

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 19 September 2022 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping

Vice-Chairman

Mr HO Siu-kei (Arrived at around 2:10 p.m., left at around 4:55 p.m.)

Members

Mr YU Hon-kwan, Randy, MH, JP (Left at around 2:30 p.m.)

Mr WONG Man-hon, MH (Left at around 4:55 p.m.)

Mr CHOW Yuk-tong, SBS, MH

Mr CHAN Lin-wai, MH

Mr HO Chun-fai

Mr KWOK Ping, Eric

Mr FONG Lung-fei

Ms LAU Shun-ting

Attendance by Invitation

Mr CHIU Mau-fat, Arthur	Engineering Specialist (Pier), Pier Improvement Unit, Civil Engineering and Development Department
Mr FU Kit-keung, Tim	Project Coordinator/Projects 4B, Pier Improvement Unit, Civil Engineering and Development Department
Mr LAM Sung-ho, Daniel	Post Commander, Lamma and Peng Chau Police Posts, Cheung Chau Division, Hong Kong Police Force
Mr Barry WONG	Project Manager, Ove Arup & Partners Hong Kong Limited
Ms Flora CHAN	Project Coordinator, Ove Arup & Partners Hong Kong Limited
Ms Emily CHEUNG	Project Public Relations Officer, Ove Arup & Partners Hong Kong Limited
Mr Brian NG	Manager (Planning), Citybus Limited/New World First Bus Services Limited
Ms Penny CHUNG	Assistant Corporate Communications Manager, Citybus Limited/New World First Bus Services Limited

Mr Stephen WAN
Ms Elaine TSANG

Manager, Operations, Long Win Bus Company Limited
Assistant Manager, Public Affairs,
Long Win Bus Company Limited

In Attendance

Mr LI Ho, Thomas
Mr CHAN Chak-chung
Ms HO Chung-yin
Mr WONG Yui-him, Tim
Ms HUI Shuk-yee
Ms LEUNG Ka-man, Eunice
Ms FUNG Sin-yee, Mini
Ms WONG Wing-ying, Chloe

Assistant District Officer (Islands)1, Islands District Office
Senior Inspector of Works, Islands District Office
Engineer/Islands (3), Highways Department
Engineer/Islands 1, Transport Department
Engineer/Islands 2, Transport Department
Senior Transport Officer/Islands 1, Transport Department
Senior Transport Officer/Islands 2, Transport Department
Engineer/22 (Lantau),
Civil Engineering and Development Department
District Operations Officer (Lantau District),
Hong Kong Police Force
Assistant District Operations Officer (Lantau District),
Hong Kong Police Force
Manager, District Relations,
New Lantau Bus Company (1973) Limited
Senior Corporate Communications Manager,
Sun Ferry Services Company Limited
General Manager, Hong Kong and Kowloon Ferry Limited

Mr LUE Yat-fung

Mr IP Ngai-chung

Mr HO Lee-yip

Ms Anthea CHAU

Ms LAM Wai-ling

Secretary

Ms CHAN Hoi-ching, Mandy

Executive Officer (District Council)3,
Islands District Office

Absent with Apology

Mr WONG Hon-kuen, Ken

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**Welcoming remarks**

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting and introduced Mr LUE Yat-fung, District Operations Officer (Lantau District) of the Hong Kong Police Force (HKPF) who succeeded Mr HO Ngai-king.

2. Members noted that Mr Ken WONG was unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 18 July 2022

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

4. Members voted by a show of hands. The minutes were endorsed unanimously.

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

II. Improvement Works at Sok Kwu Wan Pier No. 2, Peng Chau Public Pier, Sai Wan Jetty and Man Kok Tsui Pier  
(Paper T&TC 22/2022)

5. The Chairman welcomed Mr CHIU Mau-fat, Arthur, Engineering Specialist (Pier) and Mr FU Kit-keung, Tim, Project Coordinator/Projects 4B of the Pier Improvement Unit under the Civil Engineering and Development Department (CEDD), Mr Barry WONG, Project Manager, Ms Flora CHAN, Project Coordinator and Ms Emily CHEUNG, Project Public Relations Officer of Ove Arup & Partners Hong Kong Limited to the meeting to present the paper.

6. Mr Arthur CHIU briefly presented the paper.

7. Mr Barry WONG briefly presented the paper with the aid of PowerPoint presentation.

8. Mr CHOW Yuk-tong was concerned about the improvement works at Sok Kwu Wan Pier No. 2. He learnt from the meeting between the Project Team and the local community that there would be a floating platform in the extension of the pier. As there was a fish culture zone nearby, the local community was worried that the extended pier might have safety issues. Moreover, he opined that the improved pier should be provided with a canopy to avoid an unpleasant appearance. He hoped that the Project Team could further explain the details of the works to allay Members' concerns. He also suggested that the Project Team would communicate more with the local community to reach a consensus before commencing the works.

9. Mr Eric KWOK said he supported the pier improvement works in principle. Regarding the Man Kok Tsui Pier, according to the documents provided by Save Lantau Alliance and Living Islands Movement, the land of Man Kok Tsui Village was owned by Frontrich Investments Limited. Illustrated with photos and texts, the document from Living Islands Movement even showed that the main road leading to the village had been enclosed in the last 18 months, with a sign reading

“Private Land No Unauthorised Access”. In addition, the white notice board on the left of the photo also indicated that the land of Man Kok Tsui Village was owned by Frontrich Investments Limited. He asked why the documents submitted by CEDD did not contain such important information of public interest. He also queried whether there was any conflict of interest in carrying out the improvement works at Man Kok Tsui Pier at public expense and requested a clear explanation from CEDD. In addition, he would like to know whether CEDD had consulted the Lands Department or other government departments about the land title beforehand and, if not, why not, and if so, why CEDD had not provided Members with the information for reference. Given the severity of the situation, he would oppose the improvement works at Man Kok Tsui Pier if the questions were not clarified.

10. Mr WONG Man-hon said Man Kok Tsui Pier was built by the villagers on their own initiatives in the 1960s to 1970s. Due to the effect of sedimentation and sea level rise, the water depth at the pier was found insufficient for vessel berthing during low tide, causing inconvenience to residents’ boarding and alighting. Many years ago, a resident passed away at home, but as the helicopter was unable to land and police launches were unable to berth because of low tide, the body could not be transported to the mortuary until the following day when the tide was high enough. The residents had requested for the implementation of pier improvement works at Man Kok Tsui Pier for years. Man Kok Tsui was an indigenous village, but some residents had sold their land due to inconvenient location, so the population had been decreasing. He was glad to see that the Government conducted the feasibility study for pier improvement works at Man Kok Tsui Pier. He said CEDD and the consultant had held a local consultation to collect the views from the residents of Man Kok Tsui Village and gain an understanding of what they really needed. The Project Team came up with the current design, providing protection to vessel berthing at the eastern berth. Regarding the enclosed village road, he said there were many visitors to Man Kok Tsui in recent years during the epidemic. They destroyed villagers’ crops and littered, which aroused strong antipathy of the villagers. Therefore, the residents enclosed their private land to avoid any disturbance by the outsiders. He emphasized that the residents would benefit greatly from the pier improvement works, which would allow them to make use of the pier and return home at any time, without being subject to the constraints of tide levels. He fully supported the works.

11. Ms LAU Shun-ting said the Project Team had held a stakeholder consultation meeting on Sok Kwu Wan Pier No.2 with the local community. Given the large number of fish rafts in Sok Kwu Wan and close proximity of the proposed floating platform to the fish culture zone, some fishermen were very worried that the floating platform might cause safety issues during typhoons or strong waves. The livelihood of the fishermen rested on the fish rafts, so she hoped that the Project Team could allay their concerns. In addition, she indicated that it would be of essence to provide a canopy on pier extension to facilitate passengers’ boarding and alighting.

12. Mr HO Siu-kei said the geographical environment of Man Kok Tsui Pier was very similar to that of Yi O Pier. The Government’s proposal of improving remote public piers was to provide convenience to local residents and meet the needs

of the public to visit the countryside. He said the stakeholders strongly supported the improvement works at Yi O Pier. Apart from facilitating their access, it would enable police launches to provide assistance to residents or hikers in case of emergency when helicopters could not land. It could take almost an hour for emergency medical services to reach remote areas otherwise. He therefore deemed it necessary to carry out improvement works for remote public piers.

13. Mr HO Chun-fai said a Man Kok Tsui villager aged over 70 had told him that he would walk from Silver Mine Bay to Man Kok Tsui with his family members, elderly and young every spring and autumn ancestral worship. Despite the commitment to promoting tourism, the Government had not taken any active steps to improve the facilities of Man Kok Tsui Pier. Moreover, given the large number of visitors to the area, the current situation was undesirable. He had reservations about the views of the environmental groups and opined that the decision of whether to carry out the pier improvement works should not be solely based on the number of residents. The population of Man Kok Tsui was sparse because the location was inconvenient. Also, when there were strong wind and waves or when it was foggy, the poor pier facilities would affect the berthing of vessels and the return of residents. Therefore, the residents had no choice but to move away. He said many of the visitors to Mui Wo would like to visit Man Kok Tsui, so improvement to the pier would undoubtedly meet the needs of different people. In addition, there was an incident that the cargo and supplies delivered by a construction company fell into the sea due to strong waves in the course of transportation to the shore. Even on the days with calm weather, the delivery of supplies was still affected because the vessels could not berth due to low tide level. He hoped that a balance could be achieved among all parties for the implementation of the pier improvement works.

14. Mr CHAN Lin-wai disagreed with Mr Eric KWOK's views. He said there were many villages in Man Kok Tsui. The villagers had settled there before the pier was built, and the pier was later built by them on their own initiative. He said the pier improvement works aimed to provide convenience to all residents living in remote areas, not any specific social group. The Island District Council (IDC) should therefore seize the opportunity and support the proposed works.

15. Mr Arthur CHIU said he was aware that some of the lots near Man Kok Tsui Pier were privately owned. CEDD had consulted the local residents and some IDC members. As residents' access was inconvenient, it was necessary to carry out the pier improvement works. In order to strike a balance, CEDD requested their consultant to review and minimise the scale of the proposed works with a view to providing necessary improvement for adequate use of public funds. As for Sok Kwu Wan Pier No. 2, CEDD understood that the fishermen were concerned about the potential problems arising from the use of floating platform during typhoons. In that connection, the Project Team had re-examined the structural safety of the floating platform. In case that the fishermen still had concerns, the Project Team could conduct a further review or consider adopting multiple landing platforms design with access ramp connection, similar to the design of improvement works for Peng Chau Public Pier. However, a further discussion with the ferry operator would be required

as the operator had indicated their preference of using floating platform as barrier-free facility. Furthermore, CEDD would also consider providing a canopy for pier extension.

16. Mr Eric KWOK indicated that he did not oppose the improvement works at Man Kok Tsui Pier, but there might be a conflict of interest. He hoped that CEDD could clarify whether all of the land in Man Kok Tsui Village, as pointed out by the documents of the two mentioned groups, was privately owned by Frontrich Investments Limited and whether villagers and other members of the public would be able to use the pier in future. Illustrated with photos and texts, the Living Islands Movement's document pointed out that the main access leading to the village had been enclosed in the last 18 months. The white notice board in the photo also indicated that the land of Man Kok Tsui Village was owned by Frontrich Investments Limited. He therefore asked CEDD to explain clearly, if the lots concerned were privately owned, whether the landlords would open an access for public use and guarantee not to enclose the land in future, so as to resolve the conflict of interest. Finally, he queried again why CEDD had not provided the background information to Members when submitting the paper. He also had reservations about using public money for improvement works on private land.

17. The Chairman asked the guests to explain further the feasibility of installing a canopy on the floating platform of Sok Kwu Wan Pier No. 2 and provide more information on the safety of the floating platform.

18. Mr Barry WONG said given that the floating platform was six to seven metres wide, it was not recommended to install a canopy on it from the perspectives of overall stability and safety. For this reason, the preliminary design would include a canopy over the passenger waiting area in the pier extension. With respect to the safety of the floating platform, while the floating platforms used in Hong Kong were mainly held in position by chains and anchors, resulting in larger movements, the proposed floating platform at Sok Kwu Wan Pier No. 2 would be fixed in position by at least four guide piles. Resistance to strong wind had also been taken into consideration in the design, so Members could rest assured that the floating platform design would be structurally adequate and safe. Besides, the Project Team would examine whether there was room for increasing design safety factor.

19. The Chairman asked the guests to give a response on the possible conflict of interest in the improvement works at Man Kok Tsui Pier.

20. Mr Arthur CHIU said that when consulted, the villagers of Man Kok Tsui indicated that the land where they lived was government land, not private land. He reiterated that the purpose of the works was to improve accessibility by marine route in remote areas. Therefore, improvement works at Man Kok Tsui Pier was considered necessary.

21. Mr Eric KWOK said according to the documents of the Living Islands Movement, the staff of CLP Power Hong Kong Limited and Water Supplies

Department could not gain access to the area to carry out their works. He asked whether CEDD would require the concerned landlords to open the enclosed access for the public to access the beach and other places. He queried how CEDD could improve pier facilities for the benefit of villagers, the public and visitors when the people would not be allowed to use the access.

22. Mr Arthur CHIU noted Members' views and would follow up on the matter.

23. The Chairman hoped that CEDD could find out whether the enclosed access was the main way to the nearby attractions. She learnt from the guests' responses that CEDD had carried out local consultation before the meeting to understand residents' needs. She said although the piers in Islands District had undergone repair and maintenance, some of them were built half a century ago. She therefore would like to enquire about the materials and the durability of the floating platform and whether the works would affect daily operation of the pier.

24. Mr Barry WONG said design life of floating platform was expected to be 20 to 25 years. It would mainly be made of cast iron/steel and treated with anti-rust paint and/or other suitable protective materials for longer lifespan. Besides, CEDD would carry out regular inspections and/or repairs to ensure that the floating platform would be serviceable during its design life. The proposed improvement works would mainly involve pier extension, so the contractor would be required not to affect the use of the existing pier during construction. If necessary, the contractor would establish temporary mooring and berthing facilities for vessels.

25. Mr CHOW Yuk-tong hoped that the Project Team would state clearly whether a canopy would be provided for Sok Kwu Wan Pier No. 2, emphasizing that the residents would not accept a pier without a canopy. He also reminded the Project Team that they had to understand clearly residents' views before commencing the works. As for the floating platform, he asked CEDD to ensure its safety so as to alleviate the worries/concerns from the fishermen.

26. Mr WONG Man-hon reiterated that the local community supported the improvement works at Man Kok Tsui Pier. Regarding the enclosed village road, he said many people visited the countryside in Man Kok Tsui during holidays, picking villagers' crops and littering. The villagers therefore enclosed the private land to avoid misunderstanding with visitors. He said other villages had faced similar situation during the epidemic and the area enclosed was on private land. He clarified that villagers would not stop government departments or public bodies from entering the village to carry out works. As for the improvement to pier facilities, he proposed to have a canopy at pier end for passengers' waiting and sheltering from the sun and the rain.

27. The Chairman asked whether it would be feasible to replace the floating platform with a non-floating pier structure for Sok Kwu Wan Pier No.2. She hoped that CEDD could brief the local community to allay fishermen's worries.

28. Mr Arthur CHIU said CEDD would arrange and further discuss the details with relevant Members and fishermen again. The consultant indicated that the non-floating pier structure design, similar to the one for Peng Chau Public Pier, would alleviate fishermen's concerns. The Project Team would conduct further study/assessment and consult the stakeholders in Sok Kwu Wan again.

29. Ms LAU Shun-ting hoped that CEDD could clarify whether a canopy would be provided for Sok Kwu Wan Pier No.2.

30. Mr Arthur CHIU said there would be no technical difficulties in providing a canopy for the pier if the multiple landing platform design with ramp connection was adopted. However, if a floating platform was used, it would not be recommended to install a canopy on it from the perspectives of overall stability and safety.

31. Mr Barry WONG supplemented that for the improvement works at Sok Kwu Wan Pier No.2, pier extension would be built on a new structure which would have a canopy over the ground surface. He said if a floating platform was eventually adopted in the pier extension, the floating platform would not be provided with a canopy due to safety concerns. If non-floating platform design was adopted, a canopy could be built over the ramp.

32. Members in attendance had no comments on the improvement proposals for Peng Chau Public Pier and Sai Wan Jetty in Cheung Chau.

(Mr HO Siu-kei arrived at around 2:10 p.m.; Mr Randy YU left at around 2:30 p.m.)

### III. Question on the speed of bicycles on the footpaths on Lamma Island (Paper T&TC 23/2022)

33. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the Transport Department (TD) and Mr LAM Sung-ho, Daniel, Post Commander, Lamma and Peng Chau Police Posts, Cheung Chau Division of the HKPF to the meeting to respond to the question.

34. Ms LAU Shun-ting briefly presented the question.

35. Mr Tim WONG responded as follows:

- (a) The TD had always attached great importance to cycling safety. Like other road users, cyclists had to comply with traffic regulations, traffic lights, traffic signs and road markings while having the right to use the roads. The Road Traffic Ordinance (RTO) and its subsidiary legislation contained regulations applicable to cyclists, such as offences relating to cycling recklessly, carelessly or when under the



influence of drink or drugs and the requirements to show a white light at the front of a bicycle and a red light at the rear during the hours of darkness or in poor visibility conditions. Under the RTO, unless provided otherwise, the maximum speed at which a vehicle (including bicycles) might be driven on any road should be 50 km an hour. Although a speed limit was the maximum speed allowed on the road, it did not necessarily mean it was safe to drive at such speed at any moment. Motorists had to always take into account all prevailing conditions to ensure safety.

- (b) With respect to public participation, the TD has been collaborating with the Road Safety Council and the HKPF in launching publicity and education activities to raise the safety awareness of cyclists and other road users. These activities included holding cycling safety press conferences with the HKPF, the Auxiliary Medical Service and the Cycling Association of Hong Kong; updating the Road Users' Code, the "Cycling Safety" booklet and the relevant safe cycling tips in the Cycling Information Centre; producing and broadcasting television and radio commercials on cycling safety; making continuous publicity efforts to disseminate video clips and messages on cycling safety through online information platforms and social media platforms; providing information on cycle tracks (including cycling routes and bicycle parking spaces, etc.) through the TD's mobile application "HKeMobility"; publishing and distributing Road Safety Bulletins on cycling safety and organising Safe Cycling Days, etc. The TD and the HKPF would continue to pay close attention to the traffic conditions on Lamma Island and take necessary measures to maintain road safety where necessary and practicable.

36. Mr Daniel LAM responded as follows:

- (a) Enhancing road safety (including road safety relating to cycling) was one of the Commissioners' Operational Priorities in 2022. The Lamma Police Post of Cheung Chau Division aimed to enhance road safety relating to cycling by undertaking education, publicity and law enforcement on Lamma Island. Apart from carrying out the above three types of work during regular patrols, the Police also took part in multiple road safety operations focusing on cycling safety across the territory during the year, including the law enforcement operations codenamed GOLDENSUN on Lamma Island.
- (b) Regarding law enforcement, the Police had issued a number of tickets to cyclist offenders this year. After several years of effort, the number of cycling accidents involving personal injuries on Lamma Island had decreased slightly, with five cases in 2019, eleven in 2020, nine in 2021 and four in 2022 up to September. The Police would continue to adopt the "3E" strategy, namely raising public awareness

through Engagement, carrying out active and strict Enforcement and undertaking Engineering for road design improvement with other departments through multi-agency and multi-disciplinary partnership, in order to reduce traffic accidents.

37. Mr HO Chun-fai said other islands besides Lamma Island also faced the same situation. He opined that traffic accidents happened on slopes and bends easily because most cyclists ignored the speed limits. Considering the limited effect of monitoring, the TD should focus on road sections requiring vehicles to slow down and raise cyclists' alertness to danger. He suggested that the TD erect clear signs on slopes and bends or install plastic collapsible bollards at suitable places to reduce the risk of injuries sustained from accidental collision.

38. Mr HO Siu-kei was disappointed with the TD's reply. He said the RTO that the TD mentioned was not applicable to rural paths because roads on the islands were only about five to six feet wide and were used by many pedestrians, who would collide with cyclists easily. Although the figures of accidents involving bicycles showed a downtrend, the departments failed to stop accidents from happening completely. He said the departments should put forward practical and effective solutions, such as erecting signs on rural paths or stepping up enforcement, so as to enhance cycling safety on the islands.

39. Mr CHAN Lin-wai was disappointed with the TD's reply. He said he had raised with the departments many times that there were always accidents involving bicycles and village vehicles on the islands. However, the TD had not come up with any practical solutions, such as providing yellow box road markings or erecting "Slow" signs at traffic accident blackspots and installing CCTV cameras to record traffic accidents and raise the alertness of road users. He hoped that the TD would consider his views seriously.

40. Mr Tim WONG said considering the circumstances of the rural roads on Lamma Island, the TD, together with the relevant departments, would review the feasibility of providing signs or road markings on the road sections where necessary.

41. Mr Daniel LAM said the Police would continue to adopt the "3E" strategy and step up efforts in law enforcement, publicity and education. On the enforcement front, the Police was aware that downhill slopes, narrow roads and bends were of high risk and would identify such road sections by analysing past cases and step up enforcement.

42. The Chairman said the relevant departments should consider erecting speed limit signs on road sections where accidents occurred frequently and step up enforcement at traffic accident black spots. Besides, it was noteworthy that as bicycle was the only mode of transport on some islands and the population density on the islands was high, accidents would happen easily. She hoped that the departments would do their best to enhance cycling safety and prevent accidents.

IV. Question on renovation of the shelter of Mui Wo Market bus stop and the overheating of the bus water tank  
(Paper T&TC 24/2022)

43. The Chairman welcomed Ms FUNG Sin-yee, Mini, Senior Transport Officer/Islands 2 of the TD and Mr HO Lee-yip, Manager, District Relations of New Lantau Bus Company (1973) Limited (NLB) to the meeting to respond to the question.

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

45. Mr HO Lee-yip said NLB was sorry that the works of the bus stop shelter had been shelved due to the epidemic. NLB had discussed the works details with the contractor in early September this year and would get in touch with Members to confirm the design of the shelter later. After confirming the works schedule with the contractor, NLB would report the progress of the works to Members in due course. Besides, NLB had managed to improve the cooling system of the first double-decker bus on 3 August this year after conducting a study with Alexander Dennis Limited (ADL), the double-decker bus manufacturer, who had also promised to replace the water tanks and cooling fans of another two buses in November this year. The improvement works of all 14 double-decker buses were expected to complete before the summer break of 2023.

46. Ms Mini FUNG said the TD had been encouraging franchised bus companies to improve their waiting facilities proactively if their financial positions allowed, so as to provide quality service for passengers. With respect to the renovation of the shelter of Mui Wo Market bus stop, the TD knew that NLB was discussing the works details with the contractor and would submit a formal application to the TD. After receiving the application, the TD would process it in accordance with the established procedures. Regarding the overheating of water tanks of double-decker buses, the TD learnt that NLB had followed up the matter with the bus manufacturer and planned to replace the water tanks for the buses. The preliminary testing results of the new water tanks were satisfactory. The TD would urge NLB to complete the improvement works as soon as possible.

47. Mr Eric KWOK agreed with Mr WONG Man-hon's views, saying that NLB's service was disappointing. He opined that the TD did not monitor NLB's service quality properly. He pointed out that the shelter of Mui Wo Market bus stop was dilapidated, just like the shelter of the bus stop off the North Lantau Hospital. As NLB kept procrastinating, eventually the works had to be finished by Long Win Bus Company Limited (Long Win). Apart from urging NLB to speed up the shelter works, the TD should also make sure that bus information display panels were installed at the bus stop to provide real-time arrival information for passengers. When the IDC agreed to NLB's deployment of double-decker buses on the steep sections between Tung Chung Road and Mui Wo, the bus company pledged to ensure that its service quality would meet the required level and guarantee the safety of the

double-decker buses. However, as it turned out, overheating of water tanks had occurred, which was unacceptable. He had witnessed twice NLB's double-decker buses having mechanical failure when going uphill, which was dangerous. The TD was duty-bound to monitor the management of bus companies and the maintenance and repair of their vehicles. The TD should not just accept their perfunctory responses.

48. Mr WONG Man-hon expressed his views as follows:

- (a) On 27 September 2019, NLB stated that the works of the shelter of Mui Wo Market bus stop would be completed by the end of 2019. Later, NLB informed the IDC that the scheduled works had to be postponed due to the epidemic and financial difficulties. Since then, three years had passed. He criticised the bus company for using delaying tactics over the years and failing to address the requests of the locals and serve the interest of the residents. NLB had submitted the design plan of the bus stop shelter to the TD years ago and told him that the shelter would be around nine metres long. He requested the TD to review the files to confirm whether NLB had submitted its application. NLB had pledged to serve Lantau Island in the past, but unfortunately its service quality had been deteriorating. He agreed with Mr Eric KWOK's suggestion, saying that while most of the bus stops in Tung Chung New Town were equipped with bus information display panels, but the progress of installing the panels at the bus stops on Lantau Island was slow. The bus company should therefore install bus information display panels as well when carrying out shelter works for the bus stop. He reiterated that given the high utilisation rate of Mui Wo Market bus stop and the limited protection from rain provided by the existing narrow shelter, the renovation works for the shelter was necessary.
- (b) During Mid-autumn Festival, many members of the public phoned in to complain that it took them an hour and a half to travel from Tung Chung to Mui Wo by bus, with no air-conditioning provided. Considering that NLB's bus fare on holidays were higher than that on weekdays, he hoped that NLB, as a conscientious company, could improve its service quality to meet public needs.

49. Mr HO Siu-kei said Tai O residents had also mentioned that bus journeys from Mui Wo to Tung Chung often took almost an hour and the buses were much too slow when going uphill at Pak Kung Au. He said the batch of double-decker buses concerned, despite having been in service for only two to three years, already had problems like water tank overheating and breakdowns. The TD was duty-bound to monitor the issue. Besides, residents also said there would be water leakage on the single-deck buses serving Tai O on rainy days and the air-conditioning system would malfunction suddenly during the journey. He hoped that the bus company would understand the plight of passengers and provide better service.

50. Mr HO Chun-fai said NLB should arrange representatives from the management to attend the meeting to allay Members' concerns. He hoped that the TD could pressure the bus company to honour its pledge as soon as possible. Villagers understood that the epidemic had dealt a blow to the bus company, but NLB should not simply respond with delaying tactics when facing issues affecting residents' daily life, such as sectional fare and the renovation of bus stop shelters.

51. The Chairman expressed her views as follows:

- (a) NLB planned to replace the water tanks of two buses in November this year, and improvement works would be carried out for the rest of the double-decker buses gradually. As the double-decker buses would pass through a number of uphill and downhill bends on the way from Tung Chung to South Lantau and Mui Wo, she asked how NLB would ensure that the buses were safe and could go uphill and downhill without any problems before the overheating of water tanks was completely solved. In addition, she asked when NLB would complete the improvement works for the rest of the buses and stressed that she took bus safety very seriously.
- (b) Regarding the TD's remark about encouraging bus companies to renovate bus stop facilities when their financial positions allowed, she asked whether it meant that the shelter of Mui Wo Market bus stop would not be renovated as long as NLB's financial position remained unsatisfactory. In this connection, she wished to know the cost for renovating the bus stop shelter.
- (c) NLB indicated to the local community on 27 September 2019 that the renovation works of the shelter had to be postponed due to the epidemic and financial difficulties. Since then, three years had passed. With the economy gradually recovering, the bus company should not continue to use the epidemic and its financial position as excuses to delay the works again. The bus company should deal with the problem proactively.
- (d) She proposed submitting the issue to the Traffic and Transport Committee (T&TC) Working Group for follow-up. As the problem did not only involve people's daily life but also bus safety, representatives from NLB's management should be invited to attend the meeting to listen to Members' views directly.

52. Ms Mini FUNG noted Members' views on the operation of double-decker buses and hoped that NLB could make improvements as soon as possible. The TD had advised NLB to deploy single-deck buses to maintain the service of route 3M during the replacement of the water tanks. The TD would raise concerns about the service quality of route 3M during Mid-Autumn Festival with the bus company's

management later. She said the bus company would provide special departures to cope with passenger demand aside from maintaining the existing service frequency. As for the renovation of the bus stop shelter, the TD would follow up with NLB actively in an effort to provide the works schedule to Members as early as possible.

(Post-meeting note: The TD had received NLB's formal application for the renovation of the shelter of Mui Wo Market bus stop on 28 September 2022. The consultation work had commenced in early October 2022.)

53. Mr HO Lee-yip said the works of the bus stop shelter were anticipated to complete in the second quarter of 2023. He clarified that buses that stopped at the side of the road were waiting for the water tank to cool down slightly before continuing the journey, but not because of a breakdown. As the replacement parts for the water tanks had to be shipped from overseas by ADL, NLB would maintain close communication with the manufacturer in order to replace all the water tanks as soon as possible. According to the information provided by ADL, the improvement works for all the double-decker buses were expected to complete before the summer break of 2023. By way of a solution, the bus company would also consider using singled-deck buses to transport passengers.

54. Mr WONG Man-hon said it was extremely unreasonable that the journey time between Tung Chung and Mui Wo would take an hour and a half, especially on holidays when people were already paying the higher holiday fare. Those people should be entitled to better service. He said the problem could not be solved by simply providing more departures. He hoped that there would be improvement in the future. The water tanks of NLB's buses had overheating issues as early as two years ago. He hoped that the bus company could replace the problematic vehicle types, otherwise people from the urban area and tourists would be scared off. Regarding the bus stop shelter, he reiterated that NLB had submitted the design plan to the TD years ago and asked the TD to review the files. He hoped that the TD and the bus company could work harder to make improvements on daily-life issues.

55. Mr Eric KWOK agreed to submit the issue to the T&TC Working Group for follow-up. The TD and the bus company should also install bus information display panels at bus stops to provide information for passengers. He said the overheating of water tanks during travelling meant the buses had faulty parts. He hoped the bus company would not evade the problem but find a solution proactively to prevent serious accidents from happening.

56. The Chairman expressed her views as follows:

- (a) As the overheating of water tanks involved safety issues and the shelter works of Mui Wo Market bus stop had still not been implemented since 2019, she asked the Secretariat and the TD to write to NLB's management with respect to Members' views and questions. She hoped that the bus company would give a written reply on when the shelter works would be completed. She also

asked the NLB representative in attendance to relay Members' views to the company.

- (b) She asked Members to vote on whether to submit the issue to the T&TC Working Group for follow-up and said she hoped NLB would arrange representatives from the management to attend the meeting.

57. Members voted with a show of hands. The result was eight votes in favour, 0 against and 0 abstention. The proposal was endorsed.

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

(Post-meeting note: The Secretariat had written to NLB on 13 October this year and would convene a T&TC Working Group meeting on 9 November.)

V. Question on the maintenance works for the shelter of the taxi stand near the Mui Wo Market  
(Paper T&TC 25/2022)

58. The Chairman welcomed Ms HO Chung-yin, Engineer/Islands (3) of the Highways Department (HyD) to the meeting to respond to the question.

59. Mr WONG Man-hon briefly presented the question and added that the HyD had completed the maintenance works for the shelter before the meeting.

60. Ms HO Chung-yin briefly presented the HyD's written reply.

61. The Chairman said there were many popular tourist attractions on Lantau Island, so the image of the place was very important. She hoped that the relevant departments could pay attention to the dilapidation of public facilities.

62. Mr HO Chun-fai said local issues often involved several government departments. He hoped that the departments could strengthen their cooperation to solve problems more effectively.

63. Mr Eric KWOK commended the HyD for its work.

64. The Chairman said she appreciated that the Islands District Office (IsDO) always managed to assist in coordination and referral of cases in a timely manner when there were no avenues for Members to lodge their complaints.

VI. Question on the deployment of additional buses to pick up passengers at Pui O upon

cancellation of Typhoon Warning Signal No. 8  
(Paper T&TC 31/2022)

65. The Chairman welcomed Ms FUNG Sin-yee, Mini, Senior Transport Officer/Islands 2 of the TD and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question.

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

67. Ms Mini FUNG expressed her understanding of the concerns of Members and residents. With respect to the bus service arrangements under inclement weather conditions, the TD had requested that NLB, after the cancellation of the Typhoon Warning Signal, resume its service as soon as possible under safe conditions and arrange departures originating from en-route stops flexibly according to the change in patronage to meet passenger demand.

68. Mr HO Lee-yip said bus trips had been slightly delayed that day because bus captains had to be deployed from Tung Chung to South Lantau. NLB would deploy additional manpower as early as possible after the cancellation of the Typhoon Warning Signal in the future to take passengers from Pui O to Tung Chung by section.

69. Mr Eric KWOK expressed his support for the proposal.

70. Mr WONG Man-hon said bus service information after the cancellation of the Typhoon Warning Signal was very important to residents going to work or school. He said the bus company used to maintain close communication with the local community and disseminate different bus information regularly in the past, but in recent years, it only published information selectively. He expected the bus company to disseminate information to residents promptly and to ensure that the information was accurate and comprehensive, so as to serve the residents of Lantau Island.

71. Mr HO Chun-fai said residents had raised with him that the latest transport arrangements were not announced on television and radio after the Hong Kong Observatory replaced the Typhoon Warning Signal No.8 with Strong Wind Signal No.3. Besides, according to past experience, after the cancellation of Typhoon Warning Signal No. 8, buses departing from Mui Wo had already be packed with passengers by the time they reached the villages on South Lantau Road. He therefore hoped that the bus company could adjust its services promptly and arrange drivers to take passengers directly from Pui O and Shui Hau to Tung Chung by section in the future to facilitate them in going to work and school, so as to resolve their grievances.

72. Mr HO Lee-yip said NLB would send more buses to pick up passengers in Shui Hau, Tong Fuk and Pui O.

73. The Chairman asked the Secretariat to write to NLB to request the early



dissemination of accurate bus information after the cancellation of Typhoon Warning Signal No.8. As NLB's buses were the only transport option South Lantau residents had for going to the urban area, the publication of accurate and comprehensive information was crucial. She also asked the NLB representative in attendance to relay Members' view to the company.

(Post-meeting note: The Secretariat had written to NLB on 13 October this year.)

VII. Question on traffic congestion due to the parking spaces designated on a traffic lane of Yu Tung Road  
(Paper T&TC 26/2022)

74. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Ms WONG Wing-ying, Chloe, Engineer/22 (Lantau) of the CEDD to the meeting to respond to the question. The written replies of the TD and the CEDD had been distributed to Members for perusal before the meeting.

75. Mr Eric KWOK briefly presented the question.

76. Ms HUI Shuk-yee briefly presented the TD's written reply.

77. Ms Chloe WONG briefly presented the CEDD's written reply.

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

- (a) Since July this year, many works had been underway in the area of Yat Tung Estate and Tung Chung West. Yu Tung Road, being the main road connecting Tung Chung West and South Lantau, would become very congested whenever there was a vehicle breakdown or a traffic accident because only one traffic lane would remain open. While he understood that one lane would be enough to cope with the traffic flow during non-peak hours, the TD should reserve extra lanes for diverting the traffic in case of an emergency. He would also like to know the number of traffic accidents happened on Yu Tung Road between July and September this year.
- (b) He pointed out many times that many roads in Tung Chung West had a green area in the middle big enough to accommodate three traffic lanes. Moreover, the trees would often collapse due to lack of proper management, blocking the traffic in both directions. The TD should therefore consider narrowing the planters to allow widening of the traffic lanes. Furthermore, as the TD had not considered the proposal of opening Chui Kwan Drive, Yu Tung Road became very congested every time when there was a traffic accident, even affecting the vehicles heading from South Lantau to the urban area.

- (c) Parked vehicles did not only occupy Yu Tung Road between Chung Yan Road and Mun Tung Estate but also the bus stop off Yung Yat House. He often saw buses picking up and dropping off passengers in the middle of the road because they were unable to pull over at the bus stop, which put passengers in danger and caused inconvenience to wheelchair users. He hoped that the TD could solve the problem.

79. Mr Eric KWOK expressed his views as follows:

- (a) The TD's perfunctory response did not address people's concerns and difficulties in daily life earnestly. He said the focus of his question was on the situation where a traffic accident occurred. The original intention of the dual-lane design of Yu Tung Road was to cope with the demand arising from future development and divert traffic in case of a traffic accident, and yet the TD said the traffic at the road section and the junction concerned was normal and the existing lanes were sufficient to accommodate the traffic flow generated from the developments.
- (b) The TD indicated that around 47 public parking spaces would be provided by the joint-user complex in Area 107, Tung Chung. As far as he knew, it was expected that the project would not be completed until 15 years later. Besides, the TD also missed out how many of the 47 parking spaces would be available for use by big non-franchised buses. He said there were around 60 vehicles parked on Yu Tung Road in both directions. He opined that the departments should be concerned about daily-life issues and should not just make a perfunctory effort.
- (c) Yu Tung Road near Yung Yat House and Fuk Yat House was parked fully with coaches with their engines running during the day and the night. He had written to the Environmental Protection Department about the situation, and the department had sent its staff to take enforcement action. However, the problem could not be eradicated when the department would only take action after receiving a complaint. He hoped that the representatives of government departments in attendance would relay Members' views to their management and consider seriously converting the planters in the middle of the road into traffic lanes. Lastly, he commended the Police for taking prompt action to remove the vehicles parked at the bus stop outside Yung Yat House.

80. The Chairman said the traffic of Tung Chung Road was already saturated, so the departments should avoid placing further burden on Tung Chung Road when planning for works. She asked the TD to respond on how traffic could be diverted when one lane on Yu Tung Road was fully parked with vehicles and a traffic accident occurred on the other lane.

81. Ms HUI Shuk-yee gave a consolidated response as follows:

- (a) After review, the TD considered the design of Yu Tung Road appropriate. The TD also learnt that the traffic accidents on Yu Tung Road mainly involved driver contributory factors. Generally speaking, in the event of a traffic accident, the Police would attend the scene as early as possible to divert the traffic, ensuring that unimpeded traffic could be restored as soon as possible.
- (b) Regarding the impact of works projects on Yu Tung Road, in general, the works proponent had to make temporary traffic arrangements based on the works projects and assess their impact on the existing roads. If necessary, the relevant departments would implement traffic improvement measures to reduce the works' impact on traffic and ensure road safety and smooth traffic. The temporary traffic arrangements would be considered by the relevant departments. The TD would maintain close communication with those departments and advise them on the traffic management aspect of their improvement proposals.
- (c) Apart from relocating 13 parking spaces to Area 107, the TD would continue to identify suitable sites for temporary parking spaces for coaches and provide public parking spaces for coaches in suitable developments in accordance with the "single site, multiple use" principle. Besides, the TD would communicate the impact of the developments in Area 107 on Tung Chung Road and people's views to the relevant departments.

82. Ms Chloe WONG said the CEDD was actively studying different proposals and views with the relevant departments, including the TD. As the existing parking spaces for coaches on Yu Tung Road were temporary in nature and would be relocated later, the TD assessed the developments' traffic and transport impact based on the two traffic lanes of Yu Tung Road. According to the finding of the assessment report, the two lanes were sufficient to cope with the vehicular flow generated from the new developments in Tung Chung.

83. The Chairman expressed her concern about the situation of Yu Tung Road. She opined that it made no sense to use one of the two traffic lanes for parking. The traffic in the area would be paralysed in the event of a traffic accident or vehicle breakdown. She was pleased to learn that the arrangement was only temporary and would like to know the timetable for relocating the parking spaces on Yu Tung Road.

84. Ms HUI Shuk-yee said the 13 temporary parking spaces for coaches on Yu Tung Road would be relocated to the public parking spaces in the joint-user complex in Area 107, Tung Chung. However, the TD noted that there were a number of developments underway on Yu Tung Road. As the 13 roadside parking

spaces for coaches would be affected by those developments, the TD had asked the relevant departments to put forward proposals for temporary relocation of the affected roadside parking spaces.

85. The Chairman said the development of Area 107 was still at its early stage. In the meantime, the TD had to consider how to relocate the temporary parking spaces in order to tackle the traffic congestion before it became more serious.

86. Mr Eric KWOK agreed with the Chairman's views. He said the TD had failed to solve the pressing problem. Besides, both the schedule of Area 107 and whether the 13 parking spaces for coaches could be relocated were uncertain. He said Yu Tung Road had only 13 legal parking spaces on both sides, but there were around 60 vehicles parked in both directions of the road, which showed that the relevant departments had not taken enforcement action against the offending vehicles.

87. Mr FONG Lung-fei said the works of narrowing the planters for the provision of additional traffic lanes might be very time-consuming and complicated, so he suggested that the TD to consider providing hard shoulders at suitable locations on Yu Tung Road for diverting traffic in case of a traffic accident. Besides, as the development of Area 107 might not be commenced until five years later and it would take time to build the joint-user complex, the TD had to consider temporary mitigation measures. He also pointed out that the green area near the nullah in the direction from Yu Tung Road to Mun Tung Estate had left idle and been overgrown with weeds for many years, so he hoped that the department could consider converting the area into a parking lot to improve people's livelihood.

88. The Chairman commended the CEDD for its proactive work in recent years. She hoped that the CEDD could relocate the temporary parking spaces on Yu Tung Road as soon as possible before the commencement of the development of Area 107.

VIII. Question on the safety of bus terminus of the New Lantau Bus routes 38 and 37H in Yat Tung Estate  
(Paper T&TC 27/2022)

89. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question.

90. Mr Eric KWOK briefly presented the question.

91. Ms Eunice LEUNG responded as follows:

- (a) Motorists had to drive with due care and attention, and with reasonable consideration for other road users and their passengers. The design of the pedestrian crossing at the entrance of Yat Tung

Estate Bus Terminus was in compliance with the relevant standards. It did not block the sight of pedestrians and motorists and allowed pedestrians to see clearly the traffic before crossing it safely.

- (b) The TD was very concerned that some bus captains of routes 38 and 37H would let passengers alight from the bus and cross the road in the middle lane in Yat Tung Estate Bus Terminus. The TD had strongly reminded NLB to make sure that bus captains picked up and dropped off passengers in the appropriate bus bays to ensure passengers' safety. In addition, Members or the public could submit information of the offending buses, such as the registration marks, to the TD. After receiving the information, the TD would ask the bus company to give the individual bus captains more guidance and reminder.
- (c) Regarding the traffic accident that took place in Tung Chung Station Bus Terminus in July this year, the TD had conducted a site visit with the bus company. The improvement work was underway, and the information would be supplemented in the next agenda item.

92. Mr HO Lee-yip said if Members saw bus captains letting passengers alight from the bus and cross the road in the middle lane again, they could record information such as the registration marks for the bus company to take follow-up action.

93. Mr Eric KWOK said he had raised the situation with the TD and NLB multiple times since the beginning of the year and conducted a site visit with them. Although the TD and NLB promised to take follow-up action, a traffic accident unfortunately occurred at the location in July this year. While improvement work would be undertaken by the TD, there were simply too many residents waiting for routes 37H and 38 in Tung Chung Station Bus Terminus during the morning peak hours, leading to congestion at the bus stops. He and Mr FONG Lung-fei found out during a site visit that the bus stop of Citybus route S52 was located at the bus bay in front of the bus stop of route 37H. Considering that the improvement works for the bus stop on Yat Tung Street would be completed by the end of September this year, he proposed relocating the bus stop of route S52 to the bus bay on Yat Tung Street near Kui Yat House to make room for routes 37H and 38 to pick up and drop off passengers.

94. Ms Eunice LEUNG said a bus company had indicated a preliminary intention to relocate the bus stops of some of its routes from Yat Tung Estate Bus Terminus to the new bus bay on Yat Tung Street. After finalising the proposal, the TD would study with Members whether it was feasible to relocate the bus stops.

95. The Chairman said NLB should issue an internal notice to remind bus captains to pay more attention to safety apart from advising Members to record the information of the offending buses.

IX. Question on improving the locations of the bus stops within the CityGate bus terminus  
(Paper T&TC 30/2022)

96. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD; Mr Brian NG, Manager (Planning) and Ms Penny CHUNG, Assistant Corporate Communications Manager of Citybus Limited/New World First Bus Services Limited (Citybus); Mr Stephen WAN, Manager, Operations and Ms Elaine TSANG, Assistant Manager, Public Affairs of Long Win Bus Company Limited (Long Win); and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question. The written replies of Citybus and Long Win had been distributed to Members for perusal.

97. Mr FONG Lung-fei played a video and briefly presented the question.

98. Ms Eunice LEUNG responded as follows:

(a) The TD understood Members' concern about the Citygate bus terminus, so it had discussed improvement measures with the bus companies multiple times and arranged site visits in July and late August this year, with a view to improving pedestrians' safety in the bus terminus. In order to address the problem of pedestrians crossing the bus passages between bus stops, the TD had proposed installing pedestrian railings at suitable locations in the bus terminus and issued Works Request Forms to the relevant departments. At the same time, the TD also planned to provide a pedestrian crossing in the bus terminus to facilitate passengers going to the bus stops of NLB routes 37M, 39M and 11. The TD was revising the proposal having regard to the feedback of bus companies. It was hoped that the proposal could be implemented as early as possible to reduce pedestrians crossing the carriageways from different directions in the bus terminus. As the pedestrian flow on the road section mentioned in the question did not meet the criteria for the provision of covers on public walkways, the TD did not have any plan to provide covers at the location concerned. However, the TD was open to adjusting the pick-up/drop-off locations of Citybus route S52 and NLB routes 38X and 37H. The TD planned to discuss the proposal with the bus companies after finalising the planning for the pedestrian crossing.

(b) The TD and Citybus had considered adjusting the pick-up/drop-off location of route S1. However, many passengers taking route S1 would board on and alight from the buses at the bus terminus and many of them would carry luggage. If the pick-up/drop-off location was relocated behind the stop of Citybus route S56, a large number of passengers would have to enter and leave from the walkway near Mei Tung Street, resulting in longer walking time. Some passengers

might jaywalk to shorten their walking distance, increasing the safety risk in the bus terminus. The TD therefore had reservations about the proposal. Nevertheless, the TD had requested that bus companies provide more instructions and guidance in the bus terminus to reduce jaywalking by pedestrians who were confused about the direction.

99. Ms Penny CHUNG briefly presented Citybus' written reply.
100. Mr Stephen WAN briefly presented Long Win's written reply.
101. Mr HO Lee-yip said regarding the pick-up/drop-off location of route 38X, bus captains would wait for the buses of NLB route 38 to depart before pulling in to the bus stop to pick up students in the morning.
102. Mr FONG Lung-fei expressed his views as follows:
  - (a) He thanked the TD for sending its staff to conduct a site visit at the Citygate bus terminus at 6 a.m. on 1 September 2022. He said the passenger volume that day had been high, with a queue emerging at the waiting spot of route S1. Besides, there was congestion of buses in the Citygate bus terminus, which even caused a tailback to Tat Tung Road affecting a number of bus services serving the housing estates, such as routes 39M, 37M and 38. As an example, he said a four-minute delay of a bus trip last week had caused a waiting queue to stretch out to Lai Shuk Ying Memorial Square in Yat Tung Estate. It eventually took almost 20 minutes to clear the crowd.
  - (b) Citybus routes S52, S52A and S52P, whether heading to HATCL, Aircraft Maintenance Area or Yat Tung Estate, all shared the same pick-up/drop-off location, thus leading to serious congestion affecting the buses pulling in behind, such as routes 37H, 38 and 38X. He therefore proposed that the pick-up/drop-off location of routes S52, S52A and S52P be relocated behind route S56. Besides, given the low utilisation rate of Long Win route S64C (Yat Tung Estate bound) during the morning busy hours, he proposed that the bus stops of routes S64C and S1 be swapped to reduce the congestion of buses.
  - (c) As the bus services from Tung Chung to the urban area were not well developed, many residents had to take the bus to Tung Chung MTR Station for interchange onto MTR to go to work. The TD and the bus companies should improve the congestion in the Citygate bus terminus to address the livelihood issue and resolve residents' grievances. He said in the bus terminus, there were only warnings reminding drivers to beware of pedestrians, but no signs prohibiting pedestrians from walking on the carriageways. The TD and the bus companies should take appropriate measures to improve the safety.

103. Mr Eric KWOK said when he was conducting a site visit at the Citygate bus terminus with various departments during the last term of the IDC, he had expressed safety concerns that the design placing bus stops in the centre of the bus terminus would increase the risk of jaywalking. As a temporary solution to the congestion in the bus terminus, he proposed relocating the bus stops of routes S52, S52A and S52P to the open space next to the bus terminus on Mei Tung Street, i.e. near the roundabout off the post office. As the intake of residents at Yu Nga Court would take place in 2023 and the public housing developments in Areas 99, 100 and 101 opposite Ying Tung Estate would also be completed in 2025 according to the documents of the Housing Department (HD), the TD should get well prepared and make proper arrangement for the locations of future bus stops.

104. The Chairman said the traffic congestion in the Citygate bus terminus was serious. There was room for improvement in terms of the bus stop locations in the bus terminus. She asked the Secretariat to arrange another site visit with Members and representatives of bus companies and the TD in order to come up with improvement proposals.

(The Vice-chairman Mr HO Siu-kei and Mr WONG Man-hon left at around 4:55 p.m.)

(Post-meeting note: The Secretariat had arranged a site visit by Members and the TD at the Citygate bus terminus on 17 November this year.)

X. Question on the split of Citybus routes E21A and E21  
(Paper T&TC 28/2022)

105. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD, Mr Brian NG, Manager (Planning) and Ms Penny CHUNG, Assistant Corporate Communications Manager of Citybus to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal.

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

107. Ms Eunice LEUNG responded as follows:

- (a) In response to the local feedback on the routeing of route E21A, the TD adjusted the service hours of route E21A on 29 August this year after consultation with the T&TC in 2021. Some of the departures of route E21A serving Ho Man Tin were re-routed via the town centre skipping Tung Chung North and given a new route number E21B. In conjunction with the above changes, the service hours of route E21 were also adjusted. Some of the departures serving Tai Kok Tsui were re-routed via Tung Chung North skipping the town centre and



given the new route number E21D.

- (b) With the above changes, the journey time between Tung Chung West and Kowloon was shortened by about eight minutes, and that between Tung Chung town centre and Kowloon by about four minutes. As the new plan was based on airport route E21, the newly introduced route E21D would head to Tai Kok Tsui in keeping with the original arrangement of route E21, so as to minimise the impact on airport passengers. Passengers travelling from Tung Chung North to Ho Man Tin could interchange onto route E21B at Lantau Link Bus-Bus Interchange.
- (c) Regarding the fact that the arrival time of route E21D failed to match the schedule of route E21B, the TD had asked the bus company to review the journey time and departure time of both routes with a view to shorten passengers' waiting time at the interchange. During the non-service hours of Kowloon-bound route E21D, i.e. 2 p.m. to 10 p.m., passengers in Tung Chung North could go to Ho Man Tin by taking the existing route E21A of which the routeing remained unchanged.
- (d) The TD understood that some passengers would be affected by the new plan. However, the TD hoped members of the public would understand that the plan had to balance the passenger needs of the airport, Tung Chung North, Tung Chung West and Tung Chung town centre. If the old routeing and the schedule of route E21A were kept as proposed and route E21D was re-routed via Tung Chung West skipping Tung Chung North, the journey from the airport would take five minutes longer than it would via Tung Chung North, whereas the journey from Tung Chung town centre would also take at least five minutes longer because of the routeing via Tung Chung West. The TD therefore had reservations about the proposal. Nevertheless, the TD would pay close attention to the changes in passengers' travel pattern and consider improvement measures with the bus company in a timely manner.

108. Mr Brian NG briefly presented the written reply of Citybus.

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

- (a) Her party's office in Tung Chung received feedback from residents that the service hours and routeings under the new arrangement were confusing. Residents said the adjusted bus routes failed to meet their actual needs. Previously, Tung Chung North residents could take route E21A to work and school in Mong Kok and Ho Man Tin, but the service plying between Tung Chung North and Ho Man Tin during morning and evening peak hours was cancelled under the new

arrangement. Besides, the new arrangement also further reduced the public bus services connecting Tung Chung East and West, increasing the burden on other bus routes. Parents and students were unable to board NLB route 37H in after-school hours because the buses were full. They had to wait for 40 to 60 minutes to take the bus to return to Ying Tung Estate from Yat Tung Estate.

- (b) The overall service of the “E21” routes had not shown significant improvement under the new arrangement. For example, the frequency of route E21D was even lower and more unstable than that of route E21A in the past. Although routes E21B and E21D were introduced to ply between Tung Chung and the urban area by splitting routes E21A and E21, none of those four routes operated full day, causing confusing to passengers. For instance, some passengers waited over 30 minutes at the bus stop only to find out that it was outside the service hours of the bus route, or some passengers got on a bus only to realise that it was not heading to the destination they expected.
- (c) Her party’s office in Tung Chung carried out a survey of 590 residents, 477 (or 80%) of whom opposed the rationalisation of Citybus “E21” routes. Among those who opposed, 85% opined that route E21 should revert to the old routeing and schedule. In conclusion, residents hoped that the bus company could review the services of the “E21” routes and restore the old routeing and schedule of route E21A. They also urged the bus company to increase the number of operating vehicles to strengthen its services and meet the transport demand arising from the future population growth in Tung Chung.

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

- (a) The feedback of Tung Chung North residents and the result of the survey he carried out were similar to Ms LAU Shun-ting’s views. Residents supported route E21A reverting to the original routeing and schedule. Furthermore, most of the Tung Chung North residents supported the re-routeing of route E21D via Tung Chung West instead of Tung Chung North. He said Tung Chung had a population of approximately 50 000 in 2006. At that time, the population of Yat Tung Estate was about 25 000, which accounted for half of the population in the district. By 2011, the population of Yat Tung Estate already accounted for 80% of Tung Chung’s population, and yet the bus company did not enhance its services and claimed they were sufficient to meet the demand. Following the completion of housing developments like Mun Tung Estate, Century Link, the Visionary and Ying Tung Estate, the population of Tung Chung surged to 110 000 in 2019, but no notable enhancement had been seen in the bus services.

- (b) In the past, route E21A served as feeder service for residents in Tung Chung North. After the split of routes E21A and E21, the first departure of route E21A at 5:40 a.m. and the one at 6:10 a.m. were cancelled. Although Citybus introduced a special sectional fare for route E11S, there were now 60 to 70 people getting on route E11S at Mun Tung Estate every day, compared to only a dozen in the past. As most of them worked at the Tung Chung New Development Ferry Pier and came from outside Tung Chung, they had to interchange onto the bus or they would have to walk 15 minutes to the pier. As route 37H was already full by the time it reached the North Lantau Hospital, Tung Chung Fire Station and Citygate bus terminus in the morning, many residents were forced to walk to their destinations. The TD and the bus company should therefore enhance the bus services in Tung Chung to meet residents' needs.

111. Mr Eric KWOK said the IDC of the last term had undertaken many consultations and discussions on the split of routes E21A and E21. Considering the growing population in Tung Chung North and West, he agreed to the arrangement of splitting route E21A. Due to the increase in population, route E21A, being primarily an urban route, was routed via Tung Chung North before heading to Ho Man Tin. In order to address the disconnection between Tung Chung West and North after the split of the routes, he proposed that the bus company review the arrival time of routes E21B and E21D at Lantau Link Bus-Bus Interchange, so as to shorten passengers' waiting time. In addition, in order to resolve the problem of route E21A not running via Tung Chung North, he proposed bringing forward the departures of NLB route 37 between 7:42 a.m. and 8:02 a.m. to 7:35 a.m. as well as increasing the number of departures from three to five. As for the routeing, he proposed that the buses could run via, in sequence, the North Lantau Hospital, Mun Tung Estate, Tung Chung Cable Car Terminal, Tung Chung New Development Ferry Pier and Coastal Skyline to meet the needs of students going to school and people going to work at the New Development Ferry Pier. He also hoped that route E21D could provide full-day service after the intake of residents at Yu Ngau Court in 2023.

112. Ms Eunice LEUNG said regarding the transport connections between Tung Chung West and North, the TD was currently in discussion with NLB about having the Ying Tung Estate bound departure of route 37M at 7 a.m. run via the Tung Chung New Development Ferry Pier. The TD and NLB also considered providing interchange discounts on routes 38, 39 and 37M for Tung Chung West residents, so as to facilitate people in going to work at the New Development Ferry Pier. She would make a report to Members in due course.

113. Mr Brian NG said the split of the "E21" routes could shorten the journey time from Tung Chung West and Tung Chung town centre to Kowloon and facilitate residents' travel amid the population growth in Tung Chung North. Citybus noted Members' views and would review the arrival time of routes E21B and E21D at Lantau Link Bus-Bus Interchange and the feasibility of shortening passengers'

waiting time after the split of the routes. Citybus noted the views on extending the service hours of route E21D. The company would pay close attention to the passenger demand after the split of the routes and conduct reviews and studies in due course.

114. Mr Eric KWOK stressed that route 37 departing from Ying Tung Estate should stop at Mun Tung Estate, otherwise it would be inconvenient for students going to school in Tung Chung North. He hoped that the TD would accept his views.

115. The Chairman proposed submitting the issue to the T&TC Bus Routes Working Group for follow-up and in-depth discussion. She invited Mr FONG Lung-fei to join the working group as he was not a member of it.

116. Ms Eunice LEUNG said regarding the proposal of routeing route 37 via Mun Tung Estate, the TD had to review the journey time with NLB. The current three special departures were made possible with the time saved from having route 37 (Yat Tung Estate bound) skip Tung Chung Station Bus Terminus in the morning. Routeing via Mun Tung Estate might increase the journey time. The TD would have a further discussion with Members later.

XI. Question on the rationalisation of bus routes serving schools in Tung Chung  
(Paper T&TC 29/2022)

117. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question.

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

119. Ms Eunice LEUNG responded as follows:

- (a) NLB routes 37, 37P and 38X were bus routes serving schools, providing direct bus services for students in Tung Chung on school days. Students in Tung Chung North could take route 37, which plied between Ying Tung Estate and Yat Tung Estate, to schools on Chung Yat Street, such as YMCA of Hong Kong Christian College and Caritas Charles Vath College; students in Tung Chung West could take route 37P, which plied between Yat Tung Estate and Tung Chung North, to schools in Tung Chung North, such as Ling Liang Church E Wun Secondary School and Ho Yu College and Primary School (Sponsored by Sik Sik Yuen); whereas route 38X provided service between Tung Chung town centre and Chung Yat Street.
- (b) Considering the tight commuting time students had on school days, the above routes were designed to be more direct. To use resources

effectively, eight of the route 37 departures had been approved by the TD to skip Tung Chung Station Bus Terminus on a trial basis starting from 29 August 2022 with a view to shortening the journey time. The operation of the route was smooth so far. The TD would consider making the adjustment permanent depending on the circumstances with a view to making better use of resources.

- (c) Given the lower patronage of route 38X in certain hours, the TD and NLB were in discussion about deploying some of its departures to other routes with greater demand and studying the outcome of the site visit conducted. The TD hoped to make good use of bus resources while keeping in mind to balance passenger needs.

120. Mr HO Lee-yip said routes 37, 37P and 38X were introduced to address students' needs. Members were welcomed to provide suggestions on the above routes. The bus company would conduct a review in the light of the actual situation and make good use of resources.

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

- (a) Since the first school day on 1 September this year, he conducted a site visit at the Yung Yat House bus stop every morning. As classes began at 8:15 a.m. and 8:30 a.m. respectively at Ling Liang Church E Wun Secondary School and Ho Yu College and Primary School (Sponsored by Sik Sik Yuen), the patronage of route 37P, which departed every five minutes, was only about 50% on average between 7:35 a.m. and 8:15 a.m. and concentrated on the departures at 7:50 a.m., 7:55 a.m. and 8 a.m. He therefore hoped the bus company could make suitable adjustments and make good use of resources.
- (b) He suggested that the bus company relocate the bus stop at YMCA of Hong Kong Christian College to Mun Tung Estate so that students would not have to cross the road on the way to school after getting off the bus.
- (c) The route 37 departure from Yat Tung Estate at 7:42 a.m. was always full. Some parents hoped that departure could be rescheduled to an earlier time. Besides, the departure at 8:02 a.m. was always delayed.
- (d) Residents of Fung Tung Estate and Tung Chung Crescent said there were no direct buses to Ho Yu College and Primary School (Sponsored by Sik Sik Yuen). He proposed having route 37H run via Kin Tung Road in rush hours before school and increasing its service frequency.
- (e) The large number of students waiting for route 38X at around 7:55 a.m. affected the route 38 buses pulling in and the people

waiting for route 38. The TD and NLB should study how to divert the waiting passengers, such as rearranging the locations of bus stops.

122. The Chairman proposed submitting the issues to the T&TC Bus Routes Working Group for follow-up. He suggested that Members contact the bus companies directly on more pressing issues in order to seek an early solution.

## XII. Any Other Business

### Highways Department's Minor Traffic Improvement Projects and Works Schedules

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

124. Mr Eric KWOK said regarding the provision of cover to the bus stop on Yat Tung Street in Item 11, the TD had said it would follow up with Long Win on the sketch design after the last site visit. He noted that the HD had received the sketch design and passed it on to the Link Asset Management Limited (the Link), so he would like to know the works schedule. He also enquired whether the widening works of the pavement near Yu Tai Court on Tung Chung Road in Item 15 could be completed in October 2022 as scheduled.

125. Ms Eunice LEUNG said regarding the works of Yat Tung Street, the TD would urge the HD and the Link to comment on the sketch design and expedite the approval process. While the TD was not the processing department, it would do its best to coordinate the works so that the cover could be completed as soon as possible.

126. The Chairman reminded the TD to communicate with the representatives of the nearby villages before carrying out the widening work of the pavement near Yu Tai Court on Tung Chung Road so as not to affect the fung shui and customs of the villages.

## XIII. Date of next meeting

127. There being no other business, the meeting was adjourned at 5:36 p.m. The next meeting would be held at 2 p.m. on 21 November 2022 (Monday).

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