

(Translation)

**Islands District Council**

**Minutes of Meeting of Traffic and Transport Committee**

Date : 22 March 2021 (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 CHOW Yuk-tong, SBS, MH  
Mr CHAN Lin-wai, MH (Left at around 4:15 p.m.)  
Mr HO Chun-fai (Left at around 12:15 p.m.)  
Ms WONG Chau-ping  
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 (Left at around 1:25 p.m.)  
Mr WONG Chun-yeung

**Attendance by Invitation**

Ms YU Wing-sze, Natalie	Senior Transport Officer/Bus/Lantau, Transport Department
Mr CHOW Yu-chung, James	Transport Officer/Bus/Lantau, Transport Department
Mr TSANG Wai-man	Administrative Assistant/Lands, District Lands Office/Islands
Mr LEE Man-chow, Francis	Project Team Leader/Pier Improvement Unit, Civil Engineering and Development Department
Mr CHAN Hing-yin	Senior Engineer/Projects 2, Civil Engineering and Development Department
Mr LII Kin-chiu	Engineer/Projects 2C, Civil Engineering and Development Department

Ms LAU Hoi-shan, Nelly	Deputy District Leisure Manager (Islands)2, Leisure and Cultural Services Department
Mr Desmond TANG	Assistant Manager, Planning & Development, Long Win Bus Company Limited
Ms Rennis LIP	Senior Officer, Public Affairs, Long Win Bus Company Limited
Mr Barry WONG	Associate, Ove Arup & Partners Hong Kong Limited
Ms Jennifer HO	Senior Officer, Public Engagement, Ove Arup & Partners Hong Kong Limited
Mr Billy WONG	Assistant Manager, Operation Support, New Lantau Bus Company (1973) Limited
Mr Simon CHAN	Assistant Planning and Scheduling Manager, Citybus Limited/New World First Bus Services Limited
Mr Kevin LI	Communications Manager, Citybus Limited/New World First Bus Services Limited

**In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms POON Nga-man, Amy	District Engineer/General (2)A, Highways Department
Ms KANG Pu	District Engineer/General (2)B, Highways Department
Ms LEUNG Ka-man, Eunice	Senior Transport Officer/Islands 1, Transport Department
Ms SIN Kai-wai, Marie	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands2, Transport Department
Ms WONG Wing-ying, Chloe	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr HO Ngai-king, King	District Operations Officer (Lantau District), Hong Kong Police Force
Mr IP Ngai-chung	Assistant District Operations Officer (Lantau District), Hong Kong Police Force
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, Sun Ferry Services Company Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Company (1973) Limited

**Secretary**

Ms CHAN Hoi-ching, Mandy	Executive Officer (District Council) 3, Islands District Office
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**Absent with Apology**

Mr WONG Man-hon  
Mr WONG Hon-kuen, Ken  
Ms TSANG Sau-ho, Josephine

## 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) Ms CHAN Hoi-ching, Mandy, Executive Officer (District Council)<sup>3</sup> of the Islands District Office (IsDO) who succeeded Ms WONG Fong-yu, Kammy as the Secretary of the Committee;
- (b) Ms KANG Pu, District Engineer/General (2)B of the Highways Department (HyD) who succeeded Miss TANG Ka-yuet, Annie;
- (c) Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the Transport Department (TD) who succeeded Miss CHOI Siu-man, Sherman;
- (d) Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD who succeeded Mr WAN King-ming, Alex; and
- (e) Ms CHAU Shuk-man, Anthea, Corporate Communications Manager of the Sun Ferry Services Company Limited who stood in for Ms Sonja CHAN.

2. Members noted that Mr WONG Man-hon, Mr Ken WONG and Ms Josephine TSANG were unable to attend the meeting due to other commitments.

3. Representatives of Hong Kong Police Force (HKPF) could only attend the morning session of the meeting as they had other official business to attend to. The Chairman proposed to discuss agenda items VII and IX following item V depending on the progress of the meeting. Members did not raise any objection.

## I. Confirmation of the Minutes of Meeting held on 16 November 2020

4. 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.

5. Members voted by a show of hands. The voting result was 12 Members voted for, no member voted against and 2 Members abstained from voting. The minutes were endorsed.

(Members voted for included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai,

Ms WONG Chau-ping, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting and Mr WONG Chun-yeung; Mr LEE Ka-ho and LEUNG Kwok-ho abstained.)

II. Improvement Works at Ma Wan Chung Pier  
(Paper T&TC 14/2021)

6. The Chairman welcomed Mr LEE Man-chow, Francis, Project Team Leader/Pier Improvement Unit, Mr CHAN Hing-yin, Senior Engineer/Projects 2 and Mr LII Kin-chiu, Engineer/Projects 2C of the Civil Engineering and Development Department (CEDD); Mr Barry WONG, Associate and Ms Jennifer HO, Senior Officer, Public Engagement of the Ove Arup & Partners Hong Kong Limited to the meeting to present the paper.

7. Mr Francis LEE briefly presented the paper.

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

9. Ms WONG Chau-ping expressed her views as follows:

- (a) She had consulted the village representatives of the area on the preliminary design. They hoped that fixed landing points (i.e. concrete landing steps) would be provided, with additional ladders set up at various locations to facilitate boarding. Villagers also hoped that during the construction period, temporary berthing facility would be provided at the breakwater to make good use of area. She suggested that the CEDD should conduct on-site inspections to further study the feasibility of the above-mentioned proposal. In addition, the villagers requested the provision of proper lighting and faucet facilities at the pier for people to do some wash after landing.
- (b) The bund near the proposed pier had heritage value and the CEDD said it would be retained. Therefore, she proposed to carry out enhancement and strengthening works for the bund. She also proposed to carry out improvement works at Tung Chung Public Pier which was about one minute's walk away from the Ma Wan Chung Pier, including improvements to the pier facilities such as railings, landing steps and shelter.
- (c) The villagers suggested that the CEDD should improve the existing breakwater under the current project, so as to provide proper protection to boats berthing at the inner bay during typhoons. Ma Wan Chung Pier had a long history. She hoped that when implementing the works, the CEDD would conduct assessment on whether the riverbed depth was suitable for such works.

10. Mr Randy YU said that the breakwater of Ma Wan Chung Pier had a long history. If a typhoon coincided with a spring high tide, it could hardly have any effect. He suggested that improvement works should be carried out. In a meeting with the representatives of the CEDD earlier, he suggested changing the name of the pier to names such as “Ma Wan Chung Fisherman’s Wharf”, “Ma Wan Chung Marina” or “Ma Wan Chung Jetty” in order to distinguish it from the Tung Chung Old Pier. He also proposed that the CEDD should launch a consultation on the naming of the new pier.

11. Ms WONG Chau-ping said that Tung Chung villagers had been calling the Tung Chung Public Pier as “Tung Chung Ma Wan Chung Pier”. She was worried that if the new pier was named as “Ma Wan Chung Pier”, there would be confusion.

12. Mr LEE Ka-ho enquired about the relevant construction cost, construction period and completion date.

13. Mr WONG Chun-yeung was satisfied with the arrangement of the water quality monitoring and seabed works proposed under the project. He said that some members of the public had complained that their boats were stolen by drug traffickers, and they were worried that the completion of the new pier would provide convenience for drug trafficking and smuggling activities, resulting in a rise in the crime rate. They hoped the Police would deploy additional manpower to step up patrol at the new pier, so as to combat illegal activities.

14. Mr Francis LEE made a consolidated response as follows:

- (a) After a preliminary examination, the CEDD opined that the installation of fixed landing steps and fixed ladders (commonly known as cat ladders) at the Ma Wan Chung Pier was feasible and would consider incorporating these elements into the detailed design.
- (b) After discussion with the villagers and pier users, the CEDD initially opined that the proposal of providing temporary berths near the breakwater was feasible and would consider incorporating it into the detailed design.
- (c) The maintenance of facilities near the Ma Wan Chung Pier (including the old bridge, the Tung Chung Public Pier and the breakwater) fell out of the scope of the improvement works under discussion. The CEDD would liaise with the relevant departments for follow-up.
- (d) When the project entered its detailed design stage, the CEDD would, together with the management department, consult the villagers on the naming of the pier before a final decision would be made.
- (e) The detailed design of the pier was not completed yet and therefore the exact construction cost could not be provided. The preliminary

construction cost estimate was \$40 million. It was anticipated that it would take about two years for the works to be completed. In addition, he believed that the Police was aware of the potential problem of law and order after the completion of the works. If the Police needed any information from the department, the CEDD would endeavour its best to provide the relevant information.

15. Mr Sammy TSUI said that as shown in the design drawings, there were railings on one side of the floating platform. He enquired whether this meant that only one side of the platform could be used for loading/unloading goods, and if there was more than one boat at the pier, whether the other boats would have to wait for berthing.

16. Ms WONG Chau-ping expressed her views as follows:

- (a) She had proposed to fully utilise the floating platform by opening both sides of the platform for boats to berth. In addition, being Tung Chung villagers born and bred locally, she and other village representatives all welcomed the improvement works. Furthermore, Ma Wan Chung Pier had recently become a hotspot for watching the sunset. She believed that residents of the housing estates nearby would also support the construction project.
- (b) The fishing villages in Tung Chung had a history of several centuries. The Tung Chung Public Pier used to be the place where the farmers loaded/unloaded produce for transportation and it was also the major transport facility for villagers to go out. The Ma Wan Chung Pier was mainly used for berthing of small boats. When a dragon boat race was held in the past, villagers would berth their boats at the pier. She hoped that the fishing village features of Ma Wan Chung would be retained in the works.

17. Mr HO Siu-kei said that the location of the Ma Wan Chung Pier was convenient, attracting anglers to hire boats to go angling at sea. Therefore, the improvement works at the Ma Wan Chung Pier were beneficial to both the local residents and the public. It was hoped that the works could begin as soon as possible. As for the illegal activities that could take place at the pier, he had confidence in the efficiency of the Police. There was no need to be overly worried.

18. Mr LEE Ka-ho said the Ma Wan Chung Pier was an important transport facility in the area. As the improvement works would take about two years to complete, he enquired whether boats could moor at the shore during the construction period and whether the operation of the pier would be affected. If yes, he enquired whether the CEDD had any back-up plans.

19. Mr WONG Chun-yeung agreed with the Members on the benefits of the Ma Wan Chung Pier improvement works. He reiterated his concerns over public order, saying that he had received reports from the villagers on drug trafficking activities at the

pier time and again. However, he was disappointed that the Police had been failing to deal with the issue since he took office, and had instead deployed police force to the urban area.

20. The Chairman reminded the CEDD to respond to the question raised by Ms WONG Chau-ping about sediment accumulation and retention of freshwater pipe facilities. He expressed his views as follows:

- (a) With regard to the issue of public order, he proposed to install a 24-hour CCTV system at the pier to combat illegal activities. Sign boards showing the emergency contact hotlines should also be put up at the pier, so as to facilitate members of the public to seek assistance in case of emergency.
- (b) The floating platform would move along the tides. He enquired of the CEDD about the gradient of the floating platform during the tides, and whether boarding and alighting would be affected if the platform slanted too much. If yes, he enquired whether the CEDD would provide support facilities.

21. Mr Francis LEE made a consolidated response as follows:

- (a) The departments concerned would monitor the sediment level in the vicinity of the Ma Wan Chung Pier regularly. When too much sediment was accumulated, dredging works would be arranged. He said that dredging works had been conducted by the maintenance department in 2018. The CEDD would notify the maintenance department to follow up.
- (b) The existing freshwater pipes in the pier would be retained.
- (c) The CEDD had considered installing CCTV at public piers. However, as privacy issue was involved, the installation of CCTV was considered inappropriate. The CEDD would put up sign boards showing the emergency contact telephone numbers, so that members of the public could seek assistance and inform the departments concerned of the wear and tear of facilities.
- (d) The design of the floating platform had taken into account the tidal effect. The gradient of platform would not exceed 1:12, which was the inclination at which wheelchairs could operate. The consultant would explain the technical matters in due course.

22. Mr Barry WONG responded as follows:

- (a) Railings were installed on one side of the floating platform because there were pillars on that side for fixing the position of the floating platform.

In order not to affect the pillars, the side was not suitable for boarding and alighting. The length of the other side of the floating platform was adequate to accommodate several boats. Therefore, there would not be situation where boats had to wait to berth. The design plan had also set aside space for the fixed landing steps to facilitate users' boarding and alighting. In addition, there was a plinth for the floating platform to insure its inclination would not exceed 1:12.

- (b) The existing Ma Wan Chung Pier would be demolished during the construction period, during which a temporary pier would be provided for public use.

23. Mr LEUNG Kwok-ho opined that it was not suitable to install CCTV at the pier. Piers were public area, hence, in order to avoid intrusion of privacy, surveillance should not be conducted in the name of combating crimes. He urged the Police to enhance manpower at the location.

24. The Chairman invited Members to vote by a show of hands on whether they supported the improvement works.

25. Members voted by a show of hands and the improvement works were endorsed unanimously.

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

### III. Bus Route Planning Programme 2021-2022 for Islands District (Paper T&TC 13/2021)

26. The Chairman welcomed Ms YU Wing-sze, Natalie, Senior Transport Officer/Bus/Lantau, Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1, Ms SIN Kai-wai, Marie, Senior Transport Officer/Islands 2, Mr CHOW Yu-chung, James, Transport Officer/Bus/Lantau of the TD; Mr Simon CHAN, Assistant Planning and Scheduling Manager and Mr Kevin LI, Communications Manager of the Citybus Limited (Citybus)/New World First Bus Services Limited (NWFB); Mr Desmond TANG, Assistant Manager, Planning & Development and Ms Rennis LIP, Senior Officer, Public Affairs of the Long Win Bus Company Limited (LWB) and Mr Billy WONG, Assistant Manager, Operation Support of the New Lantao Bus Company (1973) Limited (NLB) to the meeting to present the paper.

27. Ms Natalie YU briefly presented the paper with the aid of PowerPoint presentation.

28. Mr LEE Ka-ho proposed to discuss the Bus Route Planning Programme (BRPP) for Islands District in detail at the Bus Routes Working Group meeting, and just simple questions were made to the TD at this meeting.

29. The Chairman asked Members to raise questions regarding crucial aspects first and leave the detailed content to be discussed at the Bus Routes Working Group meeting.

30. Mr LEE Ka-ho was aware that the bus company had made many changes this year, and he had also taken into account the transportation needs of Yu Tai Court and Yu Nga Court residents after intake. However, if the existing routes were extended to all the new development areas in Tung Chung, some of the routes would overlap and the bus journeys would be lengthened. He pointed out that the Citybus route numbers E11, E11A and E11S were similar and he hoped the bus company would re-number the routes, such as splitting the same route into eastbound and westbound routes. According to the programme, route E11A and the proposed route E11B would depart from the Airport and Mun Tung Estate respectively in turns, both at a headway of 40 minutes. This would shorten the waiting time of passengers of Tung Chung North as there would be a bus bound for Hong Kong Island every 20 minutes. The plan above seemed to be ideal. However, roads to the Airport were often congested. In case of delay, buses of routes E11A and E11B would arrive at Tung Chung North in short interval and afterwards passengers would have to wait for 30 minutes for the buses. Therefore, he urged the TD and the bus company to deal with the issue squarely.

31. Mr Randy YU expressed his views as follows:

- (a) The fare increase of the NLB would take effect on 4 April this year. Residents understood that the NLB had not made fare increment for nearly 10 years and the coming increase was determined out of the consideration of long-term commercial development. Hence, most residents had no choice but to accept it. It was hoped that the NLB would provide rebates to the passengers like the Sun Ferry did. The NLB previously said that the patronage of its bus services was on the low side due to the epidemic, but the original service frequency was still maintained. However, he pointed out that departures of some bus routes had been reduced in the past year. Some services were even suspended. In the past few months, there were always a large number of hikers visiting Tung Chung regardless of whether it was a weekday or holiday. Members of the constituency had reflected that there were often long queues at the bus stops. The situation not only caused nuisance to the residents, but might also exacerbate the epidemic. In view of the above, he requested the NLB to deploy additional dedicated buses to Pak Kung Au to add two to three departures in the morning and evening on weekdays, so as to solve the issue of residents failing to board the bus. As the patronage had increased and the profits had risen, he enquired whether the NLB could provide fare concession on weekdays.
- (b) The BRPP did not mention the sectional fares proposed earlier, which would benefit the residents of Tong Fuk and villages at the en-route stops

and the residents who took the NLB route no. 3M from Mui Wo to Pui O or San Shek Wan. He anticipated that the NLB would make a profit after the fare increment and proposed to implement sectional fares to give rebates to the residents.

32. Mr WONG Chun-yeung agreed to discuss this agenda item in detail at the Bus Routes Working Group meeting. He said currently the service of route no. E11 was maintained at 40-minute intervals. Some people who were concerned about the bus service proposed online that route nos. E11A and E11B should be merged and adjusted to a service frequency of 20 minutes, so as to benefit the residents of both Tung Chung North and the Tung Chung Town Centre (that is, in the vicinity of the MTR Station). If the relevant routes could not be merged, residents of the Tung Chung Town Centre would still have to wait 40 minutes for a bus of either route no. E11A or route no. E11B. Thus some passengers who would originally take the bus might be forced to take the MTR instead. He opined that the effects of merging route nos. E11A and E11B were better than splitting them into three routes. He hoped the TD would consider the proposal.

33. Mr Sammy TSUI expressed his views as follows:

- (a) Interchange schemes were very important to the residents of Islands District. However, as in the past, not much progress was made in the interchange arrangements of the BRPP this year. The TD only proposed routine policies. He noted that the TD had introduced many Islands District routes traveling to and from Kowloon and Hong Kong Island. However, routes going via Mun Tung Estate and Yat Tung Estate were too circuitous. He understood that the aim of the BRPP was to extend bus services to various housing estates, but it was very time-consuming for the buses to go through a number of housing estates. He proposed that the TD should start by improving the interchange arrangements, which he believed would ease the traffic congestion problem.
- (b) The Government had exempted the toll for using the Lantau Link, but the increase of bus fare was still as high as 8%. As he learnt that the bus companies had set up their Franchised Bus Toll Exemption Funds, he enquired about the offsetting mechanism of such funds, and whether the fare increase would be higher if the toll for the Lantau Link was not exempted. He opined that the TD had not given sympathetic consideration to the Islands District residents who had to travel a long way to go to work. No interchange concession was offered. And not only that, the bus companies were even allowed to raise the fares despite the exemption of the toll for the Lantau Link. He urged the TD to make improvements.

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

- (a) Yu Nga Court had yet to be completed, but the TD was already planning

the bus routes for the area. By contrast, Yat Tung Estate had been completed for 20 years, but there were only two bus routes. Although the TD continued to introduce new routes, the pledged opening of the LWB route no. E36A in March this year had yet to be met. He enquired of the TD about the timetable of the opening of the route.

- (b) As many Mun Tung Estate residents worked in the Hong Kong Disneyland, the TD proposed to introduce the NLB bus route no. 36X to provide convenience to the residents. However, as the buses departed from Yung Yat House, the residents of Mun Tung Estate had to walk a certain distance to the bus stop. He hoped that the TD would take into consideration the needs of the residents and moved the bus terminus to Mun Tung Estate. He also proposed to continue the discussion on this matter at the Bus Routes Working Group meeting.

35. Mr Randy YU hoped that besides route no. 3M, sectional fares would also be implemented on the NLB route no. 11, so that the residents of Tong Fuk Village who boarded and alighted en-route would also benefit from the concession.

36. Ms Natalie YU made a consolidated response as follows:

- (a) The TD had all along been encouraging bus companies to provide concession to passengers where operationally and financially feasible, so as to alleviate the public's burden of transport expenses.
- (b) After the changes in routing, route no. E11 would continue to depart from the Asia World-Expo (AWE) and travel to the Tung Chung Town Centre via the Airport Road and then continue to go to the urban area. Route no. E11A would depart from AWE, travel to the Tung Chung Town Centre via the Airport Road and then travel through Tung Chung North to the urban area. Route no. E11B would depart from Mun Tung Estate, travel through the Tung Chung Town Centre and Tung Chung North to the urban area. The relevant changes could extend the service time of buses going from Tung Chung West and Tung Chung North to the Hong Kong Island, whereas the frequencies of bus services from the Tung Chung Town Centre, the Airport and the Airport Supporting Areas to the Hong Kong Island could be maintained. The service time of buses plying between North Lantau and the Hong Kong Islands would also remain unchanged.
- (c) With regard to Members' concerns over the journey being lengthened as the routes would go through many places, she said that in planning public transport services, apart from the provision of rapid and convenient services to the public, the TD had to take into account whether resources could be utilised effectively. At present, the hourly patronage of route nos. E11 and E11A during peak hours was 30% and 55% respectively, and the existing frequencies were sufficient to meet the transportation

needs of passengers travelling between North Lantau and the Hong Kong Island. The existing plan could take advantage of the differences in the travelling habits of the passengers of the Airport Supporting Areas and Tung Chung. For instance, during morning peak hours, there were less passengers from the Airport Supporting Areas to the Hong Kong Island but more passengers from Tung Chung to the Hong Kong Island. Under the existing plan, the resources could be utilised properly. The TD hoped that while maintaining the existing service level, the service scope in Tung Chung covered by the relevant routes could be expanded, and direct bus services to and from the Hong Kong Island could be provided to more residents of Ying Tung Estate or Tung Chung West.

- (d) At present, route nos. E11 and E11A could meet the transportation needs of passengers travelling to and from North Lantau and the Hong Kong Island. If the routes were split into two routes travelling to and from the Hong Kong Island for Tung Chung West and Tung Chung North respectively, the service frequencies might have to be lowered and passengers currently using those bus services for travelling to the Hong Kong Island might be affected.
- (e) The TD was aware that there were many development projects in Tung Chung and it was anticipated that the population would grow. Therefore, the TD would conduct timely reviews of the passengers' demand for the service of those routes as well as the travelling patterns of the residents. The TD would review the bus service arrangements of the relevant routes with the bus companies as and when necessary.
- (f) With regard to the implementation arrangements for route no. E36A, the TD had written to all the district councils (DCs) concerned in early February this year on the most recent condition of the adjustments to franchised bus routes running through the Tuen Mun-Chek Lap Kok Tunnel. The TD had received further opinions on the adjustments of the route arrangements earlier and was following up on the opinions with the LWB. After follow-ups were made on such opinions, the TD would prepare for the implementation of the adjustments to the route with the bus company as soon as possible. Once the details and timetable were confirmed, the TD would inform the DCs concerned in writing.

37. Mr FONG Lung-fei said that Tung Chung residents had a great demand for bus services. He enquired of the TD whether it would suggest the introduction of monthly pass to the bus company after the fare increase, so that passengers could interchange to other routes at the Lantau Link Bus-bus Interchange free of charge or at a concessionary fare. This could also simplify the bus network and promote effective traffic management.

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

- (a) Transportation in the Islands District and those in the other 17 districts could not be mentioned in the same breath. Passengers had to take ferries to go to the islands except for Tung Chung. If they missed a ferry, the transportation time would be much longer. The department planned to move the terminus of the NWFB route no. 91 from the Central Ferry Piers to the Hong Kong-Macau Ferry Terminal. He enquired of the TD whether it was aware how far apart the two termini were. It would take at least seven to ten minutes to walk from the Hong Kong-Macau Ferry Terminal to the Central Ferry Piers. After the bus route was shortened, passengers would have to reserve more time for the walk in order to catch the ferries, which was especially inconvenient for the elderly and passengers travelling with children.
- (b) Since the Cheung Chau-Aberdeen ferry route was cancelled, the ferry service to and from the Central Pier had become Cheung Chau's only outbound transport. Shortening the routing of route no. 91 by moving the terminus to the Hong Kong-Macau Ferry Terminal further strangled the outbound transport of Cheung Chau. It would cost the residents 40 minutes to an hour on the ferry in order to travel to the urban areas. Sometimes, they even needed to interchange to other means of transport. Therefore, he was not satisfied that the TD decided to cancel the bus stop of route no. 91 at the Central Ferry Piers merely based on the data.
- (c) In addition, the last departure of route no. 91 towards Central would be brought forward from the existing 11:45 p.m. to 9:40 p.m. It affected the Islands District residents who worked in the urban areas. Even though there was the MTR, residents could not overly rely on its service due to the high frequency of failure incidents. It was a 15-minute walk from the Hong Kong Station or Central Station to the Central Ferry Piers. He queried whether the bus company ignored the transportation needs of the Islands District residents in order to reduce its costs.
- (d) He proposed that the TD should send some staff to Cheung Chau to experience the actual transport condition in person. Residents had to spend much time waiting for the ferry, which was not as convenient as taking the MTR or buses in the urban areas. It was the Government's responsibility to properly plan the transportation of the Islands District. Cheung Chau residents needed to go to work or school in the urban areas, but the choices of transport available had become less and less. He reiterated that the TD should not make the decision to cut the transport service of Cheung Chau based merely on the data.

39. Mr LEE Ka-ho said that while the PowerPoint file of the department was exquisitely made, the arrangement of bus routes was confusing and difficult for the residents to understand. Although the TD had spent much effort in planning and residents of the entire Tung Chung district could take the E11-series bus routes to the Hong Kong Island, the routes had to travel via Road L3 starting from the first quarter of

2022. Some would even travel via Ying Tung Estate, making the journeys too lengthy. Residents reflected that it took at least five minutes for a bus to travel via Ying Tung Estate, and another five to ten minutes to travel via Road L3, which was very inconvenient for the residents going to work. He hoped that the TD would seriously review the bus routes. In addition, he asked the TD to provide the PowerPoint file for Members' reference.

40. The Chairman expressed his views as follows:

- (a) He requested the TD to make record of Members' questions first and make a detailed reply at the Bus Routes Working Group meeting. If the TD responded perfunctorily, he might write to the Commissioner for Transport in the capacity of Chairman of the Traffic and Transport Committee and request a direct meeting.
- (b) Residents of the Lantau Island had to pay surcharges when taking buses on holidays. While the issue had been discussed for nearly 20 years, the TD had not conducted any review so far. He opined that holiday surcharge should be cancelled, otherwise it was unfair to the residents of Lantau Island.
- (c) He said that starting from April of the current year, sectional fares would be implemented on some LWB bus routes for both bounds service through the Octopus system. Passengers needed to tap their Octopus cards to pay the full fares when boarding, and tap the cards again when alighting to receive the fare discount. He asked the TD to seriously consider the proposal of implementation of sectional fares for the NLB bus routes.
- (d) He agreed with Mr FONG Lung-fei' views on route no. 36X and opined that the terminus should be set up at Mun Tung Estate. He enquired why the departure time was 8:20 a.m. and whether the residents had been consulted. Some residents who worked as cleansing staff in the Disneyland needed to arrive at the park at 9:00 a.m., hence the departure did not provide much convenience to the residents.
- (e) The NLB route no. 36 would be extended to the Disneyland Resort Public Transport Interchange, with a full fare of \$9 for a one-way trip and a sectional fare of \$4.3 for travelling between the Tung Chung Tat Tung Road Bus Terminus and Siu Ho Wan. The TD had to supervise the NLB in respect of the implementation of the sectional fare, otherwise it would be unfair to tourists who were not familiar with the bus route.
- (f) The newly introduced route no. E11B did not travel via Chung Yan Road. Instead it travelled directly to the Tung Chung Town Centre from Mun Tung Estate, ignoring the needs of Yat Tung Estate residents. He opined that if route no. E11B did not travel via Tat Tung Road, then it should

travel via Chung Yan Road, so that the residents could board the bus at the stop opposite the North Lantau Hospital (NLH).

- (g) From the first quarter of 2022, route nos. E11B, E11S and E21A would travel via Yu Nga Court. However, there had been a traffic accident because the driver of route no. E11A was fatigued by the lengthy journey. The TD should draw a lesson from it. In addition, Tung Chung West was about to be developed and the Housing Department (HD) would build public housing in the vicinity of Mun Tung Estate. Furthermore, a lot of housing units would be constructed opposite Yu Nga Court and Ying Tung Estate. Therefore, there was a need to study splitting the bus routes for Tung Chung West and Tung Chung North.
- (h) He enquired why the new route no. E36A would not be introduced until the first quarter of 2022. According to the information provided by the TD, in order to tie in with the commissioning of the Northern Connection of the Tuen Mun-Chek Lap Kok Link, the second stage of the franchised bus routes would be implemented in March this year, which did not dovetail with the above arrangements.

41. Mr Randy YU said some residents, after reading Annex 1, were worried that the Pak Mong Village stop would be cancelled. He hoped the TD or the NLB would clarify the matter.

42. The Chairman said that if the TD could not provide a response at this meeting, it could make a detailed reply at the Bus Routes Working Group meeting.

43. Ms Natalie YU made a consolidated response as follows:

- (a) The LWB's application for fare increase had been rejected, whereas the Citybus (Franchise for North Lantau and Chek Lap Kok Airport Routes) did not submit any application for fare increase. Therefore, the fares of the North Lantau routes of the Citybus and the LWB would remain unchanged.
- (b) With regard to Members' concerns over the routing of route no. E11A, the routing had been streamlined in the proposal. Under the current routing, the buses would first enter the Tung Chung Town Centre, and travel to Tung Chung North, and then enter the Airport Supporting Areas by going via the Tung Chung Town Centre again. Under the new proposal, the buses would go to Tung Chung North first and then pass through the Tung Chung Town Centre, which would be smoother. In the proposal, this route would also travel via Ying Tung Estate. It was anticipated that the overall journey time would be comparable to that under the existing routing in normal traffic conditions.
- (c) As proposed by the Member, route no. E11B would enter Chung Yan

Road, so as to provide service to Yat Tung Estate residents.

- (d) The first quarter of 2022, as stated in the paper, was the proposed time when route no. E36A would start travelling via Road L3 in order to cope with the anticipated population growth of Yu Nga Court after its in-take. With regard to the launching date of route no. E36A under the adjustment arrangement for routes running through the Tuen Mun-Chek Lap Kok Tunnel, the TD, after receiving further proposals on the arrangement earlier, was following up on the proposals with the bus companies. After follow-ups were made, the TD would prepare for the implementation of the route adjustment arrangement with the bus companies as soon as possible.
- (e) Currently, the patronage of the NWFB route no. 91 was low. Passengers could choose to travel from the Central Ferry Piers to most of the locations in the Southern District that route no. 91 currently passed through, by taking the NWFB route no. 94 during the morning peak hours or the Citybus route no. 7 for the whole day.

44. Mr LEUNG Kwok-ho reiterated that patronage alone should not be used as the criterion for bus route adjustments. However, the TD still used the low patronage as justification. He would study the routing of route nos. 94 and 7 later, and he hoped that the TD would keep the current service frequencies. He emphasised that the TD should not base on statistics alone in planning the transportation for the Islands District. He urged the TD to change its perspectives because transportation was an essential service.

45. The Chairman said that he would proceed to convene the Bus Routes Working Group meeting.

46. Ms Natalie YU added that the TD would forward the PowerPoint file to all Members through the Secretariat.

IV. Question on proposal of extending North Lantau Hospital bus stop at Chung Yan Road  
(Paper T&TC 4/2021)

V. Question on extension of en-route stop and provision of bus stop shelter opposite North Lantau Hospital and provision of bus stop shelter for Long Win bus route no. E31 at Mun Tung Estate  
(Paper T&TC 10/2021)

47. The Chairman said as the contents of agenda items IV and V were related, the questions would be discussed together. He first welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question of agenda item IV. The written reply of the TD had been distributed to Members for perusal before the meeting. He then welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD; Mr Desmond TANG, Assistant Manager, Planning &

Development and Ms Rennis LIP, Senior Officer, Public Affairs of the LWB to the meeting to respond to the question of agenda item V. The written reply of the LWB had been distributed to Members for perusal before the meeting.

48. Mr FONG Lung-fei briefly presented the question of agenda item IV.

49. The Chairman briefly presented the question of agenda item V.

50. Ms HUI Shuk-yee briefly presented the written reply of the TD.

51. Ms Eunice LEUNG said that with regard to the construction of shelter for the LWB route no. E31 bus stop at Mun Tung Estate, the TD had conducted an on-site inspection with the LWB and the NLB on 29 January and 16 March this year. After evaluating the boarding and alighting of passengers of various bus routes at the stop, the LWB agreed to adjust the stopping arrangement of route nos. E31 and S65, so that passengers could share the bus stop shelter at the location. The TD appreciated the NLB's cooperation and would continue to liaise closely with the bus companies and maintain communication with Members, in order to improve the environment of bus stops continuously.

52. Mr Desmond TANG said that currently, route no. E31 did have more passengers than route no. S65. However, the terminus of route no. S65 was set up at Mun Tung Estate and the LWB had to provide a place at the terminus for the bus captains to take a rest. The LWB understood that it had the responsibility to provide a comfortable environment for passengers waiting for buses. Currently, the waiting area was shared by several bus companies. The bus companies would seek solutions after reviewing the queueing condition, so as to make an arrangement that was satisfactory on both counts as soon as possible.

(Post-meeting note: The relevant improvement arrangement had been completed on 7 April 2021.)

53. The Chairman said that the en-route stop of the NLH must be widened without delay. He hoped that the TD would expedite the works. The en-route stop was shared by several bus companies. Many residents would board and alight buses at the stop. As the bus stop was dilapidated, he urged the TD to supervise the bus companies concerned in their coordination to improve the bus stop shelter. In addition, he thanked the LWB and the TD on the adjustment arrangements for the shelter at the bus stop of route no. E31 and route S65. He hoped to be informed before the arrangements were implemented, so that he could conduct an on-site inspection and notify residents in advance.

54. Mr HO Chun-fai supported the widening of the NLH bus stop. He opined that the bus stop was dilapidated and looked out of place with the beautiful environment around. He also opined that the proposal for the bus companies sharing the stop to improve the bus stop was advisable. He hoped the TD would support the proposal.

55. Ms Eunice LEUNG said that the TD would maintain communication with the bus companies in order to improve the environment for passengers waiting buses.

(Mr HO Chun-fai left the meeting at around 12:15 p.m.)

VII. Question on traffic condition on Lantau Island during holidays  
(Paper T&TC 21/2021)

56. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD; Ms WONG Wing-ying, Chloe, Engineer/22 (Lantau) of the CEDD; Mr HO Ngai-king, King, District Operations Officer (Lantau District) and Mr IP Ngai-chung, Assistant District Operations Officer (Lantau District) of the HKPF to the meeting to respond to the question. The consolidated written reply of the Development Bureau (DEVB) and the CEDD, and the written reply of the HKPF had been distributed to Members for perusal before the meeting.

57. Mr Sammy TSUI briefly presented the question.

58. Ms Eunice LEUNG said the TD understood that many people would interchange for various NLB bus routes to South Lantau at the Tung Chung Station Bus Terminus and Tat Tung Road Bus Terminus on holidays. The NLB had already deployed additional staff to maintain order and manage the passenger flow. Notices were also posted to indicate the locations of bus stops. The TD had time and again reminded the NLB to maintain the queue order. In mid-February, on-site inspection had been conducted at the two bus stops and it was found that the situation was largely under control.

59. Ms Chloe WONG briefly presented the consolidated written reply of the DEVB and the CEDD.

60. Mr King HO briefly presented the written reply of the HKPF.

61. Mr FONG Lung-fei said that many people went to the Lantau Island during holidays. As a result, the life of Mui Wo and Tai O residents was affected because they had to spend a long time waiting for buses when going out of and back to such districts. He enquired whether monthly passes could be used to identify the residents for the purpose of giving them the priority to board the buses. He added that there were also many people waiting for buses during weekdays and he hoped that the TD would take into consideration the interests of local residents.

62. Mr Sammy TSUI expressed his views as follows:

- (a) He was dissatisfied with the department's response that the condition at the bus stops were largely under control. During the epidemic, many people went to the outlying islands for outing. The queues at the Tung Chung Bus Terminus extended all the way to the Citygate and remained

for a long time. It was unsatisfactory for the members of the public, young and old, to wait for the buses for several hours. He hoped that the TD would attach importance to the issue and deal with it from the passengers' perspective. In addition, the increased service frequencies would affect the stopping of other buses, such as those bound for Yat Tung Estate and Ying Tung Estate. He proposed that the departments concerned should work together. For example, police constables should be deployed to help ease the traffic flow and passenger flow.

- (b) He enquired of the CEDD about the progress of the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau (the Study). In addition, he anticipated that it would take time to implement the initiatives recommended in the Study. He asked the TD whether it would consider developing ferry services to divert the visitor flow to various islands. Currently, many sightseeing boats at the outlying islands were left idle. He proposed that the TD should proactively liaise with the boat companies to introduce holiday ferry services, so as to provide more transportation options and divert the passenger flow.

63. Mr Randy YU expressed his views as follows:

- (a) The issue involved the overall traffic of Lantau Island. Recently, Lantau Island was so popular that residents of both the urban and rural areas were affected. Such situation was unacceptable. Some Lantau Island residents even dared not to travel on weekends because they would have to spend much time queueing for the transport. He hoped the TD officials would experience it in person. On the third day of the Lunar New Year, the queue at the Tai O Bus Terminus extended all the way to Nam Chung Tsuen, which was unprecedented. He believed that the NLB had endeavoured its best to cope with the transportation demand with a service interval of five minutes. However, as double-decker buses could not be used, each bus could take 60 people at most. As there were several thousand people waiting for the bus service that day, most of them had to wait for nearly three hours before they could board a bus.
- (b) The consolidated reply of the DEVB and the CEDD was too brief. The Study had been underway for some time and was originally scheduled for completion in 2020. However, the findings of the Study had not been made available up till now. He believed that the department might want to include the Lantau Trails and Recreation Plan into the Study. He pointed out that the departments needed to conduct inspections during peak hours, such as weekend mornings and evenings, otherwise they would not be able to find out the problems. In addition, he was also concerned about the saying of "The provision of diversified leisure and recreational facilities on Lantau Island would help divert the visitors and ease the overcrowding at some locations" as mentioned in the written

reply. He gave an example that hikers and tourists who enjoyed local delicacies of Tai O were two different types of visitors, and therefore the provision of additional tourist attractions would not mitigate the overcrowding issue of tourists at some locations. He opined that the CEDD's proposals of constructing two footbridges in Tai O and using mobile application to indicate the crowdedness information and the provision of recommended alternative routes would help divert the visitors, but the overall traffic problem of Lantau Island had not been resolved.

64. Mr LEE Ka-ho said that the TD, after listening to Members' opinions, should understand that the traffic conditions in the Lantau Island were unacceptable. Ever since the Lantau Link toll waiver at the end of 2020, roads in the district became very congested and parking spaces were also in shortage. He and other Members had raised enquiries on the issue. However, the previous meeting was cancelled due to the epidemic and therefore a written reply was provided by the department. While the TD and the Police had launched many temporary measures, which had improved the condition slightly, the issue remained serious. He took March 21 as an example, parking spaces in Tung Chung were fully occupied. Tourists heading for Tai O had to wait for more than an hour at the Tung Chung Bus Terminus before they could board the buses. The queue was long enough to encircle the terminus for one lap. He enquired of the tourists whether they would take the ferries and they replied that the ferries were also full. Traffic condition on the Lantau Island was always poor on holidays. It was anticipated that there would be more tourists when the epidemic was over, and the existing measures would not be adequate to meet the demand. The TD had the responsibility to make coordination and expeditiously address the issues, including the traffic in the Tung Chung urban area and the traffic to and from various areas on the Lantau Island, in order to cater for the travel needs of local residents. He proposed that the TD should assist the NLB and the ferry companies to increase their service frequencies and should implement improvement measures, in order to avoid deterioration of the traffic problems in the area. He hoped the TD would conduct reviews seriously.

65. Ms Amy YUNG agreed to the opinions of other Members and said such situations occurred not only in Tung Chung and the franchised bus stops. During holidays, many tourists would queue at the Tung Chung Bus Terminus and Sunny Bay Bus Terminus for buses bound for Discovery Bay. The situation was worrisome. Discovery Bay was a private area and the residents relied on the residents' service instead of franchised buses for travelling. When there were a large number of tourists visiting Discovery Bay, the residents would be affected. Residents of Discovery Bay, just like residents of other areas in the Islands District, dared not to travel on holidays and weekends because it would take several hours to travel home. There had been circumstances where the bus company had to hire additional vehicles to ease the passenger flow due to the huge number of tourists. The condition was even worse during the Easter holidays because the developer would hold events to attract crowds. Tourists yelled in the housing estate area, which caused nuisance to the residents. The residents chose to live in the outlying islands because of the quiet community. They

did not want to be bothered by tourists, especially inside the private housing estates. Residents' service mainly served the residents of the area and should not be used by the developer as the means of profit making. She expressed regret over the absence of Mr Peter TSANG, representative of the Discovery Bay Transit Services Limited (DBTSL) at the meeting. The issue of residents' service persisted and she continued to receive complaints from residents. The DBTSL had all along refrained from responding. She hoped the TD would enhance its supervision.

66. Mr HO Siu-kei said that members of the Tai O community had maintained close liaison with the NLB all along. Currently, Tai O, South Lantau and the adjacent areas were well liked by members of the public, but the roads and bus services in these places were overloaded. As reported in the media, the traffic in Lantau Island was on the brink of collapse during the Lunar New Year and the previous Easter holidays. During the Lunar New Year, the queue at the Tai O Bus Terminus extended all the way to Nam Chung Tsuen. Passengers had to wait for one to two hours for the buses, and could not even buy any food. The ferry service was limited and could not help ease the passenger flow. After the opening of the Ngong Ping 360 cable car service, the number of people travelling via Po Lin Monastery to Tai O had increased substantially. If the departments intended to promote major tourist projects without improving the road traffic, it would only bring harm to the Lantau Island. In addition, the Recreation and Tourism Development Strategy for Lantau was merely a policy in theory. As no members of the local community were engaged, the policy could not reflect the actual needs of the local community. The daily life of Tai O residents had been greatly affected. If the condition persisted, external visitors might not be welcomed any more. He said that the NLB had endeavoured its best to provide services. If the TD, the CEDD and the DEVB continued to take forward tourist proposals without due considerations, Tai O residents would surely raised objections.

67. Ms Marie SIN said the TD was aware that a large number of people visited the various areas in Lantau Island during weekends and long holidays. The NLB had deployed a lot of additional resources and arrange non-franchised buses to operate overtime, in order to ease the passenger flow by increasing the transportation capability of the bus fleet. In addition, the NLB had also arranged staff to direct the vehicles in order to minimise the effects on the MTR Station and other bus routes at the Tat Tung Road Bus Terminus. The TD had also deployed staff to conduct inspections at the terminus and maintain communication with the Police. In case the carpark opposite the Citygate was full, leading to congestion at the entrance, the Police would divert the traffic as quickly as possible to make sure that the buses could enter the terminus smoothly. With regard to the queueing conditions at places such as Tai O and Mui Wo, the TD noted that the NLB had arranged buses to pick up passengers at the en-route bus stops. The TD would maintain communication with the NLB and members of the local community, and would review the transport arrangements in detail.

68. Mr CHAN Tin-lung said that the Lunar New Year holidays had always been the peak period of tourists visiting the Lantau Island, but recently the overcrowding situations in the island on some days were even worse than those during the Lunar New Year. The NLB had made use of all its permits in vehicle arrangement and made

applications to the TD for additional permits, in order to enhance its capability. During the peak hours, more than 20 buses were deployed. However, limited by the area of the bus terminus, only two buses could stop for boarding at the same time. With regard to the manpower arrangement, the NLB had deployed more drivers to work in rotation during lunch and dinner hours so that the bus services could continue. However, as there were too many tourists, it was estimated that it would take three to four hours to ease the passenger flow at Tung Chung. The NLB welcomed suggestions from Members on how to resolve the current problems.

69. Ms Chloe WONG said that the Study of the CEDD would assess the needs and explore feasible options to improve the internal roads and pier facilities in Lantau Island. It was anticipated that the Study would be completed in the second half of 2021. The CEDD would closely monitor the progress and convey Members' views to relevant colleagues.

70. Mr Eunice LEUNG said that the TD would reflect the issue to the DBTSL and remind the company to monitor the queueing conditions at various bus stops.

71. Mr Sammy TSUI requested the TD to proactively consider developing waterborne transportation. He did not wish to see waterborne transportation being considered only after the results of the Study were announced in the second half of 2021. He proposed to roll out policies in response to the current situation, otherwise the traffic issue of Tung Chung would persist. He added that the issue arose three years ago when the Hong Kong-Zhuhai-Macao Bridge was commissioned. Currently, although there were no tourists, people would go outing within Hong Kong during public holidays. He was not satisfied that the government departments failed to provide solutions for such a long period of time.

72. Ms Amy YUNG pointed out that while the TD said it would discuss with the DBTSL, the issue had been in existence for a long time. She opined that the supervision of the TD was inadequate. The buses were already very crowded during weekdays. However, the parent company of the DBTSL even held events on holidays and used the residents' service for carrying the tourists. The TD had the responsibility to remind the developer of Discovery Bay and the DBTSL to reserve service capacity for the transportation of the residents. She anticipated that the problem would be worse during the Easter holidays and hoped the TD would liaise with the DBTSL for making preparations, so as not to affect the lives of residents.

73. Mr LEE Ka-ho opined that apart from long-term planning, the TD should also cope with urgent needs. The bus company was more proactive than the TD, and the TD's attitude was disappointing. He proposed to actively promote waterborne transportation to resolve the issue in the long run. He also hoped that there would soon be plans for enhancing the capacity of Tung Chung to receive visitors.

74. The Chairman expressed his views as follows:

- (a) Members were extremely dissatisfied with the traffic conditions. The

issue had been raised in the previous term of the DC. South Lantau and Tai O had both hit their upper limits of capacity for receiving visitors. Some residents even did not welcome visitors. He thanked the NLB for its cooperation and pointed out that the TD had not proposed any solutions. He once took the NLB route no. 3M at the Citygate bus terminus to understand the condition. It was found that the carpark of Citygate and LINK were full and Tat Tung Road was overwhelmed by vehicles. As a result, buses were not able to turn right to leave the bus terminus. He proposed that buses of special departures should turn left to leave the terminus.

- (b) In addition, he proposed that the TD should arrange shuttle buses to carry the passengers from Citygate to the Tung Chung New Development Pier and increase the service frequency of ferries to and from Tai O. The number of tourists in Tai O should also be displayed at the pier and the terminus in real time.
- (c) The NLB route nos. 3M and 11 were often full. As the Tung Chung Road was steep, accidents were prone to occur on the road if the buses were overloaded. He requested the TD, the NLB and the Police to pay more attention, and hoped an on-site inspection by the department and Members would be arranged during the long holidays.

75. Mr Randy YU expressed his views as follows:

- (a) He opined that the NLB was proactive in solving the problem while the TD was passive. Currently, only one or two additional departures would be arranged for the Tai O ferry on holidays. He had enquired of the Fortune Ferry and its parent company Chu Kong Shipping in this connection. They replied that they did not have suitable vessels for travelling along the channel from the Tung Chung ferry pier to North Lantau and Tai O. The reason was that large vessels could not go through the channel due to the height limit of the bridge connecting Tung Chung and the Airport, while small vessels were not cost effective and would not be able to ease the passenger flow. This might be the limitation of waterborne transportation. The issue of waterborne transportation had been discussed for four to five years at the Lantau Development Advisory Committee but no proposals were advanced. It was evident that the government departments were inefficient and he supported the proposal of on-site inspection.
- (b) He had submitted a questionnaire in respect of the Study. He opined that the approach of conveying Members' views via the department was rather passive. Members in today's meeting were all very concerned about the traffic conditions of Lantau Island. He proposed that the consultants of the Study would meet in person with Members for better understanding of the actual situation.

76. Ms Amy YUNG hoped that an inspection to the Sunny Bay Bus Terminus would be arranged.

77. Ms Eunice LEUNG said that the TD would cooperate with the ferry group and proposed that the Fortune Ferry should increase its service frequency during peak season under feasible conditions and improve the route arrangements, in order to divert the tourists to Tai O. The TD and the DBTSL would study the situation of passengers queueing for the residents' service at the Sunny Bay Station and Tung Chung Station during holidays in order to improve the residents' service.

78. Mr CHAN Tin-lung noted Members' views and would continue to provide high quality bus services.

79. The Chairman requested the NLB and the TD to study whether it was possible for the buses of special departures to turn left at Tat Tung Road to leave the bus terminus.

80. Mr CHAN Tin-lung said that the buses of special departures of route no. 11 would make a left turn to leave the bus terminus at present.

81. The Chairman hoped the bus company would provide the real time information of the number of tourists in Tai O at the Citygate bus terminus.

82. Mr HO Siu-kei hoped the TD and the ferry company would arrange to increase the ferry service between Tai O and the Tung Chung New Development Pier during public holidays and weekends shortly.

83. Mr Amy YUNG requested the TD and the DBTSL to discuss the feasibility of separating the residents and the tourists into different queues at the Tung Chung Station and Sunny Bay Station during holidays.

84. The Chairman requested the Police to assist in diverting the traffic flow on Tat Tung Road.

IX. Question on feasibility of converting the section of Chui Kwan Drive, On Tung Street and Shun Tung Road into one-way traffic  
(Paper T&TC 16/2021)

85. The Chairman welcomed Mr HO Ngai-king, King, District Operations Officer (Lantau District) and Mr IP Ngai-chung, Assistant District Operations Officer (Lantau District) of the HKPF; and Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written replies of the TD and the HKPF had been distributed to Members for perusal before the meeting.

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

87. Mr King HO briefly presented the written reply of the HKPF.
88. Ms HUI Shuk-yee briefly presented the written reply of the TD.
89. Mr FONG Lung-fei made an example that whenever a minor traffic accident occurred in the vicinity of Yat Tung Estate, Chung Yan Road and Yu Tung Road, and as long as another vehicular lane was involved, the road section would be rather congested even during non-peak hours. As a result, coordination and traffic diversion by the Police would be needed. As Areas 42 and 46 were to be developed, Yu Tung Road would become a major road. Although it was a two-lane road, traffic accidents often affected more than one lane. Hence, the entire road section would be congested. He added that there had been traffic accidents on Tung Chung Road or Yu Tung Road at around 5:00 p.m., leading the traffic queues to extend all the way to Pak Kung Au and remain until 8:00 or 9:00 p.m. The internal and external traffic was therefore seriously affected. The proposal aimed to mitigate the traffic congestion. When a traffic accident occurred, vehicles could travel via Chui Kwan Drive to Shun Tung Road and turn left to other areas. In addition, vehicles departing from the hospital could turn right and take Chui Kwan Drive to leave the area. The route was shorter than that by turning left into Chung Yan Road. Emergency vehicles heading towards the hospital could also turn right into On Tung Street at the junction outside the police station at Shun Tung Road. The journey was shorter than that by going through Yu Tung Road and the Yat Tung Estate roundabout. The proposal could provide convenience for the hospital, the Police and the Fire Services Department, and also provide additional options to the residents of Yat Tung Estate and South Lantau. He hoped the department would take the proposal into serious consideration.
90. Mr LEE Ka-ho expressed his views as follows:
- (a) The Hospital Authority (HA) was involved in the agenda item. The written reply of the TD also mentioned that the proposal had to be considered by the relevant stakeholders. However, the HA did not send representatives to the meeting. He was disappointed and hoped to discuss the agenda item with the HA.
  - (b) The proposal of Mr FONG Lung-fei was rather attractive to drivers. In particular, when the traffic of Yu Tung Road was congested, vehicles could bypass Yu Tung Road and enter Shun Tung Road quickly. He opined that the TD did not make good use of the road section.
  - (c) Police vehicles would access the carpark via On Tung Street near Shun Tung Road. However, ambulances rarely took the other end of the road. He requested the TD to provide the information on the utilisation of Chui Kwan Drive.
  - (d) Chui Kwan Drive was at present mainly used by Yat Tung Estate residents for walking back to the housing estate after alighting at the

Tung Chung Fire Station, or going from Yat Tung Estate to the town centre. If the road was used only by the Police for accessing the carpark, it was better to pave the road and, as proposed by Mr Eric KWOK in the previous term of the DC, add shelter to the road section, so as to provide convenience for pedestrians.

91. The Chairman added as follows:

- (a) According to the original plan, there would be a mortuary in the NLH and Chui Kwan Drive was meant to be a passage way for coffin vans and ambulances, with a view to minimising the impacts on Yat Tung Estate residents. However, no mortuary was set up at the NLH. Hence, he agreed with Mr FONG Lung-fei's view that Chui Kwan Drive should be converted into a proper road.
- (b) With regard to interim measures, he enquired of the TD whether Chui Kwan Drive could be used as a reserve road and, as proposed by Mr FONG Lung-fei, be opened to vehicles when there were traffic accidents at the NLH-Tung Chung Police Station section of Yu Tung Road. He hoped that the TD would accept the proposal and convert Chui Kwan Drive into a proper road in the long run.

92. Ms WONG Chau-ping said that as mentioned by Mr FONG Lung-fei, a traffic accident had caused congestion of vehicles through the road to Pak Kung Au. She said this situation happened from time to time. She had conducted an on-site inspection at the road section nearby the night before, and found that once Tung Chung Road was blocked, the vehicles would have no way out. Therefore, there had always been proposals that a new road should be opened at Tung Chung Road, so that vehicles could travel via Chung Yan Road into Chung Mun Road and then arrive at Yu Tung Road. This solution could not only ease the issue of traffic saturation at Tung Chung Road, but also allow the vehicles to leave the road when there were traffic accidents. She added that during the on-site inspection, she saw that the place was paved with tiles and there was adequate space for emergency vehicles to pass through. She opined that the TD should consider the proposal.

93. Ms HUI Shuk-yee made a consolidated response as follows:

- (a) The TD noted the views of Members. In case that Yu Tung Road or other roads became seriously congested due to traffic accidents, the Police would arrive at the scene to direct and divert the traffic. The department would also, having regard to the actual circumstances, facilitate the Police in implementing special traffic arrangements if necessary.
- (b) Whether Chui Kwan Drive could be opened as a reserve road should be considered by the HA and the relevant stakeholders. With regard to the development of Areas 42 and 46, the CEDD would assess the

development projects' impact on the traffic and would implement road improvement measures in light of the impact.

- (c) The TD noted Mr LEE Ka-ho's proposal on the improvement of Chui Kwan Drive pavement and would review the utilisation rate of Chui Kwan Drive in due course.
- (d) With regard to Ms WONG Chau-ping's suggestion on Tung Chung Road, the CEDD would construct a road to link Tung Chung Road with Yu Tung Road/Chung Mun Road in the Tung Chung New Town Extension projects, so that the traffic network of Tung Chung West would be enhanced.

94. Ms WONG Chau-ping said that the detailed information about Road L29 and the adjacent minor roads was available, but the road construction works might take six to eight years to complete. However, the department never took into account the original proposal. When a traffic accident occurred, even though two-lane traffic could not be maintained, as mentioned by the representatives of the TD, the congestion could be eased after the Police arrived at the site to direct and divert the traffic.

95. Mr FONG Lung-fei said that in case of serious traffic accident at any road section of Tung Chung West, the traffic would be extremely congested and the tailback might even affect the North Lantau Highway. He hoped that the department would take into serious consideration the proposal about Chui Kwan Drive, so that vehicles could go along Shun Tung Road and the roundabout to Ying Tung Road, and then proceed to the North Lantau Highway or other places. In addition, he noted that there was a central median greening zone of about two lanes wide on Yu Tung Road. He wanted to know whether the greening zone would be removed in the future so as to realise three-lane traffic for both directions. When Areas 42 and 46 were developed in the future, the vehicular flow would increase substantially on top of the existing traffic. By then, Yu Tung Road's two-lane traffic design might not be able to cope with the vehicular movement. He urged the department to look for solutions.

96. The Chairman hoped that the TD would seriously consider the proposal of Mr FONG Lung-fei and take the lead in its implementation with the collaboration of the HA. Or else the issue would remain in discussion stage without any results. With regard to Ms WONG Chau-ping's suggestion, the road used to be a one lane carriageway, through which vehicles could travel from Tung Chung Road towards the direction of the Tung Chung Town Centre into Yu Tung Road. However, the road was then closed for unknown reasons. He opined that the proposal raised by Members was advisable. The department should implement the proposal as soon as possible even if it was considered as a backup plan. He hoped that one year later, the road could be opened as a reserve road for use in emergency. If the department continued to handle the issue in a passive manner, it would remain unsolved. He hoped that the department would put the interests of the public at the forefront.

(Mr LEUNG Kwok-ho left the meeting at around 1:25 p.m.)

VI. Question on proposal for provision of bus stop near the entrance of Yat Tung Estate and changing the name of bus stop outside Fuk Yat House  
(Paper T&TC 17/2021)

97. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD to the meeting to respond to the question.

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

99. Ms Eunice LEUNG said that at present there were five bus routes which used the bus stop at Yu Tung Road near Fuk Yat House for passenger pick-up and drop-off, and two of them operated during peak hours. Apart from the Fuk Yat House bus stop, these routes also had a bus stop at Yu Tung Road near Yung Yat House, which were around 300 metres from Fuk Yat House and Luk Yat House. According to an on-site inspection of the TD, it took around three minutes to walk from the estate entrance near Fuk Yat House to the two bus stops respectively. The TD hoped that members of the public would use the relevant bus stops for boarding or alighting. The TD understood that Members were very concerned about the lighting issue at the Fuk Yat House bus stop, therefore it had referred the issue to the Lighting Division of the HyD for follow up. The HyD replied that the lighting beside the Fuk Yat House bus stop would be replaced with LED lights in the third quarter of the current year, which would improve the dim environment.

100. Mr FONG Lung-fei enquired whether the bus stop could be moved from Fuk Yat House to the location outside the entrance of Yat Tung Estate, so that residents would not be affected by inclement weather conditions when walking to and back from the bus stop, and the crowds at the Yat Tung Estate Bus Terminus could also be diverted. He pointed out that Areas 42 and 46 were under development and more bus routes would be introduced in the future. Hence, it was hoped that the crowds at Yat Tung (I) Estate would be diverted. The bus stop at Fuk Yat House faced seven residential blocks (i.e. Fuk Yat House, Luk Yat House, Ying Yat House, Yu Yat House, Chau Yat House, Tai Yat House and Ping Yat House) and currently most residents of these blocks chose to take the buses at the Yat Tung Estate Bus Terminus. If the bus stop was moved from Fuk Yat House to the entrance of Yat Tung Estate, residents could arrive at the bus stop with less than one minute's walk. In addition, the pavement along the way was installed with shelter and was linked to the bottom of the footbridge, which was very convenient. Even though there might be bus routes that would not go via Yat Tung Estate in the future, residents could choose to take the bus at the entrance of the housing estate. The farthest Sui Yat House was only around 200 metres away from the proposed bus stop location. That was about three minutes' walk, which was rather convenient. If more bus routes went via Yat Tung Estate, the traffic load of Chung Yan Road would increase. Therefore, he proposed to set up a bus stop at the said location. It was not far away from the residences and could divert the crowds at the Yat Tung Estate Bus Terminus. At present, the Yat Tung Estate Bus Terminus was very busy and the prolonged boarding and alighting had affected the traffic. He urged the TD to

consider the proposal.

101. Mr WONG Chun-yeung said that when they took office at the beginning of 2020, the five Members of the Tung Chung district had consulted the residents at a residents' meeting. Many residents said that the lighting at the bus stop in Picture 1 was dim, imposing safety hazards such as accidents of bicycles running into people at night. The TD had referred the issue to the HyD for follow up. In early 2020, some residents had called 1823 to reflect the issue, but no reply had been received yet. He hoped the TD would maintain close communication with the HyD to resolve the relevant issue. In addition, a lady said she suspected that she had been stalked. While the issue was not substantiated, the incidents of exhibitionism had aroused people's concern about public security. The issue had persisted for two years and he enquired of the TD when a reply from the HyD would be available. Dim lighting seemed to be a minor issue, but members of the public was concerned about public security. He urged the TD to follow up with the HyD and resolve the relevant issue as soon as possible.

102. Ms Eunice LEUNG made a consolidated response as follows:

- (a) As at present, there were bus stops at both Fuk Yat House and Yung Yat House and they were close to each other. In accordance with the Transport Planning and Design Manual published by the TD, the en-route bus stops should be 400 to 600 metres apart based on the overall vehicular flow and vehicle operation of Yu Tung Road. Therefore, the TD encouraged members of the public to use the existing bus stop at Yung Yat House or the one at Fuk Yat House.
- (b) With regard to the issues of dim lighting and public security at the Fuk Yat House bus stop, the Lighting Division of the HyD said that it would replace the lighting facilities near the bus stop with LED lights in the third quarter of 2021. The TD would forward the issue to the HyD for follow up, with a view to further improving the illumination at the location.

103. Mr FONG Lung-fei said the TD indicated that a distance of 400 to 600 metres should be maintained between en-route bus stops, but there were five bus stops on the road section of 400 metres long between the Mun Tung Estate bus stop and the Chung Wai Street bus stop. He enquired why no bus stops could be added on streets between two bus stops that were 300 metres apart while many stops could be set up along the major roads. He pointed out that currently many passengers would alight at the Yung Yat House bus stop and then walk to Fuk Yat House, rather than using the Fuk Yat House bus stop. The bus stop actually performed no real function. Although it could serve the rural villagers, the users were mainly the residents of Fuk Yat House. In addition, the road section was covered by bushes on the periphery, with slopes and footpaths all along the way. Women would rather not pass through the stop at night. He asked why the stop was not located closer to Yat Tung Estate. As an example, he said that it also took three minutes to walk from Ying Tung Estate to the Ying Hei Road

bus stop, but all the bus routes travel through the housing estate. It was unfair to the residents of Yat Tung Estate and he hoped the TD would consider the proposal.

104. Ms Eunice LEUNG said that the TD had to take into consideration the traffic condition at Yu Tung Road, such as the places for parking and the situations of buses turning when entering and leaving the stop, and reserve certain spaces for the buses to stop. As for Members' concerns about the long-term traffic condition of Yat Tung Estate, the TD would formulate corresponding measures depending on whether the buses would go into Chung Yan Road and their impact on the traffic in the vicinity.

105. The Chairman opined that in the long run, the TD needed to review the condition of the above-mentioned bus stops. As indicated by Mr FONG Lung-fei, the utilisation rate of the Fuk Yat House bus stop was low, so the stop should be relocated to under the footbridge. In the future, there would be more bus routes travelling through Yu Tung Road in Tung Chung West, and all the buses going to the urban area and returning to Yat Tung Estate would pass through that road section. In addition, he had reflected earlier at a meeting that a resident intending to take route no. E31 to Tsuen Wan mistakenly took a bus bound for Yat Tung Estate. Therefore, he proposed separating the boarding and alighting bus stops and the issue of low utilisation rate of the Fuk Yat House bus stop should be solved.

VIII. Question on inadequacy of electric vehicle charging facilities in Tung Chung  
(Paper T&TC 15/2021)

106. The Chairman welcomed Ms HUI Shuk-ye, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written reply of the Environmental Protection Department (EPD) had been distributed to Members for perusal before the meeting.

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

108. Ms HUI Shuk-ye said that policies and measures related to electric vehicles fell within the purview of the Environment Bureau and the EPD. The relevant departments had provided a written reply for Members' perusal and the TD had nothing to supplement.

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

- (a) He was disappointed that the EPD did not send any representative to the meeting to explain the details of the "EV-charging at Home Subsidy Scheme" (EHSS).
- (b) The EPD stated in the written reply that there were 50 electric vehicle public chargers in total in Tung Chung with another 10 chargers to be installed in due course, and such chargers would also be provided in Lantau Island. He enquired whether the 50 chargers were standard,

medium or quick chargers. He pointed out that standard chargers used ordinary 13A plugs for home use, and would take several days to fully charge an electric car. The EPD should install medium or quick chargers so that the chargers could function to full capacity.

- (c) According to the Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Government recently, there would be no new registration of fuel-propelled private cars in 2035 or earlier in order to phase out fuel-propelled vehicles. However, the EHSS could not tie in with the initiative. The numbers of chargers and other ancillary facilities were inadequate to meet the demand. He requested the EPD to provide more information and attend the meeting to respond to questions.

110. The Chairman asked the Secretariat to write to the EPD to convey Members' concerns over the issue, and to request the EPD to send representatives to the meeting to respond to questions so as to show its respect to the Islands District Council (IDC). In addition, he was concerned that there was only one electric vehicle public charger in Ying Tung Estate.

111. Ms Amy YUNG was disappointed that the EPD did not arrange any representative to attend the meeting. As the golf carts of Discovery Bay were all propelled by diesel and were not environmentally friendly, the residents hoped to switch to electric vehicles to improve the environment. She also asked the Secretariat to write to the EPD, requesting for written details of the subsidies for replacing golf carts of private housing estates under the EHSS.

(Post-meeting note: The IDC Secretariat had written to the EPD to reflect Members' views.)

X. Question on provision of movable bicycle parking systems at Tung Chung area and Islands District ferry piers as well as bicycle parking facilities at vacant open space under the footbridge near Tung Chung football pitch between Yat Tung Estate and Mun Tung Estate  
(Paper T&TC 11/2021)

112. The Chairman welcomed Ms WONG Wing-ying, Chloe, Engineer/22 (Lantau) of the CEDD; Ms HUI Shuk-yee, Engineer/Islands 2 of the TD; Ms KANG Pu, District Engineer/General (2)B of the HyD; and Ms LAU Hoi-shan, Nelly, Deputy District Leisure Manager (Islands) 2 of the Leisure and Cultural Services Department (LCSD) to the meeting to respond to the question. The written replies of the CEDD, the TD and the LCSD had been distributed to Members for perusal before the meeting.

113. The Chairman played a short video to illustrate that movable bicycle parking systems were suitable for crowded cities like Tokyo and Hong Kong as they could save space and were easy to use. He hoped departments would seriously consider the proposal. He then briefly presented the question.

114. Ms Chloe WONG briefly presented the written reply of the CEDD.
115. Ms HUI Shuk-ye briefly presented the written reply of the TD.
116. Ms KANG Pu said that if necessary, the HyD would make arrangement for the works after a Works Request Form was issued by the TD.
117. Mr Sammy TSUI said that the movable bicycle parking system shown in the video was worth considering. He hoped that the departments would deal with the planning of bicycle facilities squarely to tie in with the newly completed cycling tracks. Although new cycling tracks and bicycle parking spaces would be constructed in the new reclamation area of the Tung Chung East Station, there were management problems with the existing bicycle parking arrangement. Due to the lack of regulation, the bicycle parking areas in the vicinity of Ying Tung Estate and even The Visionary had turned into parking areas for motorcycles and abandoned bicycles, thus causing the problem of theft. These issues could not be resolved by merely increasing the number of parking spaces. He appreciated the movable bicycle parking system for its convenience in management and space saving. The system could not only improve the appearance of the city by avoiding random parking of bicycles, but also mitigate the issue of bicycle theft. Hong Kong was small and densely-populated. The land thus vacated could be utilised for many purposes, such as the provision of leisure facilities.
118. Mr WONG Chun-yeung opined that the CEDD could make references to the double-deck bicycle parking facilities in Tseung Kwan O and the North District. There was currently a shortage of space in Hong Kong and the above examples had proven that multi-deck bicycle parking facilities were feasible. He was not satisfied with the CEDD's saying that the parking spaces for bicycles were adequate. He opined that the CEDD should study how to construct double-deck bicycle parking facilities in order to vacate land for other leisure uses. Tung Chung should have constructed cycling tracks more than 10 years ago to squarely deal with its residents' needs for bicycle facilities and parking spaces. He hoped that when the CEDD responded to such questions in the future, even the works could not be implemented, the department would still explain their difficulties so that Members could look for other feasible solutions.
119. Mr CHAN Lin-wai criticised the government departments for their low efficiency and the lack of transparency in project progress. He took the bicycle parking spaces in Lamma Island as an example, saying that the construction cost was high but the parking racks were in old design. He had therefore proposed that a more advanced design be adopted for the bicycle parking facilities. However, his proposal was not accepted and he opined that there was inadequacy on the part of the departments.
120. Mr LEE Ka-ho said that the problem stemmed from the improper planning of the cycling track network of Tung Chung. The department claimed that there were still vacant parking spaces for parking bicycles, but it did not take into account the great disparity in the utilisation rates of the parking spaces at different locations. For

example, there was no cycling track at Man Tung Road but there were many bicycle parking spaces. Unless the department reviewed the entire policy about cycling track networks, such issues could never be resolved. In addition, he was dissatisfied that in planning the cycling track network for Tung Chung, the department had only taken into account the new development areas and ignored the Tung Chung old areas. As a result, the cycling tracks in these areas could not be connected. He hoped that the department would review the entire cycling track network in Tung Chung district seriously, and re-arrange the bicycle parking facilities.

121. Ms Amy YUNG said that in the long run, there was a need for Hong Kong to install movable bicycle parking systems. She requested the Chairman to forward the video to the Deputy Commissioner for Transport/Planning and Technical Services of the TD, so that the Technical Services Branch could study the issue.

122. Ms HUI Shuk-yee noted Members' views and would convey them to the relevant departments. She said that the TD had all along been proactively improving the existing cycling tracks and bicycle parking facilities. Should the department have any plans, it would consult Members in a timely manner. With regard to the automated bicycle parking systems, the Government was studying whether and how to promote these systems, and would proceed to explore the feasibility of various options from operational and technical perspectives. If any progress was made, the TD would consult Members.

123. Ms Chloe WONG noted Members' views and would convey them to the relevant colleagues. With regard to the proposal of double-deck bicycle parking racks, she said that in planning the parking spaces for the Tung Chung New Town Extension area, conventional bicycle parking racks would be considered first as they were more convenient for users in design. Users only had to push the bicycles into the parking racks. The flexibility of conversion into new-style racks could be allowed when the demand increased in the future.

124. The Chairman was dissatisfied that the CEDD said it would refer the relevant proposal to the TD for follow up and response. He opined that in developing Tung Chung into a green and low-carbon smart community, the CEDD should take a leading role and proactively follow up on the issue of bicycle facilities. Tung Chung was a new town built on reclaimed land, hence it was subject to less restrictions on development. Recently, the Government was actively advocating "Sport for All". However, many residents said that they would refrain from riding bicycles because of the ill-managed bicycle parking spaces. He sincerely requested the department to consider installing movable bicycle parking systems in Tung Chung and at the piers of the outlying islands in order to resolve the issues brought about by land shortage and bicycle management. The deserted vacant space underneath the footbridge by the side of the Tung Chung Road Soccer Pitch between Yat Tung Estate and Mun Tung Estate was one of the locations proposed for building bicycle parking facilities and the TD could consider other similar spaces. In addition, he had met with the representative of the engineering department of the MTR Corporation Limited (MTR), and according to them, the Government requested that in the construction of the Tung Chung Line

Extension, space should be set aside for building bicycle parking facilities. He proposed that the departments concerned should liaise with the MTR to follow up.

125. Ms Chloe WONG noted the Chairman's views and would convey them to the relevant colleagues.

126. Ms HUI Shuk-yee noted the Chairman's views and would forward them to the relevant departments for their review.

127. The Chairman requested the representatives of the TD to forward the video to the Technical Services Branch of the department.

XI. Question on provision of additional motorcycle parking spaces and clearing of abandoned vehicles in Tung Chung North  
(Paper T&TC 20/2021)

128. The Chairman welcomed Mr TSANG Wai-man, Administrative Assistant/Lands of the District Lands Office, Islands (DLO/Is); Ms HUI Shuk-yee, Engineer/Islands 2 of the TD; and Ms KANG Pu, District Engineer/General (2)B of the HyD to the meeting to respond to the question. The written replies of the DLO/Is, the TD and the IsDO had been distributed to Members for perusal before the meeting.

129. Mr Sammy TSUI briefly presented the question.

130. Mr TSANG Wai-man said that the first question should be answered by the relevant departments. With regard to the second question, the DLO/Is would proactively provide its advice after receiving the relevant information. With regard to the third question, he briefly presented the written reply of the DLO/Is.

131. Ms HUI Shuk-yee briefly presented the written reply of the TD.

132. Ms KANG Pu said that if necessary, the HyD would immediately carry out the works after a Works Request Form was issued by the TD.

133. Mr Thomas LI said that the Home Affairs Department (HAD) had been closely monitoring the issue of abandoned vehicles in Hong Kong and had recently formulated a pilot scheme with the concerned departments. Two months ago, the Yau Tsim Mong District Office mounted a joint operation with the relevant departments in its district where the issue of abandoned vehicles was comparatively more serious, and the results were satisfactory. The HAD would carry out joint operations in other districts by phases. The second phase of operations would cover the Central and Western District, the Kowloon City District, the Sai Kung District and the Tuen Mun District, and the Islands District would be covered at a later stage. As mounting such operations depended very much on the available resources of relevant departments, priority would be given to those districts where the issue of abandoned vehicles was more serious.

134. Mr Sammy TSUI opined that if the shortage of manpower led to the slow progress of the operations, he proposed that more staff should be recruited, so as to expedite the handling of the issue of abandoned vehicles while providing employment opportunities. He disagreed with the TD's saying that there were adequate parking spaces in the district and he would provide more information to the department for reference. He also pointed out that the utilisation rate of some motorcycle parking spaces was low because they were far away from the residences. Parking spaces near the public housing estates were always full and the residents had no choice but to park their motorcycles by the roadside. Although there were temporary car parks, the supply might not be stable in the long run. Therefore, he proposed that planters should be removed and the space vacated should be converted into parking spaces to solve the issue of inadequate motorcycle parking spaces.

135. Mr LEE Ka-ho said that many abandoned vehicles occupied the motorcycle parking spaces at Man Tung Road near Ying Tung Estate and the body shells of some motorcycles had been dismantled. He queried whether the TD said that there were adequate parking spaces in the district, as a matter of fact that the owners illegally parked their motorcycles at places like the space under Yi Tung Road footbridge. He had proposed that these places where motorcycle owners often used for parking should be converted into proper parking spaces. However, the department said that there were difficulties. According to his observation, the charges for the temporary carpark at Hei Tung Street were relatively high, hence not many motorcycles were parked there. He urged the department to step up the joint operations and proactively study the site selection for parking spaces with the DC Members of Tung Chung district.

136. Mr FONG Lung-fei said that most owners parked their motorcycles after 7:00 p.m. and rode the motorcycles away before 8:00 a.m. He enquired whether the TD conducted on-site inspections between 9:00 a.m. and 6:00 p.m. and hence had no idea of the actual situations.

137. Mr Sammy TSUI proposed that the TD should make reference to the number of motorcycle licenses issued each year in order to estimate the number of parking spaces needed, and requested the TD to improve the issue of dim lighting near the motorcycle parking spaces at Man Tung Road.

138. Ms HUI Shuk-yee said that under the current policy, the TD encouraged members of the public to make good use of the existing parking spaces, so that people who usually travelled by public transport would not turn to private vehicles, increasing the traffic load of the roads. In addition, the TD mainly conducted on-site inspections during 7:00 p.m. to 10:00 p.m. In accordance with the terms of the short-term lease of the temporary carpark at Hei Tung Street, parking spaces for private cars and motorcycles could be provided. At present, the carpark at Hei Tung Street provided monthly and hourly parking space rental for private cars and motorcycles. The TD had liaised with the person-in-charge of the carpark and had learnt that the hourly rental for a motorcycle parking space was lower than \$10. If necessary, the TD could provide the relevant information in due course. With regard to the issue of the dim lighting near the motorcycle parking spaces at Man Tung Road, the TD would reflect it to the

HyD.

(Post-meeting note: The TD had referred the lighting issue at the relevant location to the HyD and was informed that the LCSD had pruned the plants there to avoid blocking the light. In addition, the HyD planned to improve the lighting at the location in September of the current year.)

139. Mr Sammy TSUI said it was unrealistic for the TD to claim that there would be no additional roadside parking spaces in order to save the public from reducing the use of public transport. Members of the public probably used motorcycles out of occupational needs, in particular many people took up food courier jobs recently. In addition, if the TD conducted on-site inspections in the morning, it would not be able to understand the actual situations.

140. Ms HUI Shuk-yee said that recently the TD was conducting on-site inspections every one to two months, normally from 7:00 p.m. to 10 p.m., in order to review the demand for motorcycle parking spaces in the district.

XII. Question on arbitrary changes to bus frequency and routing of residents' service  
(Paper T&TC 18/2021)

141. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD to the meeting to respond to the question. The written replies of the Discovery Bay Services Management Limited (DBSML) and the DBTSL had been distributed to Members for perusal before the meeting.

142. Ms Amy YUNG briefly presented the question.

143. Ms Eunice LEUNG said that in accordance with the provisions on residents' services (RS) provided by non-franchised buses of the Road Traffic Ordinance (Cap. 374) and the Public Bus Services Ordinance (Cap. 230), the RS was a service provided by the management, residents or owners of any residential development. Normally, the management or resident representatives would invite service operators to provide the RS. In vetting the relevant applications, the TD would request the operators to produce a consent to the details of service from the passenger representatives, i.e. the management, resident representatives or owners, so as to ensure that the RS to be provided would fall in line with the definition in the above-mentioned legislation. Currently, the RS of Discovery Bay was operated by the DBTSL. In submitting its application, the DBTSL had produced the consent of the DBSML as the representative of passengers. If alteration was to be made to the approved bus service, another consent of the passenger representatives had to be submitted to the TD. As the agreement between the DBTSL and the DBSML was a matter between the two parties, the TD, as a third party, should not make it public. However, the TD would encourage the two companies to proactively communicate with the residents of Discovery Bay and maintain operational transparency.

144. Ms Amy YUNG expressed her views as follows:

- (a) The approved RS routes in the New Territories (such as the Discovery Bay routes to and from Tung Chung, the Airport and Sunny Bay, etc.) and the relevant terms and conditions had been published on the webpage of the TD. She believed that the TD made public the relevant information in accordance with the contract between the operator and the client mentioned above. Therefore, no trade secret was involved. The two companies mentioned above were the subsidiaries of the developer HKR International Limited. Hence, it was necessary for them to maintain transparency, manage residential affairs properly and make the relevant information available to the passengers. The TD should also take up its supervision duties.
- (b) The DBSML indicated in its written reply that it had engaged the DBTSL to provide the RS in accordance with the deed of mutual covenant. She pointed out that the deed of mutual covenant stipulated that the developer of Discovery Bay had to provide ferry services, but it did not state that the DBSML had the authority to appoint its subsidiary (i.e. the DBTSL) to provide other transport services. Therefore, she requested the DBSML to explain in writing the terms under which it had appointed the DBTSL to provide the RS.
- (c) If the deed of mutual covenant did not state that the DBSML had the right to appoint the DBTSL to provide services, the relationship between the residents and owners of Discovery Bay and the DBSML was client and agent. As Discovery Bay had no owners' corporation, the agent should be accountable to the client, which meant the DBSML should report the details of the RS to the owners and residents, and should inform the Discovery Bay City Owners Committee of any alteration to the terms of the RS. Currently, she could only learn the service details through the TD's website. The DBSML did not provide the relevant information, and it even arbitrarily altered the frequencies of the RS. The residents were thus confused and could only complain to her. She opined that if the RS was outsourced to other bus companies, monopoly could be avoided and the service quality would also be improved. Given the existing routes and fares of the Discovery Bay RS, tenders from other bus companies would surely be attracted. She pointed out that the written reply of the DBSML was misleading and the service agreement did not involve any trade secret. The DBSML should be accountable to the residents and made public the relevant information.
- (d) She queried whether Mr Peter TSANG, representative of the DBTSL, was absent from the meeting because Ms Sophia WOO, Assistant General Manager/Transportation of the DBTSL, expelled a resident from a recent meeting of the passenger liaison group without reasonable

explanation. Such conduct went against the passenger liaison group's objective of gathering public opinions and seeking room for improvement. The DBTSL said in its written reply that the resident was expelled because she had not made registration in advance. However, even if she had not registered beforehand, she could still attend the meeting. Besides, more than ten village chairmen opined that the resident was just sitting in at the back and did not hinder the progress of the meeting. She later learnt that one chairman of the owners' committee told Ms WOO Wai-sam that he/she did not want the resident to be in attendance. She said the DBTSL did not give an account of the incident in the written reply. She queried whether the favours offered by Ms WOO to the chairman of the owners' committee involved any conflict of interest. She hoped that Ms WOO and the DBTSL would give an account on the incident. She said that she had received a large number of complaints on the traffic services of Discovery Bay. Serious dissatisfaction was caused as the DBSML frequently made unauthorised changes to its services under the condition of monopoly. She would continue to follow up on the issue.

145. Ms Eunice LEUNG stressed that with regard to the RS, representatives of the residents included the management, residents and owners. Therefore, there was nothing wrong with the mechanism in respect of the DBSML's submission of an application in the capacity of passenger representative. The TD would remind the bus company to maintain communication with the residents and immediately announce the details of changes to its service frequencies via its mobile application or webpage.

146. Mr Sammy TSUI enquired about the TD's authorities and duties in managing the traffic of private housing estates. He opined that the TD had not endeavoured its best to supervise the DBSML. He said that the DBSML was the developer and at the same time the representative of passengers, performing both the management and supervision roles. It was no wonder that the DBSML would only consider the interest of the company and fail to truthfully represent the opinions of the residents of Discovery Bay. What's more, the owners had nowhere to lodge complaints, their interests were hence compromised.

147. Ms Amy YUNG would like to draw the attention of the TD to the fact that when the Deed of Mutual Covenant of Discovery Bay was drafted in 1982, the residents had no opportunity to express their views. Subject to the Deed of Mutual Covenant, the residents could not form an owners' corporation and the power of the developer had grown unchecked. She had repeatedly requested the IsDO to convene an owners' meeting in Discovery Bay to let residents know their rights and interest. She had also requested through various channels that the legislation be amended and a system to regulate property management services be formulated. However, it took three years for the relevant system to come into effect. Meanwhile, the residents would still be exploited by the developer and its subsidiaries.

148. The Chairman opined that the performance of the DBSML and the DBTSL was

far from satisfactory. The RS should be subject to the strict supervision of the TD, which had the responsibility to safeguard the interest of the residents. He urged the TD to ask the DBTSL about what happened at the passenger liaison group meeting that day.

149. Ms Amy YUNG added that the said meeting was thrown into tumult for nearly 15 minutes. She reiterated that she could sit in the meeting without registering three days in advance. Obviously, the incident was targeted at the resident. Ms WOO took action to expel the resident who was just sitting in at the back taking notes, and was dissuaded by Members. She requested the TD to clarify with Ms WOO whether she had prevented the other owners from attending the meeting at the request of the chairman of the owners' committee.

150. The Chairman said that the DBSML stated in the written reply that, after a discussion within the passenger liaison group, the chairman had exercised discretion to allow that resident to sit in the meeting. He enquired whether the resident was present at the meeting in the end.

151. Ms Amy YUNG said that none of those who were present agreed to what Ms WOO had done. Consequently, she had no choice but to allow that resident to sit in the meeting.

152. The Chairman requested the TD to follow up on the above-mentioned incident.

153. Ms Eunice LEUNG said that the TD would try to understand from the DBTSL the mechanism for the group's meetings and the changes to the RS. The department would also remind the company to maintain communication with the residents in order to provide satisfactory services.

### XIII. Question on increasing golf cart parking spaces in Discovery Bay (Paper T&TC 19/2021)

154. The Chairman said that the written reply of the DBSML had been distributed to Members for perusal before the meeting.

155. Ms Amy YUNG briefly presented the question.

156. Ms Eunice LEUNG said that the roads of Discovery Bay were private roads and the parking spaces in the private development area should be reviewed by the DBSML. The TD had nothing to add.

157. Ms Amy YUNG found it regretful that the DBSML, as always, did not send any representative to the meeting. She said that there were a total of 498 golf carts in Discovery Bay, and there used to be more than 100 hourly parking spaces near the pier for the residents who were taking the ferry and heading towards the club house to use. However, as a result of the continuous development of the area, many golf cart parking

spaces had been recovered by the developer for construction of buildings. At the same time, continuous occupation for more than three hours was not allowed at most of the parking spaces, otherwise the cart owner was liable to a penalty of over \$300. Therefore, residents who worked in the urban area would not use these parking spaces, and the time limit of three hours might not be adequate for the cart owners to have meals or use the facilities at the club house. She had received many complaints from the cart owners that the demolition of golf cart parking spaces was beneficial only to the developer and had left the residents in difficulties. They asked for compensation from the developer and said that they would form a group to reflect the difficult situation faced by the cart owners.

158. The Chairman suggested in his personal capacity that Ms Amy YUNG should refer to the assignments of the Discovery Bay properties in early years to see if there were stipulations requiring the developer to provide adequate number of golf cart parking spaces; if yes, the developer might have violated the Trade Descriptions Ordinance and the cart owners could lodge complaints accordingly.

159. Ms Amy YUNG thanked the Chairman for his suggestion. She said that the location of the Lower Block of Parkridge Village, Phase 1, Discovery Bay used to be golf cart parking spaces. However, as more and more buildings were built, the number of parking spaces had decreased sharply. As the matter involved legal issues, she had been all along communicating with the Lands Department in writing. She hoped that the department would be mindful and would prevent the developer from growing overwhelmingly powerful and exploiting the residents.

(Mr CHAN Lin-wai left the meeting at around 4:15 p.m.)

#### XIV. Any Other Business

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

160. The Chairman welcomed Ms POON Nga-man, Amy, District Engineer/General (2)A and Ms KANG Pu, District Engineer/General (2)B of the HyD to the meeting to respond to the question. The HyD had submitted the Minor Traffic Improvement Projects and Works Schedules of the Islands District as at early March of the current year prior to the meeting. Members were invited to raise questions and views.

161. Mr FONG Lung-fei said that the completion date of Project 2 – Yat Tung Street Works would be June 2022. However, many residents were concerned about the slow progress of the works. He enquired about the progress.

162. Ms WONG Chau-ping enquired about the location of Project 3 – Proposed Widening of Tung Chung Road Roundabout.

163. Mr HO Siu-kei said that road signs installed decades ago were still used in Ngong Ping. He had proposed to add the signs of the Big Buddha or the Po Lin Monastery and he enquired of the HyD whether it had followed up.

164. Mr LEE Ka-ho said that Project 1 – Conversion of the Passenger Pick-up/drop-off Point at Hing Tung Street near Exit A of the Tung Chung MTR Station had been completed by and large. He enquired about the reason why there was still a lay-by not opened for use and the actual completion date of the Project. In addition, he enquired about the location and details of Project 6 – Proposed Installation of Traffic Signs and Road Markings at Man Tung Road, and the location of Project 16 – Proposed Construction of Pedestrian Crossing Facilities at Tat Tung Road.

165. Mr WONG Chun-yeung enquired whether the pick-up/drop-off point at Hing Tung Street near Exit A of the Tung Chung MTR Station was for taxis, shuttle buses or through-coaches for airport staff. He said that no works had been carried out at the location, which deviated from the date of commencement of October 2020.

166. Ms HUI Shuk-ye said that the TD had issued a Works Request Form to the HyD in respect of the works at Yat Tung Street. She invited the representatives of the HyD to provide additional information.

167 Ms KANG Pu made a consolidated response as follows:

- (a) The HyD had commenced the third phase works of Project 1, i.e. relocation of part of the motorcycle parking spaces and construction of parking spaces for disabled persons, and implementation of the remaining works at the location. All temporary traffic arrangements had been approved and it was anticipated that the works would be completed before June of the current year.
- (b) With regard to Project 2, the CLP, HGC and HKBN had already relocated their underground public utilities, while the Towngas would also commence the reconstruction of its underground facilities in April of the current year. After that, the HD would resurface the footpath and then the HyD would build the bus stop and taxis stand. It was anticipated that the works would be completed in June 2022.
- (c) Project 3 was situated at the end of Tung Chung Road near Pa Mei Road. The HyD would provide the relevant location map after the meeting.

168. Mr WONG Chun-yeung enquired about the location of Project 1.

169. Ms KANG Pu said that she would provide the location map after the meeting.

170. The Chairman added that the widening of private car parking spaces under Project 1 had been completed, and currently only the pedestrian crossing facilities were to be completed.

171. Mr LEE Ka-ho said that the two lay-bys added under Project 1 should be passenger pick-up/drop-off points, and he enquired whether it was only the pedestrian

crossing facilities that were not yet completed.

172. Ms KANG Pu said that the works of the pedestrian crossing were not yet completed.

173. The Chairman enquired about the location of Project 6.

174. Ms KANG Pu said that the location was at the junction at Man Tung Road outside Block 6 of Albany Cove.

175. Mr WONG Chun-yeung agreed that signs of the Big Buddha and the Ngong Ping Cable Car should be added to the road signs. Only the sign of the Hong Kong Disneyland was shown on road signs along the North Lantau Highway. However, the Big Buddha was an important landmark. The addition of new signs could let tourists know that there were various scenic spots nearby. He hoped the departments concerned would take the proposal into consideration.

176. Mr Tim WONG said that with regard to Members' proposal of adding a sign indicating the direction towards the Big Buddha to the direction sign at the junction of Keung Shan Road and Sham Wat Road, the TD was communicating with the stakeholders and discussing the relevant arrangements. He would inform all Members if there was further information.

177. Mr HO Siu-kei said that drivers of the Driving on Lantau Island Scheme were not familiar with relevant roads. There was no clear sign indicating the direction towards the Big Buddha at San Shek Wan roundabout. Therefore, the sign of the Big Buddha should be added to the road sign at the location.

178. Mr Tim WONG said that the TD would explore the installation of a sign of the direction towards the Big Buddha at San Shek Wan roundabout. He would inform Members if there was further information.

179. Ms KANG Pu said that the HyD would commence the works upon receipt of the Works Request Forms issued by the TD.

XV. Date of next meeting

180. There being no other business, the meeting was adjourned at 4:28 p.m. The next meeting would be held at 10:30 a.m. on 17 May 2021 (Monday).

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