

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 21 November 2022 (Monday)

Time : 2:00 p.m.

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

Present

Chairman

Ms WONG Chau-ping

Vice-Chairman

Mr HO Siu-kei

Members

Mr YU Hon-kwan, Randy, MH, JP

Mr WONG Man-hon, MH

Mr CHOW Yuk-tong, SBS, MH

Mr HO Chun-fai

Mr KWOK Ping, Eric

Mr FONG Lung-fei

Ms LAU Shun-ting

Attendance by Invitation

Mr TO Kam-biu, David	Principal Project Coordinator/Tsing Yi-Lantau Link, Highways Department
Mr LAI Lim-chun, Keith	Senior Engineer 1/Tsing Yi-Lantau Link, Highways Department
Ms TSANG Shuk-woon, Sally	Project Coordinator 2/Tsing Yi-Lantau Link, Highways Department
Mr CHIU Mau-fat, Arthur	Engineering Specialist (Pier), Pier Improvement Unit, Civil Engineering and Development Department
Mr FU Kit-keung, Tim	Project Coordinator/Projects 4B, Pier Improvement Unit, Civil Engineering and Development Department
Dr YIP Kwok-leung, Joseph	Country Parks Officer (Vegetation Management), Agriculture, Fisheries and Conservation Department

Mr YAN Ka-kit, Ric	Chief Health Inspector (Islands)1, Food and Environmental Hygiene Department
Mr TSANG Wai-man	Administrative Assistant/Lands (District Lands Office, Islands)
Ms SIU Kit-ping, Currie	District Leisure Manager (Islands), Leisure and Cultural Services Department
Mr KWAN Chi-fai, Samuel	Project Manager, Ove Arup & Partners Hong Kong Limited
Mr Barry WONG	Project Manager, Ove Arup & Partners Hong Kong Limited
Ms Emily CHEUNG	Project Public Relations Officer, Ove Arup & Partners Hong Kong Limited
Mr Desmond TANG	Assistant Manager, Planning and Development, Long Win Bus Company Limited
Ms Rennis LIP	Assistant Manager (Public Affairs), Long Win Bus Company Limited

In Attendance

Ms TSE Yik-ting, Ellie	Assistant District Officer (Islands)2, Islands District Office
Ms KANG Pu	Engineer/Islands(2), Highways Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Ms HUI Shuk-ye	Engineer/Islands 2, Transport Department
Ms YEUNG Yuk-shan	Senior Transport Officer/Islands 1, Transport Department
Ms FUNG Sin-ye, Mini	Senior Transport Officer/Islands 2, Transport Department
Ms WONG Wing-ying, Chloe	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr LUE Yat-fung	District Operations Officer (Lantau District), Hong Kong Police Force
Mr IP Ngai-chung	Assistant District Operations Officer (Lantau District), Hong Kong Police Force
Mr HO Lee-yip	Manager, District Relations, New Lantau Bus Company (1973) Limited
Mr Peter TSANG	Senior Manager - Transportation, Discovery Bay Transportation Services Limited
Ms Anthea CHAU	Senior Corporate Communications Manager, Sun Ferry Services Company Limited
Ms LAM Wai-ling	General Manager, Hong Kong and Kowloon Ferry Limited

Secretary

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

Mr CHAN Lin-wai, MH
Mr WONG Hon-kuen, Ken

Welcoming remarks

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting and introduced Ms TSE Yik-ting, Ellie, Assistant District Officer (Islands)2 of the Islands District Office (IsDO) who stood in for Mr LI Ho, Thomas and Ms YEUNG Yuk Shan, Senior Transport Officer/Islands of the Transport Department (TD) who succeeded Ms LEUNG Ka-man, Eunice.

2. Members noted that Mr CHAN Lin-wai and Mr Ken WONG were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 19 September 2022

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

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

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

II. Improvement Works at Sok Kwu Wan Pier No. 2 and Tai O Public Pier (Paper T&TC 33/2022)

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

6. Mr Arthur CHIU briefly presented the paper.

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

8. Mr CHOW Yuk-tong said Members had discussed and supported the works.

9. Mr Randy YU thanked the project team of the improvement works at Tai O Public Pier for considering the views of Members and stakeholders, especially their

views on fairways, during the consultation process. Members supported the works. He also pointed out that the landings at Tai O Promenade lacked barrier-free facilities despite being the landing facilities with the highest utilisation rate in Tai O. He hoped that the CEDD would carry out improvement works for the landings at Tai O Promenade as soon as possible.

10. Mr HO Siu-kei said the CEDD and the consultant had listened to the views of different local groups and residents, who were frequent users of the pier, during the consultation. After the completion of the improvement works, fishermen would be able to use the facilities frequently, and tourists would also be able to enjoy leisure activities at the pier. Tai O residents were very supportive of the works.

11. Mr Eric KWOK praised the design of the new Pak Kok Pier on Lamma Island for its appearance, use of renewable energy and convenient facilities for tourists. He asked whether the small mushroom-shaped structure on Tai O Public Pier was the pier's canopy. If so, he thought it was too small to be practical. He also asked whether it was possible to build a large canopy similar to the one at the new Pak Kok Pier. He then asked whether Tai O Public Pier would be equipped with solar power supply for WiFi, phone charging and lighting, and queried how it was possible to provide the power equipment if the canopy was too small. He went on to ask whether the pier would be provided with barrier-free access, whether the pier would still have wave walls after the completion of the improvement works, and whether the new wave walls would block the view or hinder rescue. He also asked whether the pier would be provided with life-saving equipment such as lifebuoys and lifelines. He added that the landings at the promenade lacked barrier-free access and the new facilities described in the paper. He suggested making improvements to the facilities for the convenience of residents and members of the public.

12. The Chairman invited the guests to respond to Members' views on Tai O Public Pier.

13. Mr Arthur CHIU thanked Mr Eric KWOK for his praise for the design of the new Pak Kok Pier on Lamma Island. Regarding the small area of the canopy of Tai O Public Pier, he said that when consulted by the CEDD, some Tai O residents had indicated that the canopy would become an obstruction to their daily activities if it was too big. He said adjustment could be made to the area of the canopy if necessary. He also said the CEDD would include renewable energy installation in the improvement works at Tai O Public Pier. The installation would gather enough energy for use by other facilities of the pier, such as WiFi and sockets. He also said the works would include the provision of barrier-free access. As for the wave walls, some residents proposed raising their height to reduce swells. The CEDD understood that residents did not want the view to be blocked by the wave walls, so it would strike a balance when designing the wave walls to avoid blocking the view while ensuring the walls' performance in repelling waves. The CEDD would follow up on the wave walls and the life-saving equipment. Regarding the landings at Tai O Promenade, Mr Randy YU had expressed similar views in a past discussion. The CEDD had written to the TD immediately and would continue to follow up the matter.

14. Mr Randy YU asked Mr Arthur CHIU to provide sections of the wave walls to facilitate Members' understanding of the height and actual effectiveness of the walls.

15. Mr Arthur CHIU said the CEDD would provide the sections after the meeting and arrange engineers to follow up the design of the wave walls with a view to striking a balance between the view and the walls' performance in repelling waves.

(Post-meeting note: The sections had been submitted to Mr Randy YU on 10 January 2023.)

16. Mr WONG Man-hon said he supported the construction of rural piers, but such works were too time-consuming, often taking eight to ten years to complete. He suggested that the CEDD compressed the construction schedules of rural piers so that residents and tourists might enjoy the facilities as early as possible.

17. The Chairman invited the guests to respond.

18. Mr Arthur CHIU said such projects entailed more procedures, including detailed designing. Taking Sok Kwu Wan as an example, the CEDD had to carry out structural analysis and gazette the works. In addition, given the large scale of the project and the need to seek funding approval from the Legislative Council, it might not be possible to speed up the progress. Nevertheless, the improvement works at Tai O Public Pier could be commenced earlier as they were relatively simple.

III. Tsing Yi – Lantau Link (Paper T&TC 42/2022)

19. The Chairman welcomed Mr TO Kam-biu, David, Principal Project Coordinator/Tsing Yi-Lantau Link, Mr LAI Lim-chun, Keith, Senior Engineer 1/Tsing Yi-Lantau Link and Ms TSANG Shuk-woon, Sally, Project Coordinator 2/Tsing Yi-Lantau Link of the Highways Department (HyD); Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr KWAN Chi-fai, Samuel, Project Manager of Ove Arup & Partners Hong Kong Limited to the meeting to present the paper.

20. Mr David TO said the HyD had completed the engineering feasibility study of the proposed project and obtained the preliminary result. The next stage would be to carry out an investigation study and a detailed design. He hoped that through this meeting he could give Members a better understanding of the project, listen to their views and gain the Council's support to push forward with the next stage of work as soon as possible.

21. Mr Keith LAI presented the paper with the aid of PowerPoint presentation.

22. Mr David TO said the HyD had only completed the preliminary study at the current stage. Members were welcomed to provide comments on the design proposal.

23. Mr Randy YU welcomed the HyD's consultation with the Islands District Council (IDC) over the proposed project. The MTR Tung Chung West Extension was anticipated to enter service in 2029. The population of Tung Chung was estimated to double by that time. Also, with the development of the Northern Metropolis in full swing, after the completion of the Kau Yi Chau Artificial Islands project, the population to be served by the surrounding transport network might be close to a million. He asked whether the departments had taken into account the future population growth and estimated the number of passengers who would need the service when projecting the traffic volume/capacity ratio. He worried that the departments had underestimated the ratio (estimated to be 0.7 to 0.8), considering that passengers coming from the Northern Metropolis via Route 11 and other routes and the additional population arising from the development of Kau Yi Chau Artificial Islands and Tung Chung New Town would all use the public transport exchange in North Lantau. Regarding the CEDD's remark that it would seek to open the major roads in 2033, he asked whether it was possible to commence the consultation and other work earlier, shorten the study time and complete the construction as soon as possible to prevent the transport facilities from failing to meet the population growth and needs, and thus causing traffic and transport problems.

24. Mr Eric KWOK was pleased to learn that the Government of the new term placed emphasis on the "infrastructure-led" development strategy and the departments planned to implement the Tsing Yi – Lantau Link project. He asked whether the departments had incorporated a railway system into the planning of Tsing Yi – Lantau Link. The Lantau Link was originally planned with a double-decked railway system. However, due to financial constraints at the time the project was launched, the then Government opted for a single-decked railway system instead, causing a bottleneck on the railway section. At present, MTR Tung Chung Line and Airport Express plied between Lantau Island and urban Kowloon via Tsing Ma Bridge. Owing to the loading limit of the bridge, the trains were only allowed to pass through every six minutes. Tung Chung currently had a population of around 110 000 to 120 000 people, and the loading of Tung Chung Line had already reached 95 per cent. Upon the completion of the Tung Chung New Town Extension in 2030, the population would increase to 300 000. The MTRCL had therefore started to enhance the signalling system to increase the passenger capacity in order to meet future service demand. If the Tsing Yi – Lantau Link project did not include a railway system, it would be difficult to meet the transport needs arising from the large increase in population as well as tourists and workers travelling between the Hong Kong–Zhuhai–Macao Bridge and the airport in the future. Furthermore, with the demand brought by the development of the Greater Bay Area and the new Route 11, the burden on the railway service would become even heavier. He hoped that the project would be able to cope with the demand beyond 2060.

25. Mr David TO gave a consolidated response as follows:

- (a) When planning the proposed project, the HyD had taken into account the future population growth already known and referred to the proposals in the Policy Address, including factoring in the demand arising from the approximately 2.5 million population of the Northern Metropolis.
- (b) On the department's effort to open the major roads in 2033, he said the HyD had put forward the preliminary planning for Route 11 and Tsing Yi – Lantau Link in 2021 and originally scheduled the opening for 2036. In view of the enormity of the project and the public's concern over its progress, after scrutinising the implementation schedule of Route 11 and Tsing Yi – Lantau Link, the HyD brought forward the opening of the entire group of major roads connecting Northwest New Territories and the urban area from no later than 2036 to 2033. The Government would also conduct reviews during the investigation study and detailed design, including examining the recruitment exercise of the consultants and the forms of contract, in order to find ways to speed up the implementation of the project. The goal was to open the entire group of major roads connecting Northwest New Territories and the urban area by 2033, including Tsing Yi – Lantau Link. The HyD would also take a cue from the latest technology for constructing sea-crossing bridges around the world (including the Mainland) and engage experts from around the world (including the Mainland) to advise the HyD.
- (c) Regarding the planning for the public transport interchange in North Lantau, the HyD would ensure that the mainline of Tsing Yi – Lantau Link and every slip road connecting to the existing major roads were designed with sufficient traffic capacity to cope with future demand, including that generated by public transport services.

26. Mr Keith LAI responded that Tsing Yi – Lantau Link was a strategic road connecting Northwest New Territories and the urban area. It was mainly intended to provide additional traffic capacity to cope with the traffic demand generated from the gradual development of Northwest New Territories and improve the traffic condition on the existing main roads between Northwest New Territories and the urban area (including Tuen Mun Highway, Tai Lam Tunnel and Ting Kau Bridge) and Lantau Link. The HyD noted Members' views on railway construction. The HyD's "Strategic Studies on Railways and Major Roads Beyond 2030" underway would review the future demand for railway service on Lantau Island. The HyD would refer Members' views to the officers concerned for follow-up after the meeting.

27. Mr Eric KWOK said the opening of Tsing Yi – Lantau Link in 2033 would coincide with the surge in Tung Chung population and the launch of various large-scale developments. It was anticipated that there would be a boom in the number of workers and tourists travelling between the airport, Hong

Kong–Zhuhai–Macao Bridge and the Greater Bay Area. He said after the enhancement of the MTR’s signalling system, the capacity of Tung Chung Line would reach its peak in 2030. The new railway, if completed in 2030, would be able to ease the traffic in Tung Chung. He opined that if the departments considered including a railway system in the Tsing Yi – Lantau Link project at the current stage, they would be able to gain an advantage in terms of operation, economic benefits and works design and solve the traffic problem in Tung Chung beyond 2030.

28. Mr HO Chun-fai opined that the current planning of traffic ancillary facilities might not be able to cater for the future development of Tung Chung North, including the demand generated from the increase in travellers to and from the airport and the development of economy and transport networks in the Greater Bay Area. At present, if there was a problem with the railway service between Tung Chung and the airport, the traffic in North Lantau would be seriously affected. He hoped that the departments would study the feasibility of the inclusion of a railway system in Tsing Yi – Lantau Link.

29. The Chairman asked whether the HyD was planning to include a railway system in the Tsing Yi – Lantau Link project at the current stage.

30. Mr David TO gave a consolidated response as follows:

- (a) The Tsing Yi – Lantau Link project would include two sea-crossing bridges. The main one was estimated to take five to six years to complete without the inclusion of railway works. Besides, the preliminary ground investigation, detailed design and tendering procedures would also take about four years.
- (b) Regarding the possibility of incorporating a railway system into the planning of the project, he pointed out that the proposed project was still at the stage of preliminary study. The HyD developed the traffic model for the planning of the project by using the long-term population projection and referring to the Railway Development Strategy 2014 published by the Government. The Government’s “Strategic Studies on Railways and Major Roads beyond 2030” currently underway also considered the future transport demand after the completion of the artificial islands in the central waters and the development of Northwest New Territories. Moreover, major roads and railways had different technical requirements, such as the allowable curvature and rising gradient of the alignment. Their design processes also had to take into account the height and location of the connections to the existing roads or railways. Therefore, it might not be feasible for a major road and a railway to adopt the same alignment. Currently, there were only two places where the railway and the road shared the same alignment in Hong Kong, namely the Lantau Link and the Eastern Harbour Crossing. The planning was subject to various conditions being satisfied. The design of the road

and the railway had to be compatible on both ends, and the construction periods of both works had to dovetail with each other. In view of the construction time, the Department had no plan to include a railway line in the Tsing Yi – Lantau Link at the current stage.

- (c) The Government had carried out a long-term study and planning for Hong Kong's overall railway and road network. The HyD would relay Members' views to the relevant departments for follow-up after the meeting.

31. Mr Eric KWOK understood that the inclusion of railway works in the Tsing Yi – Lantau Link project would be very complicated and costly. The Government's original plan for the Lantau Link was to a double-decked railway system in order to meet the development need of Tung Chung, but owing to the financial conditions at the time, only a single-decked railway system was built eventually. As a result, the railway service in the district was facing a bottleneck and would be insufficient to cope with the future development of Tung Chung. He hoped that the HyD would consider carefully the proposal of including railways in the Tsing Yi – Lantau Link project.

32. Mr David TO said he would refer Members' views to the section responsible for railways under the HyD for follow-up after the meeting. If the proposal was feasible, the HyD would consider revising the project.

33. The Chairman concluded by saying that she hoped Tsing Yi – Lantau Link would be completed as early as possible and the HyD should consider actively the feasibility of including railways in the Tsing Yi – Lantau Link project in the light of future traffic needs.

IV. Question on the management of trees along the roads on Lantau (Paper T&TC 34/2022)

34. The Chairman welcomed Dr YIP Kwok-leung, Joseph, Country Parks Officer (Vegetation Management) of the Agriculture, Fisheries and Conservation Department (AFCD), Mr TSANG Wai-man, Administrative Assistant/Lands of the District Lands Office, Islands (DLO/Is) and Ms SIU Kit-ping, Currie, District Leisure Manager (Islands) of the Leisure and Cultural Services Department (LCSD) to the meeting to present the paper. The written replies of the Development Bureau (DEVB), the HyD, the Lands Department (LandsD), the AFCD and the LCSD had been distributed to Members for perusal before the meeting.

35. Mr Randy YU briefly presented the question.

36. Dr Joseph YIP briefly presented the AFCD's written reply. He added that in view of the recent tree failure incidents, the AFCD had carried out inspections

of trees adjoining country parks on Lantau Island, and implemented appropriate risk mitigation measures in accordance with the requirements of the Greening, Landscape and Tree Management Section under the DEVB. The AFCD would continue to carry out proper tree management to ensure public safety.

37. Mr TSANG Wai-man invited Members to note the LandsD's written reply.

38. Ms Currie SIU briefly presented the LCSD's written reply.

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

- (a) A number of tree failure incidents had occurred in Tung Chung. According to the figures provided by the relevant departments, 204 tree failure incidents had been recorded since 2022, some of which involved casualties.
- (b) Several trees outside Mun Tung Estate on Yu Tung Road were crooked and infested by pests. The CEDD was carrying out works on that road section, which was always parked fully with vehicles. There was also a bus stop nearby. Besides, the large tree near the Hau Wong Temple bus stop on Yu Tung Road was at risk of failure with two corroded cavities in its trunk. As the location was much frequented by pedestrians, the tree might cause danger to them. He hoped that the departments would pay attention to the problem.

40. Mr Randy YU expressed his views as follows:

- (a) Members had raised questions about tree management many times in the meetings of the IDC and its committees, but there was a lack of coordination among the departments. He said the Tree Management Office (TMO) under the DEVB had a sophisticated division of labour. However, he queried whether the departments had further coordinated their work.
- (b) The HyD mentioned that it carried out at least two regular inspections and one risk assessment every year, but the LandsD's reply gave no indication that it carried out tree inspections and risk assessments regularly.
- (c) He had reported trees with potential risk to the relevant departments in recent years, but the departments had not carried out inspection and risk assessment in connection with his reports. Several years ago, two squatters were crushed in a tree failure incident near Tai O Market. As a result, the occupant of one of the squatters gave up the registration licence. The squatter had remained unoccupied since then and had been damaged by pest infestation while the other one

had still not been followed up by the departments.

- (d) There were several tilted trees suspected to be at risk of failure in the vicinity of Tai O Square, but he had not received any risk assessment on those trees from the departments.
- (e) Around ten years ago, the house of a family in Tai O was crushed by a fallen tree, resulting in a loss of over \$100,000. Subsequently, the owner filed a claim in the Small Claims Tribunal by lowering the amount of claim to \$50,000 and eventually received the compensation ten years later. The incident made him feel that the departments did not pay enough attention to the people's needs. If a resident's home was damaged by a fallen tree, they had to go through a very complicated procedures to ascertain liability.
- (f) He expressed his understanding for the departments' arrangement of outsourcing tree management to contractors. However, the tree management work was outsourced at a uniform price. As trees located in areas that were remote or with poor transport connectivity required a higher management cost, the contractors would delay dealing with them or even turn a blind eye to them. As a result, those trees had to be taken care of with the assistance of other departments.
- (g) There was once an emergency in Tai O where the Fire Services Department (FSD) had to send its staff to assist in tree removal. The tree trunk was put aside after being removed, but the relevant departments did not send their staff to clear it away.
- (h) He hoped that the departments could keep up with the times in terms of tree management arrangement and make improvements to the formulation of contracts having regard to the circumstances of remote areas.

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

- (a) The problem with tree management was fairly serious on Lantau Island, including South Lantau Road. He agreed with Mr Randy YU's view that there was room for improvement in the contractors' work on tree management in remote areas.
- (b) Recently, some villagers on Lantau Island lodged complaints about the issue of tree management. They worried that a tree that had withered was at risk of failure. The village representative said as the tree was located on private land, he could not take the initiative to arrange its removal, or he would be accused of violation of land rights. He could only reach out to the relevant departments for

follow-up action. He opined that the departments should enhance their coordination with each other.

- (c) Taking the tree failure incident in Ham Tin Kau Tsuen as an example, as the fallen tree was blocking the main traffic lane, the staff of the FSD had to saw the trunk off. Afterwards, the Food and Environmental Hygiene Department (FEHD) did not send its staff to clear away the trunk left on the side of the carriageway, so a villager suggested depositing the trunk on his farmland temporarily. However, the FEHD did not take any follow-up action, so the villager had to remove the trunk by himself. He hoped that the relevant departments would address the problem of tree management seriously and fulfil their responsibilities.

42. Mr Eric KWOK expressed his views as follows:

- (a) He agreed with Mr Randy YU's view about the inadequate coordination among the departments in their efforts of tree management.
- (b) The HyD or the relevant departments would build a concrete kerb near the trunk of a tree during road construction. However, the kerb would restrict the growing space of the tree and deprive the soil of oxygen. The tree would wither as it was unable to grow healthily, which was also the case for many trees on South Lantau Road. He hoped that the department would pay attention to the problem.
- (c) He proposed arranging a department to coordinate the tree management work. For instance, the IsDO could take up the coordinating role to liaise with the relevant departments and address the tree problem with a concerted effort.

43. Mr TSANG Wai-man responded that the DLO/Is would reach out to Mr Randy YU after the meeting to gain an understanding of the details of the tree failure cases in Tai O. The DLO/Is would also refer Members' views to the Special Duties Task Force (SDTF) under the LandsD for follow-up action.

(Post-meeting note: The DLO/Is had contacted Mr Randy YU's assistant and referred the relevant cases to the SDTF and the Slope Maintenance Section under the LandsD for follow-up.)

44. Dr Joseph YIP responded that only a small part of South Lantau Road adjoined the Lantau South Country Park. Nevertheless, the AFCD would instruct the inspection staff to pay attention to the potential risks of the trees.

45. Ms Currie SIU responded that the LCSD would look into the details of the tree near the Hau Wong Temple. If the tree was within the jurisdiction of the LCSD,

the department would arrange a contractor to follow up. The LCSD also noted Members' views about the lack of growing space for roadside trees and would conduct a review with its Tree Team and the HyD.

(Post-meeting note: The LCSD had referred the case of the tree near Hau Wong Temple to the CEDD for direct follow-up.)

46. The Chairman hoped that the departments would maintain communication with the Tung Chung Rural Committee when following up on the trees near Hau Wong Temple. She also hoped that the departments would pay regard to the local culture and customs in addition to tree safety.

47. Mr Randy YU expressed his views as follows:

- (a) In relation to Mr Eric KWOK's proposal, he had suggested before the meeting that the Islands District Officer (DO) coordinate the relevant departments for a discussion on the working arrangement at the Islands District Management Committee meeting. He said the DO was very proactive and had attempted to mobilise staff to carry out inspections to South Lantau Road and arrange trimming of tree branches. The DO would also attempt to secure funding to increase the resources for tree management. The Committee would monitor the effectiveness of the work and discuss the next steps in detail.
- (b) He hoped that the LandsD would explain whether the department would carry out tree inspections and risk assessments regularly.

48. Mr HO Chun-fai opined that the relevant departments should include the life span of the trees and the relevant factors in their risk assessments. He learnt that most of the trees on South Lantau Road were Acacia confusa trees (台灣相思), which had a shorter life span than other species. The departments should therefore take into account the life span of the trees. He opined that the departments should take early follow-up action, including removing trees that had a risk of failure in a timely manner.

49. Mr TSANG Wai-man responded that he was unable to provide information on regular inspections and assessments at the meeting, but he promised he would refer the enquiry to the SDTF under the LandsD for follow-up and reply.

(Post-meeting note: The Government's management of trees and vegetation was spread over a number of departments in accordance with their purview under an integrated approach. As far as management and maintenance of trees and vegetation on government land were concerned, the work was generally undertaken by government departments responsible for public works or venue management if the trees and vegetation were located in facilities accessible and used by the public, such as public streets, open

spaces, play areas, country parks and government buildings. Other government land not under the daily management of any department would be regarded as unleased and unallocated government land, on which the ad hoc clearance would be undertaken by the SDTF under the LandsD. Upon receipt of complaints or referrals of problematic trees, the SDTF would request the outsourced vegetation maintenance contractor to assign qualified arborists to conduct risk assessment on site for the trees concerned in accordance with the Guidelines for Tree Risk Assessment and Management Arrangement issued by the DEVB, so as to determine the appropriate maintenance treatment.)

50. Mr Randy YU hoped that the Secretariat would write to the TMO on behalf of Members. He said the TMO's written reply did not state clearly how it would coordinate the relevant departments to carry out inspection, risk assessment and tree maintenance. In order to eliminate Members' doubt concerning the department's management of trees, including how it coordinated the management of roadside trees, he urged the DEVB and the relevant departments to send their representatives to attend the meeting to communicate with Members, provide comprehensive information on the Government's management of trees and explain its policies, rather than using the 1823 hotline as the sole communication channel.

51. Ms LAU Shun-ting opined that the problem of tree management had plagued the residents of Islands District, including Peng Chau, Lamma Island and Cheung Chau, for many years. She proposed that the IDC set up a tree task force and invite the DO to participate in the discussion, so as to help solve the problem.

52. The Chairman asked the Secretariat to write to the DEVB to invite its TMO for a meeting. The next steps forward would be discussed after the DEVB provided a response.

(Post-meeting note: The Secretariat had written to the TMO under the DEVB on 5 January 2023.)

V. Question on the improvement of cycle parking at Mui Wo Pier
(Paper T&TC 35/2022)

53. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD, Mr LUE Yat-fung, District Operations Officer (Lantau District) of the Hong Kong Police Force (HKPF), Ms KANG Pu, Engineer/Islands(2) of the HyD, Mr TSANG Wai-man, Administrative Assistant/Lands of the DLO/Is and Mr YAN Ka-kit, Ric, Chief Health Inspector (Islands)1 of the FEHD to the meeting to present the paper. The written replies of the HKPF, the DLO/Is and the FEHD had been distributed to Members for perusal before the meeting.

54. Mr Randy YU briefly presented the question.
55. Mr Tim WONG responded as follows:
- (a) To address the problem of illegal cycle parking at Mui Wo Pier, the relevant departments had taken joint operations to clear the cycles and articles illegally placed at the location by invoking the Land (Miscellaneous Provisions) Ordinance (Cap. 28).
 - (b) In the longer term, the CEDD had planned to increase the number of cycle parking spaces near the pier from around 1 300 to around 1 900 under the “Improvement works at Mui Wo, Phase 2 Stage 2” in order to meet the future demand for cycle parking spaces in the vicinity of the pier. The CEDD would continue to pay close attention to the provision of cycle parking spaces and take appropriate measures where necessary and feasible.
56. Mr LUE Yat-fung briefly presented the written reply of the HKPF.
57. Ms KANG Pu said the HyD had nothing to add.
58. Mr TSANG Wai-Man briefly presented the written reply of the DLO/Is.
59. Mr Ric YAN briefly presented the written reply of the FEHD.
60. Mr WONG Man-hon expressed his views as follows:
- (a) He was disappointed by the departments’ replies. He opined that the departments should give more accurate and specific responses to the main points of the question so as to tackle the problem. He said there was an acute shortage of cycle parking spaces at Mui Wo Pier, especially at the exit of the southern bridge. The pedestrian walkways were blocked by the illegally parked cycles.
 - (b) In the past, illegal cycle parking was tackled effectively with the assistance of the Police. However, the problem had been worsening, and the departments had not put forward any suitable solutions.
 - (c) He believed it was not difficult to improve the situation of illegal cycle parking at Mui Wo Pier. By designating cycle parking spaces at the pier exit and posting notices to prohibit cycle parking outside the parking spaces, such as the passenger access, the relevant departments could deliver effective regulation and keep the passenger access free from obstruction.
 - (d) He suggested that the departments should send their representatives for a site visit during the morning busy hours on weekdays to gain a

deeper understanding of the problem and put forward solutions, so as to improve the situation of illegal cycle parking in a timely manner.

61. Mr Randy YU expressed his views as follows:

- (a) Since there was no existing regulation restricting cycle parking on pedestrian walkways, community groups had, on their own initiative, demarcated areas where cycle parking was restricted with white box markings on the walkways at Mui Wo Pier.
- (b) He learnt that the Police had previously advised and warned residents who parked their cycles within the white box markings by invoking regulations against causing obstruction to road users, and the arrangement was generally accepted by residents.
- (c) In recent years, there was a change in the population of Mui Wo, with about 2 000 to 3 000 people newly moved to the area. Being unfamiliar with the cycle parking arrangement, they would park haphazardly outside the designated cycle parking area for their own personal convenience.
- (d) Although the departments carried out joint operations to clear cycles every few months, they failed to create a deterrent effect. Also, the problem of illegal cycle parking would re-emerge afterwards, and inconvenience might be caused to the public in the course of the operations. He therefore opined that the departments should examine improvement measures from the perspectives of the Government, the business sector and the community, so as to eradicate illegal cycle parking and ensure pedestrian safety. He hoped that the relevant departments could put forward a comprehensive solution.

62. Mr Eric KWOK expressed his views as follows:

- (a) The problem of illegal cycle parking had persisted for over 20 years. The relevant departments would carry out clearance and enforcement operations after receiving complaints, but the problem of illegal cycle parking would re-emerge not long afterwards. The crux of the problem was the lack of cycle parking spaces. He therefore hoped that the relevant departments would provide sufficient cycle parking spaces in the improvement works at Mui Wo in order to tackle the problem completely.
- (b) As for immediate mitigation measures, he cited as an example the situation of illegal cycle parking in Yat Tung Estate, saying that the emergency access from Hong Yat House to Fuk Yat House had always been parked fully with cycles, including the abandoned ones. With

the property management company providing assistance in carrying out regular operations and posting notices in the area, cycles that were not collected by their owners within one week would be cleared away. He said as a result of regular enforcement operations, the situation of illegal cycle parking in Yat Tung Estate had seen considerable improvement. He suggested that the departments could refer to above approach.

- (c) Most of the cycles illegally parked in the open space near Mui Wo Fire Station were abandoned. If the relevant departments could carry out joint operations regularly to clear them away, the situation of illegal cycle parking would see a significant improvement, and the CEDD's project would put an end to the problem upon completion.

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

- (a) The IsDO had regularly provided assistance and dealt with illegal cycle parking in Islands District.
- (b) He commended the Police for their enforcement operations in the past which seized cycles illegally parked within the white box markings painted by the residents. The relevant persons had to claim their cycles at the police station. He opined that the operations did not only address the problem but also achieved a deterrent effect.
- (c) He opined that residents who parked their cycles haphazardly on the walkways of the ferry pier for the sake of their own convenience affected other road users. He said the relevant departments should conduct publicity campaigns, for example, by displaying banners at suitable locations, to advise residents to make use of the designated cycle parking area and refrain from selfish behaviour that disregarded pedestrian safety. The relevant departments could also erect signs stating that illegally parked cycles would be seized by law enforcement agencies after a specified period.
- (d) He hoped that the departments would take their responsibility to tackle illegal cycle parking at the ferry pier in a practical manner so as to prevent accidents from happening to members of the public, especially elders or children dodging illegally parked cycles on the main walkways. Lastly, he opined that effective regulatory measures could enhance the townscape of the area and its appeal to tourists.

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

- (a) He had said repeatedly at meetings that cyclists had to observe traffic regulations. He also proposed that cyclists should be regulated.

For example, those who speeded or violated traffic regulations should be subject to penalties such as demerit points.

- (b) He proposed that the relevant departments designate an area at Mui Wo Pier where cycle parking was prohibited. Parking offenders with a valid driving licence should be given demerit points as penalties in order to strengthen the deterrent effect.

65. Mr LUE Yat-fung gave a consolidated response, saying that the HKPF noted Members' views. The HKPF would proactively facilitate joint operations to clear away cycles that were placed illegally. The HKPF would also deploy manpower to step up targeted patrols and inform the relevant departments of the illegal cycle parking situation at Mui Wo Pier in a timely manner in order to provide prompt enforcement support, ensuring the public's right to use pedestrian roads safely.

66. The Chairman concluded from Members' views that illegal parking was at its most serious at where the passengers embarked and disembarked at Mui Wo Pier, blocking pedestrian walkways and affecting passenger safety. Although the relevant departments had carried out joint operations and the CEDD had planned to increase the number of cycle parking spaces, the plan would not be able to meet the pressing needs as it would take two to three years to complete. In order to allow the departments to have a better understanding of the problem and avoid leaving the problem unsolved, she proposed that the Secretariat arrange a site visit with the relevant departments after the meeting.

(Post-meeting note: The seven Members, together with the representatives of the Secretariat, the TD, the HKPF, the FEHD and the DLO/Is, conducted a site visit to the Mui Wo Pier on 3 January 2023.)

67. Mr Randy YU expressed his views as follows:

- (a) He welcomed the suggestions put forward by the Chairman and understood the Police was unable to continue its previous operations as constrained by the actual conditions.
- (b) The abandoned bicycle clearance operations in Yat Tung Estate mentioned by Mr Eric KWOK were different from the problem of illegal parking of bicycles at the Mui Wo Pier. He emphasised that the proposed project was targeted at bicycle owners who randomly parked their bicycles on the pedestrian passageways at the Mui Wo Pier in order to catch the ferry. Those bicycles involved were not abandoned.
- (c) The clearance of abandoned bicycles had been carried out on a regular basis. It was inevitable that public grievances would be aroused. There had been a bicycle owner who was subject to isolation due to infection with the 2019 Coronavirus and was unable

to collect the bicycle before the stated deadline. As a result, the bicycle concerned was cleared by the department. He hoped the relevant department would work out suitable solutions for this.

VI. Question on the erection of informatory signs before the descending section of the Cheung Sha bound carriageway of Tung Chung Road at Pak Kung Au
(Paper T&TC 41/2022)

68. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to present the paper.

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

70. Mr Tim WONG said that the existing section of Old Tung Chung Road was a dedicated road for utilities. It was reserved for the use of relevant government departments and public utilities, and would serve as an alternative route when Tung Chung Road was temporarily closed due to accidents. The department would alert road users to drive carefully and follow the Road Users' Code. In order to further enhance road safety, the department planned to add appropriate traffic signs, such as "Side road to right ahead" and "Slow driving ahead", at location to alert drivers, and would arrange the relevant departments to carry out the works.

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

- (a) He had once personally driven to the road section to understand the actual road condition. He said that a large blue traffic sign which read "Steep Road Ahead, Drive Carefully" had been erected at the bus stop and lay-by on the ascending section of the Cheung Sha bound carriageway. However, the location was the starting point of the descending section. As the drivers needed to focus on the road conditions ahead, they might not notice the traffic sign on the right-hand side of the road. In addition, if a double-decker bus stopped at the bus top or a large vehicle was parked at the lay-by, the driver's sight would be obstructed and he would not be able to notice the sign.
- (b) Since the descending section was a left turn, when the vehicles started to go downhill, the drivers would normally keep their eyes on the left-hand side, therefore it was difficult for them to notice the traffic sign on the right-hand side. He opined that the best location to erect the sign should be the end of the ascending section, i.e. the location where the vehicles had not yet started to go downhill. In addition, he suggested that the traffic sign should be in yellow as the colour was more likely to attract the attention of drivers, thus the sign could effectively alert the drivers to pay attention to the hidden side road ahead and drive carefully.

- (c) A number of traffic accidents occurred at the junction of Old Tung Chung Road, most of which took place at around 8:00 a.m. The location was even more accident-prone when it rained. One of the similarities shared by the traffic accidents was that there were vehicles trying to turn right into Old Tung Chung Road on the descending section. When there was traffic on the other lane, the vehicles that were about to turn right had to stop. In the meantime, if the trailing vehicle failed to stop in time, it would collide with the vehicle in front, resulting in a traffic accident. He said that such accidents occurred frequently, and he hoped the relevant departments could solve the problem earnestly.

72. Mr Eric KWOK asked the department whether it allowed vehicles to turn right from the southbound carriageway of Tung Chung Road into Old Tung Chung Road. In addition, he pointed out that on holidays, many vehicles were parked at the vacant space at the junction of Tung Chung Road and Old Tung Chung Road, which might obscure the views of drivers and pose potential dangers.

73. Mr Tim WONG made a consolidated response as follows:

- (a) The department had installed a gate and erected relevant traffic signs at the junction of Old Tung Chung Road. Drivers were required to seek the TD's permission in order to obtain the passcode to the gate lock to enter Old Tung Chung Road.
- (b) The department noted Members' suggestions on the provision of traffic signs, and would consult members of the local community when studying the proposals on the addition of traffic signs.

74. Mr HO Chun-fai suggested that the department should close the northern end of Old Tung Chung Road and open only the southern end for the entry of vehicles. He pointed out that drivers could access the catchwater via the junction at the southern end near Cheung Sha, and the distance was shorter. In addition, the section of South Lantau Road connecting the junction of Old Tung Chung Road was straight and the junction was clearly visible. On the contrary, if vehicles were allowed to enter Old Tung Chung Road from the northern junction on Tung Chung Road, since the junction was on a steep road, vehicles could slide back for more than ten metres following an emergency stop at the location, thus posing a potential traffic hazard there. He added that every morning at around 8:00 a.m., a water tanker would appear at the location and make a turn into Old Tung Chung Road from Tung Chung Road, which was very dangerous.

75. The Chairman enquired about the purpose of the water tanker's entry into Old Tung Chung Road.

76. Mr HO Chun-fai said he had looked into the situation and learnt that the water tanker was heading to the reservoir near the catchwater to deliver water to the FEHD. Apart from the water tanker, there were also other vehicles that would enter Old Tung Chung Road from the junction.

77. Mr Tim WONG said the department noted Members' views and would continue to monitor the traffic condition at the junction of Old Tung Chung Road near Pak Kung Au and take improvement measures where necessary and feasible.

78. The Chairman asked about the location for erecting traffic signs and the feasibility of using yellow as the base colour for the signs.

79. Mr Tim WONG said the department had the established standards for the setting up of traffic signs. The department would consult members of the local community on the design in due course.

80. The Chairman asked whether the passcode to the gate lock was necessary for the entry into Old Tung Chung Road.

81. Mr Tim WONG replied that vehicles could enter Old Tung Chung Road only with the passcode.

82. The Chairman asked Members to keep a close watch on the situation of vehicles entering Old Tung Chung Road, and pay attention whether there was anyone entering Old Tung Chung Road without the passcode. In the case of unauthorised entry to Old Tung Chung Road, she suggested that Members could take photos of the actual situations and report to the TD immediately.

83. Mr FONG Lung-fei said that the gate at the junction of Old Tung Chung Road near Pak Kung Au was closed most of the time. He opined that the major cause of traffic accidents at the location was that private cars and taxis parked along the road to pick up hikers or even made U-turns at the road section, thus posing dangers. He said the Police should keep an eye on the situation, especially during holidays.

84. Mr HO Chun-fai said that vehicles entering Old Tung Chung Road had to obtain the TD's permission and the passcode of the gate lock issued by the TD. However, he opined that the department could require vehicles to use the junction on South Lantau Road, so as to reduce the risk of traffic accidents. He emphasised that vehicles turning from the northbound carriageway of Tung Chung Road into Old Tung Chung Road was not a big problem. However, if vehicles on the southbound carriageway of Tung Chung Road were allowed to turn right into Old Tung Chung Road, it might cause serious traffic accidents. He opined that if vehicles were required to enter Old Tung Chung Road via South Lantau Road, the journey time might be longer, but it was indeed a wise decision on the premise of traffic safety.

85. The Chairman asked the TD to note the views of Members. She also

requested the department to give gentle reminders to drivers when approving permits for vehicles to enter Old Tung Chung Road, and to formulate guidelines to require vehicles to enter Old Tung Chung Road via the junction of South Lantau Road. In addition, she asked the department to respond to the location of the traffic signs and the design to be adopted, or to submit a preliminary proposal to the Secretariat for forwarding to Members.

(Post-meeting note: The department had formulated a preliminary proposal and would conduct district consultations on the proposal in early January 2023.)

VII. Question on the vetting progress of the applications for the installation of electric vehicle charging facilities in housing estates
(Paper T&TC 36/2022)

86. The Chairman said that the written reply of the Environmental Protection Department (EPD) had been distributed to Members for perusal before the meeting.

87. Mr FONG Lung-fei briefly presented the question and said he had nothing to add to the EPD's written reply.

VIII. Question on the conversion of the vacant land next to Area 108 on Chung Mun Road outside Mun Tung Estate into motorcycle parking spaces
(Paper T&TC 39/2022)

88. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr TSANG Wai-man, Administrative Assistant/Lands of the DLO/Is to the meeting to present the paper.

89. Mr Eric KWOK briefly presented the question.

90. Mr TSANG Wai-man asked Members to note the written reply of the DLO/Is.

91. Ms HUI Shuk-yee responded as follows:

- (a) In order to meet the demand for motorcycle parking spaces in the area, the TD had proposed earlier to add 58 temporary on-street parking spaces to the motorcycle parking facilities on Yu Tung Road outside Hong Yat House. The number of motorcycle parking spaces would be adjusted in a timely manner in the future. The department had completed the public consultation on the proposal and issued a works request form to the HyD. Together with the 62 existing motorcycle parking spaces, a total of 120 motorcycle parking spaces would be provided at the location.

- (b) The department would continue to review the demand for motorcycle parking spaces in the vicinity of the location proposed in the question. If necessary, the department would work with the relevant departments to explore the feasibility of providing more motorcycle parking spaces at the location, including the proposal of building a road to connect the proposed location, and would consult the stakeholders on feasible proposals.

92. Mr Eric KWOK expressed his views as follows:

- (a) He and Ms HUI Shuk-yee had conducted a site visit to the relevant location last year, during which Ms HUI said that the TD would actively assist in the identification of a suitable location near Mun Tung Estate for the provision of additional motorcycle parking spaces for residents of the estate. However, no significant progress had been made after more than a year.
- (b) He hoped Ms HUI Shuk-yee and the relevant departments would consider the vacant land next to Hong Chi Shiu Pong Morninghope School mentioned in the proposal, and discuss with the DLO/Is whether the land could be converted into motorcycle parking spaces.
- (c) He quoted from a paper of the Housing Department (HD), saying that five public housing blocks were under construction in Areas 42 and 46 in the vicinity of the Caritas Charles Vath College, but the paper did not mention whether parking spaces would be provided in the area. He worried about the situation because the relevant public housing would start the in-take of residents in about three years, i.e. in 2025 or 2026, and by then the population of the area would increase rapidly. He pointed out that if the problem of parking spaces was not effectively addressed, the problem of illegal parking might arise.
- (d) Area 107, where a number of works including the sports centre were currently located, had only a small number of motorcycle parking spaces, which was not enough to meet the demand for parking spaces in Tung Chung West.
- (e) He had previously requested the department to provide additional parking spaces for heavy vehicles and non-franchised buses. Subsequently, temporary parking spaces were provided by the department beside Yu Tung Road. However, after nearly ten years, the department still had not come up with a solution. He had once suggested that the department should remove the planters in the central median of Yu Tung Road for the provision of an additional traffic lane, but the department responded that the proposal would not be considered at the current stage.

- (f) He hoped Ms HUI Shuk-yee would consider his suggestion and review the future development of Tung Chung West. Unless the TD and the Planning Department (PlanD) had identified suitable sites for the provision of parking spaces or the HD had a plan to build a multi-storey carpark building to meet the demand, the TD had to earnestly look for a solution. If the problem was not resolved, it would become worse three to four years later.

93. The Chairman quoted the written reply of the DLO/Is, stating that the DLO/Is had not received from other Government departments any application for site allocation in relation to the proposals mentioned above.

94. Ms HUI Shuk-yee responded as follows:

- (a) The TD had earlier conducted a survey on the demand for motorcycle parking spaces in the vicinity of Yu Tung Road and Chung Mun Road in the evening hours. The result showed that most of the demand concentrated in the vicinity of Hong Yat House on Yu Tung Road. The existing motorcycle parking facilities outside Hong Yat House was close to Mun Tung Estate. The department urged the motorists to make good use of the existing parking spaces.
- (b) The department would also review the demand for motorcycle parking spaces in the vicinity of Yu Tung Road and Chung Mun Road after the construction of 58 temporary motorcycle parking spaces on Yu Tung Road. The department would take appropriate improvement measures if necessary.
- (c) Regarding the supply of parking spaces in Areas 42 and 46, generally speaking, the Government would require the developers to provide the required number of parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) when carrying out development projects. If Members wished to know the number of parking spaces to be provided in Areas 42 and 46 respectively, she could relay the request to the HD and ask the department to give a reply to Members.

95. Mr Eric KWOK expressed his views as follows:

- (a) He opined that there were serious problems with the current HKPSG issued by the PlanD under the DEVB. If the established standards could meet the needs of residents, the residents of Mun Tung Estate and Yu Tai Court would not have so many complaints.
- (b) He opined that there was currently an acute shortage of parking spaces, and the TD, as an expert on the frontline, had the

responsibility to report to the DEVB the need for a substantial amendment to the HKPSG.

- (c) He said that he would arrange a lot drawing for parking spaces in Mun Tung Estate next month. Residents had sent text messages to him, saying that they were very worried and hoped he could fight for them the parking spaces.
- (d) He asked Ms HUI Shuk-yee and the HD to carefully examine whether the supply of parking spaces in Areas 42 and 46 could meet the demand of residents. Members had expressed their views on the issue in every term of the District Council, but it was very disappointing that the problem had not yet been solved.

96. Ms HUI Shuk-yee responded as follows:

- (a) The TD and the PlanD had earlier updated the requirements on the number of parking spaces in the HKPSG. Currently, new developments were required to provide sufficient parking spaces in accordance with the new standards. Compared with the old standards, the required number of parking spaces had been increased.
- (b) If necessary, the TD would follow the principle of “single site, multiple use” to provide additional public parking spaces in suitable “government, institution or community facilities” and public open space projects. As far as Tung Chung West was concerned, the TD had proposed to provide public parking spaces in the Joint-user Complex in Area 107, Tung Chung in line with the above principle.
- (c) The CEDD would also build an open-air car park in Ma Wan Chung to provide the corresponding number of parking spaces for the use of residents.

IX. Question on the installation of shelters for the bus stop of Citybus lines E21 Series, E11B and E22S at Mun Tung Estate
(Paper T&TC 38/2022)

97. The Chairman welcomed Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 of the TD to the meeting to present the paper. The written reply of the Citybus Limited (Citybus) had been distributed to Members for perusal prior to the meeting.

98. Mr Eric KWOK briefly presented the question.

99. Ms YEUNG Yuk-shan said the Citybus had submitted the application earlier. Since the location overlapped with the construction site of the Tung Chung

West Extension, the department had to consult other departments. After it was confirmed that there was no conflict in the works site, the department immediately approved the application of the Citybus and contacted the company. The Citybus replied that it would take about six to nine months to complete the shelter works for the bus stop. The department would continue to maintain close communication with the Citybus, and urge it to complete the works as soon as possible so that members of the public could use the facilities.

100. Mr Eric KWOK thanked the TD and the Citybus for their replies. Regarding the roadside bus stop at Mun Tung Estate, he asked whether the TD had requested the bus companies, including the Citybus, the Long Win Bus Company Limited (Long Win) and the New Lantau Bus Company (1973) Limited (NLB), to install display panels at the bus stop for providing bus service information to the passengers.

101. Ms YEUNG Yuk-shan said that the design of the shelters for the bus stop of the Citybus included the installation of display panels. The department would conduct a review of the bus stop facilities with the NLB and Long Win, and would study the feasibility of the installation of display panels.

102. The Chairman hoped the TD would urge the Citybus to complete the shelter works for the bus stop as soon as possible. There was currently no shelter at the roadside bus stop, members of the public were tormented by the elements while waiting for buses.

X. Question on the effective use of airport bus resources to meet the needs of residents in Tung Chung West and Tung Chung North for bus services
(Paper T&TC 37/2022)

103. The Chairman welcomed Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 of the TD, and Mr Desmond TANG, Assistant Manager, Planning and Development and Ms Rennis LIP, Assistant Manager (Public Affairs) of Long Win to the meeting to respond to the question. The written replies of Long Win and the Citybus had been distributed to Members for perusal prior to the meeting.

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

105. Mr Desmond TANG briefly presented the written reply of Long Win. He added that Long Win would continue to pay close attention to the development of Tung Chung West and would consider adjusting the bus services in the light of demand. If the number of passengers met the criterion for launching a new bus route, Long Win would consider and arrange for it. He said that when considering whether to launch a new route or reroute an existing route, Long Win would not only consider the needs of passengers, but also examine whether the arrangements would affect the existing passengers. He said that Long Win was willing to explore ways to provide more efficient bus services and improve the bus services in Tung Chung West.

106. Ms YEUNG Yuk-shan responded that the department would review the bus services in Tung Chung West and Tung Chung North from time to time. Taking Long Win Route No. E42 as an example, passengers in Tung Chung West and Tung Chung North could take Long Win Route No. E42P to travel directly to Sha Tin during morning peak hours from Monday to Saturday. For the rest of the time, residents of Tung Chung West and Tung Chung North could take Long Win Route Nos. E31 and E32 respectively to the Lantau Link Bus-Bus Interchange to interchange for Long Win Route No. E42. She said that the department had recently sent staff to the Lantau Link Bus-Bus Interchange for a site visit during afternoon peak hours. It was found that only about ten passengers interchanged for the routes above at the Lantau Link Bus-Bus Interchange during the busiest hour, indicating that the current service could meet the needs of passengers. The department understood that Tung Chung District had a strong demand for external bus services, especially those to Sha Tin District. Therefore, the department had proposed in the Bus Route Planning Programme 2022-2023 of Islands District to extend Route No. E42P to the Fo Tan (Shan Mei Street) Bus Terminus and introduce return service from Fo Tan to Tung Chung during afternoon peak hours. The department would work with the bus companies to implement the programme as soon as possible, and would monitor the changes in passenger demand for the services of the above routes and the development of the surrounding areas, and conduct reviews with the bus companies in a timely manner.

107. The Secretary added that the terms of reference of the Traffic and Transport Committee Bus Routes Working Group (Working Group) included discussing and following up on Members' questions on the routes, frequency, service hours, fares, interchange concessions and service quality of franchised bus as referred by the Traffic and Transport Committee, and making necessary referrals to relevant departments/organisations for follow-up. She said that if necessary and with the agreement of the Chairman, the question could be referred to the Working Group for in-depth discussion.

108. The Chairman enquired about the date of the next Working Group meeting.

109. The Secretary replied that the next meeting of the Working Group could be held in December 2022 the soonest.

110. The Chairman said that since the discussion on bus routes was detailed and in-depth, she suggested that the question be referred to the Working Group for discussion and follow-up.

XI. Question on the widening of the bus stop of the New Lantau Bus at Shun Tung Road and Tat Tung Road (West) near the Tung Chung Swimming Pool to a bus bay
(Paper T&TC 40/2022)

111. The Chairman welcomed Ms WONG Wing-ying, Chloe, Engineer/22 (Lantau) of the CEDD, Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr HO Lee-yip, Manager, District Relations of the NLB to the meeting to present the paper. The written reply of the CEDD had been distributed to Members for perusal prior to the meeting.

112. Mr Eric KWOK briefly presented the question.

113. Ms Chloe WONG briefly presented the written reply of the CEDD.

114. Ms HUI Shuk-yee responded that the location was close to a slope and the walkway along the road section was narrow, therefore, there was no space available for the construction of a bus bay and the relocation of the walkway. The department had sent staff to the junction of Shun Tung Road and Tat Tung Road near the Tung Chung Swimming Pool for site visits during the morning, noon and afternoon peak hours respectively. It was found that the traffic at the location was smooth at large and most of the vehicles could turn left from Shun Tung Road into Tat Tung Road in one traffic light cycle. The department then appropriately extended the vehicular green time of the traffic lights on the eastbound carriageway of Shun Tung Road based the actual traffic conditions to further improve the traffic flow. The department would continue to monitor the traffic at the junction and would adjust the traffic light setting based on the traffic conditions when necessary.

115. Mr HO Lee-yip said that if the bus stop was widened into a bus bay, the two-lane traffic of Tat Tung Road would not be interrupted when there were buses stopping at the bus top, and the traffic flow would be smoother. Therefore, the NLB was in favour of Members' proposal.

116. Mr Eric KWOK expressed his views as follows:

- (a) He hoped the TD could send representatives for a site visit together with Members at noon time.
- (b) On one occasion, he travelled from the airport to Tat Tung Road at 12:30 and 12:50 noon respectively. During the journeys, there was traffic congestion at the roundabout on the Tung Chung Waterfront Road, and it took more than ten minutes for the vehicles to turn into Tat Tung Road. The traffic conditions were completely different from what the TD had said. Therefore, he questioned the accuracy of the TD's information.
- (c) He had repeatedly raised the traffic problems on Tat Tung Road to the TD since the last term of the District Council, including the design of the roundabout and the bus stop, but the department had yet to come up with any suitable improvement plans. He understood that the department had a lot of official business to deal with, but it was the responsibility of the department to solve the pressing traffic problems.

In addition, the traffic congestion would become more serious when the improvement works on Shun Tung Road and Tat Tung Road were completed, so the problem had to be addressed immediately.

- (d) As for the problem of the narrow walkway mentioned by the department, he suggested that the department should make use of the adjoining planter space to widen the walkway. As it was just a general drainage facility that lay next to the planters, therefore no large-scale works or complex technical issues would be involved.
- (e) He hoped the department would take into consideration the views of Members and make every effort to address the problem despite the difficulties. If the department turned a deaf ear to Members' opinions, Members might consider escalating the issue to the Legislative Council.

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

- (a) In addition to the long-term solutions proposed by Mr Eric KWOK, the department might also consider implementing short-term improvement measures.
- (b) According to his observations, most of the passengers of Route Nos. 38, 37M and 39M who got off at the bus stop on Tat Tung Road would interchange for other bus routes at the same bus stop. Therefore, he suggested that the relevant departments should make adjustments to the bus routes for passengers to interchange in Tung Chung West or Tung Chung North, so as to alleviate the traffic load of the Tat Tung Road bus stop and avoid traffic congestion.
- (c) On holidays, there were always a large number of vehicles entering or leaving the carpark of Citygate, resulting in congestion on Tat Tung Road. He pointed out that the vehicular flow had increased because after the commissioning of the Tuen Mun-Chek Lap Kok Link, travelling between Tuen Mun and Tung Chung had become very convenient. Coupled with the free parking offer provided by the mall, many residents of the Northwestern New Territories would drive to visit Tung Chung on holidays. The department should coordinate with the management company of the carpark in this regard, or work with the Police to ease the flow of vehicles accessing the carpark, so as to prevent traffic congestion on Shun Tung Road and avoid affecting the buses entering or leaving the Citygate Bus Terminus.
- (d) During morning rush hours, only about 10% of the passengers boarding the bus at the Tat Tung Road bus stop were residents of Tung Chung Crescent. Residents of Blocks 1 to 5 of the housing estate would use the Fu Tung Plaza bus stop, while residents of

Blocks 6 to 9 would not use the Tat Tung Road bus stop. In addition, some residents of Tung Chung Crescent would choose to take the MTR. Therefore, the adjustment of the bus routes would not have much impact on the residents of housing estate.

118. The Chairman said that the traffic congestion problem on Tat Tung Road and Shun Tung Road had existed for many years. However, the situation had not improved. She opined that the department should conduct a feasibility study on the proposal to widen the Tat Tung Road bus stop into a bus bay. Given that the site behind the bus stop was not a man-made slope as mentioned by the department, and the NLB agreed that the construction of a bus bay could improve the traffic condition there, she urged the department to actively deal with the problem and conduct a site visit together with Members to discuss the problem and look for suitable solutions with a view to supporting the future development of Tung Chung. She asked the Secretariat to follow up on the site visit arrangement.

119. Ms HUI Shuk-yee added that after reviewing the traffic condition at the junction of Shun Tung Road and Tat Tung Road, the department had extended the vehicular green time of the traffic lights on the eastbound carriageway of Shun Tung Road as necessary. Currently, the traffic at the location was smooth at large. The department noted Members' views and would relay them to the relevant departments for follow-up after the meeting. With regard to the congestion on Tat Tung Road caused by vehicles entering and leaving the carpark of Citygate on holidays, the department was communicating with the management office of the Citygate with a view to meeting with the responsible persons to discuss improvement measures.

XII. Reports by Working Groups T&TC Working Group

120. The Chairman said that the report of the Working Group was tabled at the meeting for Members' perusal.

121. Members noted and endorsed the report unanimously.

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

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

122. The Chairman welcomed Ms KANG Pu, Engineer/Islands(2) of the HyD to the meeting to respond to the question. The HyD had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules as at early

November 2022 prior to the meeting. The papers were tabled at the meeting. Enquiries and opinions from Members were welcomed.

123. Mr Eric KWOK asked whether project item 12 could be completed in November 2022 as scheduled.

124. Ms KANG Pu replied that the project would be completed in November this year.

XIV. Date of next meeting

125. There being no other business, the meeting was adjourned at 4:44 p.m. The next meeting would be held at 2:00 p.m. on 17 January 2023 (Tuesday).

(Post-meeting note: The next meeting would be held on 17 January 2023 (Tuesday) at 10:00 a.m.)

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