T&TC of Islands District should be conferred the monitoring function to monitor the outlying islands ferry services" and asked Mr LEUNG Kwok-ho to consider it.

280. The Chairman said that according to the IDC Standing Orders, Mr LEUNG Kwok-ho who moved the motion had the right to choose whether the motion be withdrawn, discussion on monitoring of ferry routes plying between outlying islands and Central be conducted by T&TC Working Group, or the motion amended by Mr Randy YU be put to a vote.

281. Mr LEUNG Kwok-ho said that due to the overlapping of functions of working groups, he chose not to vote on the amended motion. He enquired whether the motion could be withdrawn.

282. The Chairman said that the minutes of T&TC meeting of 23 March 2020 stated that "the Chairman reiterated that according to the IDC Standing Orders, the number of 'standing working groups' appointed under each 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.” As such, Members agreed at the previous meeting that matters of ferry services be discussed by T&TC Working Group. He said that according to the IDC Standing Orders, a motion could be withdrawn if such proposed by the mover and all Members present agreed unanimously.

283. Mr Randy YU said that as far as he understood, if the mover wanted to withdraw the motion, he should propose before the meeting.

284. Mr Thomas LI said that according to the IDC Standing Orders, there were two ways of withdrawing a motion, including the mover proposing withdrawal of the motion before the meeting, and the mover proposing withdrawal of the motion at the meeting and all Members present agreed unanimously (excluding abstentions).

285. The Chairman asked Mr LEUNG Kwok-ho to decide whether to withdraw the motion.

286. Mr LEUNG Kwok-ho proposed withdrawal of the motion on setting up working group on monitoring ferry routes plying between outlying islands and Central.

287. The Chairman asked Members to vote on withdrawal of the motion by a show of hands.

288. Members unanimously agreed that the motion be withdrawn.

289. The Chairman concluded that matters of ferry services would be discussed at T&TC Working Group meetings.

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

290. The Chairman said that the report by working group was tabled at the meeting for Members’ perusal.

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

XX. Any Other Business
Highways Department’s Minor Traffic Improvement Projects and Works Schedules

292. The Chairman welcomed Ms POON Nga-man, Amy, District Engineer/General(2)A and Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to give response. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early May of the current year. The paper was tabled at the meeting and Members were welcome to raise questions and views.

293. Members noted the paper.

294. Ms WONG Chau-ping said that she had no opinions about the Schedules. She just then received the news that at around 5:00 p.m. today a traffic accident occurred on Tung Chung Road near Mun Tung Estate car park, resulting in the railings at the location seriously damaged and traffic of both directions of Tung Chung Road paralysed. She hoped to take this opportunity to discuss with representatives of TD the issue of vehicle speed on Tung Chung Road. She pointed out that most of the accidents at the section of Tung Chung Road from Yu Tai Court to Shek Lau Po Tsuen occurred because of speeding, and there were many residences on Tung Chung Road, she hoped that TD would install Speed Enforcement Camera (commonly known as “pigeon cage”) on Tung Chung Road as soon as possible to monitor vehicle speed and reduce accidents. She enquired if serious accidents occurred on Tung Chung Road and casualties were resulted, which department should be held responsible. She had looked into the records and found that in 2019, a number of accidents occurred on Tung Chung Road because of speeding. She enquired how TD monitored and restricted vehicle speed and urge the department to deal with the issue seriously in order to reduce traffic accidents on Tung Chung Road.

295. The Chairman said that in the previous term of IDC, he had raised the issue of speed of vehicles on Tung Chung Road and conducted site inspections twice. However, TD, HyD and PlanD all ignored Members’ views. He proposed that Ms WONG Chau-ping should raise the question on speed of vehicles on Tung Chung Road at the following T&TC meeting to request the departments concerned to follow up.

296. Ms WONG Chau-ping queried relevant departments for not listening to Members’ views and proactively explore feasible solutions to resolve the issue of speeding on Tung Chung Road which caused accidents. She criticised relevant departments and enquired whether they would only take follow-up action after accidents involving casualties occurred. She pointed out that there was no speed detecting facilities along the entire Tung Chung Road and thus the speed of vehicles could not be monitored.

XXI. Date of next meeting

297. There being no other business, the meeting was adjourned at 6:30 p.m. The next meeting would be held at 10:30 a.m. on 20 July 2020 (Monday).

- End -