

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 21 September 2020 (Monday)
Time : 10:30 a.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Mr KWOK Ping, Eric

Vice-Chairman

Mr HO Siu-kei

Members

Mr YU Hon-kwan, Randy, MH, JP	(Left at around 4:00 p.m.)
Mr WONG Man-hon	(Arrived at around 2:00 p.m.)
Mr CHOW Yuk-tong, SBS, MH	
Mr CHAN Lin-wai, MH	
Mr WONG Hon-kuen, Ken	
Mr HO Chun-fai	
Ms WONG Chau-ping	
Ms YUNG Wing-sheung, Amy	
Mr TSUI Sang-hung, Sammy	(Left at around 4:10 p.m.)
Mr FONG Lung-fei	
Ms LAU Shun-ting	(Left at around 12:30 p.m.)
Mr LEE Ka-ho	
Mr LEUNG Kwok-ho	(Left at around 12:55 p.m.)

Attendance by Invitation

Mr CHOCK Chi-tung	Senior Engineer 6/Universal Accessibility, Highways Department
Ms POON Wai-ming, Jenny	Engineer 13/Universal Accessibility, Highways Department
Mr WONG Yee-kui	Senior Transport Officer/Planning/Ferry 3, Transport Department
Mr CHEUNG Kwok-fai, Ivan	Senior Engineer/Parking Project 1, Transport Department
Ms WONG Sin-yan, Kathy	Engineer/Parking Project 1, Transport Department

Mr LAI Kwok-wai, Wilfred	Senior Architect 21, Housing Department
Mr CHOI Chi-fung, Nelson	Architect 9 , Housing Department
Mr YAN Man-chi, Robin	Property Service Manager/S(HKI) 3, Housing Department
Mr TSANG Wai-man	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Mr Peter CHU	Manager, Coronet Ray Development Limited
Mr Rayson LAW	Senior Officer, Planning and Development, Long Win Bus Company Limited
Mr Kevin LI	Public Affairs Manager, New World First Bus Services Limited / Citybus Limited

In Attendance

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms TANG Ka-yuet	District Engineer/General(2)B, Highways Department
Ms CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Ms WONG Wing-ying, Chloe	Engineer/22 (L), Civil Engineering and Development Department
Mr YU Siu-bun	Assistant District Operations Officer (Lantau), Hong Kong Police Force
Mr HO Ngai-king, King	District Operations Officer (Lantau), Hong Kong Police Force
Mr CHAN Ling, Peter	Assistant Divisional Commander (Operations & Crime) Cheung Chau Division, Hong Kong Police Force
Ms Sonja CHAN	Assistant Corporate Communications Manager, New World First Ferry Services Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Company (1973) Limited

Secretary

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

Absent with Apology

Ms TSANG Sau-ho, Josephine
Mr WONG Chun-yeung

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:

Mr HO Ngai-king, King, District Operations Officer (Lantau) of the Hong Kong Police Force (HKPF) who succeeded Mr WONG Tak-yeung, Jimmy.

2. Members noted that Ms Josephine TSANG and Mr WONG Chun-yeung were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 18 May 2020

3. 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.

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

II. Public Vehicle Park at Tung Chung Area 99 (Paper T&TC 27/2020)

5. The Chairman welcomed Mr CHEUNG Kwok-fai, Ivan, Senior Engineer/Parking Project 1 and Ms WONG Sin-yan, Kathy, Engineer/Parking Project 1 of the Transport Department (TD) as well as Mr LAI Kwok-wai, Wilfred, Senior Architect 21 and Mr CHOI Chi-fung, Nelson, Architect 9 of the Housing Department (HD) to the meeting to present the paper.

6. Mr Ivan CHEUNG briefly presented the paper with the aid of PowerPoint presentation.

7. Mr LEE Ka-ho said that TD provided only 80 private car parking spaces in Tung Chung Area 99. He queried whether it could meet the parking demand brought about by the growth of population in Tung Chung North. He said that the intake of the new housing estates in Tung Chung North would commence progressively from 2024 onwards. As existing parking spaces were already in short supply, he opined that the addition of merely 80 parking spaces could not meet the demand. In addition, he said that beside the entrance/exit of the proposed public car park were the public transport interchange and the entrance/exit of Ying Tung Estate Car Park respectively. He was worried that drivers would get confused. He hoped that the departments concerned would put up clear directional signs at the entrance/exit to avoid confusion and accidents.

8. Mr Sammy TSUI proposed that the relevant departments should install electronic display panel to show the numbers of parking spaces in the proposed car park and other car parks in Tung Chung area to let drivers know the parking situation. He said that many reclamation projects would be implemented in Tung Chung North, and hoped that their works would be completed as soon as possible so as to relieve the shortage of parking spaces in Tung Chung North.

9. The Chairman said that as the main entrance/exit of Ying Tung Estate was situated at a road junction where buses passed through, Members worried that the entrance/exit of the proposed public car park might affect the traffic of Ying Tung Road. He enquired whether barrier-free facilities would be installed at the proposed public car park to provide convenience for people with mobility impairments to access Ying Tung Estate or other housing estates. He said that there was a great demand for motorcycle parking spaces in the area. Many motorcyclists reflected to him that there were no motorcycle parking spaces in the area. He enquired whether motorcycle parking spaces or electric vehicle facilities would be provided in the proposed public car park.

10. Mr Ivan CHEUNG said that when determining the number of parking spaces of proposed public car parks, TD would take into account the parking situation or illegal parking data of the area in the past. When considering the scale of the car park, various factors would be taken into account, such as the restrictions on the use of land provided by HD, the costs and whether the progress of housing projects would be affected. He said that the proposed public car park was mainly intended for use of Area 99 and nearby areas. According to the research information, the number of parking spaces was able to meet the demand. With regard to the entrance/exit of the car park, TD noted the concern of Members. TD would closely liaise with HD on the arrangement of directional signs of the entrance/exit for providing adequate direction to ensure that drivers would have a clear idea of the arrangement of the entrance/exit and the directions they could go to. The relevant works were expected to commence in 2021 and be completed in 2024. With regard to the issue of motorcycle parking spaces, he requested HD to respond on the provision of motorcycle parking spaces in the housing development project.

11. Mr Wilfred LAI made a consolidated response as follows:

- (a) HD noted that Members were concerned about the issue of newly increased population brought about by the development of public housing in Tung Chung. As mentioned by the representatives of TD previously, various housing estates would provide an appropriate number of parking spaces according to the Hong Kong Planning Standards and Guidelines (HKPSG). HD would also install public car parks in housing estates on the advice of TD.
- (b) With regard to the issue of the location of entrance/exit at Ying Tung Road, HD had made reference to the relevant road, design of roads in

the vicinity of Ying Tung Estate and bus stops at the roadside. HD was aware that after the completion of Area 99, Ying Tung Estate bus stop would be relocated to the public transport interchange to avoid congestion in the future. He said that apart from the one installed at Ying Tung Road, another entrance/exit of Area 99 would be installed at the new road by the side of Area 99 in order to achieve a divergent effect, with commercial vehicles, delivery vehicles and refuse collection vehicles of the areas adjacent to high-rise residential buildings using that entrance/exit to reduce the vehicular flow of Ying Tung Road entrance. HD would install safety display panels at the public transport interchange, public car park and the entrance/exit of the housing estate. The number of parking spaces in the public car park or housing estate car park would be displayed on the panels to enable residents and outsiders to plan their journeys.

- (c) With regard to barrier-free access facilities, HD would provide barrier-free access at various housing estates. As the proposed public car park was located at the basement, HD would install barrier-free lifts and users of the car park could use the lifts to go to the ground level and access other places in the housing estate.
- (d) With regard to motorcycle parking spaces, HD would provide around 40 motorcycle parking spaces in Area 99 as required by the HKPSG. To meet the relevant requirements, HD had installed electric vehicle facilities in the car parks under its charge. 30% of the parking spaces were provided with electricity meters and 70% with electric wire facilities for use by electric vehicles. If and when necessary, more electricity meters would be installed in the future.
- (e) With regard to expediting the works progress of the proposed public car park, as there was a shortage of open space in Area 99, the proposed public car park would have to be built at the basement. It was hoped that it could be built at the same time as the construction of public housing to shorten the works period. HD hoped that at the same time of intake of the housing estate, the public transport interchange and public car park could be completed as well.

12. Mr HO Siu-kei did not agree with TD's decision to provide only 80 parking spaces in the area after assessment was conducted with reference to the previous statistical figures. He stressed that 80 parking spaces were not adequate and review had to be conducted. He opined that a multi-storey car park should be built to provide more than a hundred parking spaces for management by HD.

13. Mr Ivan CHEUNG understood that there was a great demand for parking spaces and said that the 80 public parking spaces were mainly for use of Area 99 and nearby areas. TD would continue to monitor the situation of parking spaces in Tung Chung area. If there were other development projects nearby in the future, it would

consider identifying suitable places for the provision of public parking spaces.

14. Mr Wilfred LAI said that HD would provide around 200 parking spaces in Area 99 for use of residents and visitors at present. Parking spaces of other areas would be calculated according to the residential units of the area. All parking spaces were managed by HD. He said that HD was only responsible for the design and construction of public car parks, while management of which was the responsibility of the Government Property Agency.

15. The Chairman requested Members to vote on whether they supported the above-mentioned construction project by a show of hands.

16. Members voted by a show of hands and supported the above-mentioned construction project unanimously.

(Members voted in favour included: Mr Eric KWOK (Chairman), Mr HO Siu-kei (Vice-Chairman), Mr Randy YU, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, 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 and Mr LEUNG Kwok-ho.)

III. Special Scheme under the “Universal Accessibility” Programme (Paper T&TC 42/2020)

17. The Chairman welcomed Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility and Ms POON Wai-ming, Jenny, Engineer 13/Universal Accessibility of the Highways Department (HyD) to the meeting to present the paper.

18. Ms Jenny POON briefly presented the paper with the aid of PowerPoint presentation.

19. Mr LEE Ka-ho noted that HyD commenced the construction of additional lifts at the footbridge across Ying Hei Road near The Visionary in July of the current year. He requested HyD to provide the completion date and schedule of the works. He opined that the provision of the lifts at Fu Tung Estate footbridge would facilitate residents' access. However, the paper did not show the location of the proposed lifts. He enquired whether HyD planned to install the lifts at the two sides of the footbridge (i.e. at the middle of the footbridge connecting Fu Tung Estate and Tung Chung MTR Station).

20. Ms Amy YUNG said that according to the information of the PowerPoint, the works of installation of lifts would be implemented by government departments, whereas the costs of repair, cleansing and maintenance would be borne by property owners or residents and the works could only commence upon the consent of property owners and management companies. She pointed out that both the commercial tenants and members of the public would also be benefited by the installation of lifts. She enquired of HyD how the maintenance cost would be apportioned.

21. Mr FONG Lung-fei said that residents of the Fu Tung Estate had reflected to him that they needed to take a circuitous route to go from Fu Tung Estate to the bus stop. In addition, the road surface was uneven and it was inconvenient for wheelchair users. He requested HyD to install a walkway or staircase from the footbridge to reach the ground level at the location of Tsui Wah Restaurant as indicated in the photograph of Annex II.

22. The Chairman expressed his views as follows:

- (a) He envisaged that the HyD planned to install a lift next to Tsui Wah Restaurant, and said that the proposed lift was near the bus stop, which he believed would be used by many residents. He enquired how the HyD would estimate the pedestrian flow and utilisation rate, and whether it would brief Members on the details of the plan in a timely manner.
- (b) He said that the majority ownership of Fu Tung Plaza belonged to the Link Asset Management (LINK) and opined that the main beneficiaries of the installation of the lift would be the customers who would visit the shopping mall. He enquired about the role played by LINK in the works. He also hoped that HyD would clarify the relationship of both parties and which party assumed the responsibilities for management and maintenance, etc.

23. Mr CHOCK Chi-tung made a consolidated response as follows:

- (a) With regard to the project of the provision of lifts at the Fu Tung Estate Footbridge (walkway no: FT01), he said that HyD wanted to consult Members' views preliminarily at this meeting. If Members supported the relevant project, HyD would appoint a consultant to conduct a preliminary study, including the number and location of lifts, the relocation of underground pipes facilities, the relevant factors and geographical environment, etc. HyD planned to attend the meeting with the consultant at the end of the current year or at the beginning of the following year to report to Members the result of the study and present the programme in detail.
- (b) With regard to the apportioning of maintenance cost of and the role of LINK, as "Universal Accessibility" Programme would be implemented in various districts in Hong Kong, HyD had discussed the details of the project with stakeholders concerned (including LINK). It was initially proposed that legal documents concerning the apportioning of costs would be signed with stakeholders. The documents concerned were still being drafted and HyD expected that more specific information could be provided to Members at the end of the year. He said that it was initially intended that the Government would bear the

costs of construction and maintenance in the future, whereas the responsibility for management and cleansing of the lifts would be taken up by relevant stakeholders. HyD would explain the details to Members when they were finalised.

- (c) With regard to the project of the provision of lifts at the footbridge across Ying Hei Road near The Visionary (structure no: ID01), he would relay Members' views to the relevant works staff. He would follow up on the matter with Mr LEE Ka-ho after the meeting.

24. Mr Sammy TSUI expressed his views as follows:

- (a) He opined that the most ideal locations for the provision of lifts were at the two sides of the footbridge. As Tsui Wah Restaurant was close to the terminus for urban buses, installation of lifts at that locations would be convenient to residents.
- (b) He opined that the progress of the "Universal Accessibility" Programme was slow and he hoped that HyD would expedite the works. He enquired of HyD the reasons for the slow progress of the programme (i.e. whether it was the issue of the foundation or the works procedures). He said that the construction of a public housing building would take two years, whereas the construction of the four concerned lifts would take even longer. He cited the example of The Visionary footbridge as an illustration. As a new design was adopted, the preparation of works took several years. He worried that the procedures of site investigation and tendering that followed would take another few years. He urged HyD to expedite the works progress.

25. Mr LEE Ka-ho enquired how long it would take for the lifts to be installed, counting from the design stage. He opined that if the issue of apportioning costs was resolved, Members would have no reason to object. Delay of works would in turn give rise to problems in other areas. He said that the Government announced three years ago that a commercial building and a market would be constructed in Tung Chung Area 6. He enquired of HyD whether the footbridge there had to be demolished when the works in Area 6 commenced. He further queried whether it was still meaningful to discuss the provision of footbridge at the location. Although the Government had not yet explained the direction of development in Area 6, it had pledged to construct a market in Tung Chung District. Therefore, he hoped HyD would approach the Chief Executive or Food and Environmental Hygiene Department (FEHD) to avert the demolition of footbridge after the project of lift installation was endorsed.

26. Mr FONG Lung-fei queried if commercial buildings would be built at the location and whether the footbridge could be retained. He opined that HyD should review the project and discuss with the departments concerned.

27. Mr LEUNG Kwok-ho pointed out that there were public housing estates on other islands of Islands District apart from Tung Chung. He enquired of HyD if the public housing estates on other islands did not meet the three requirements of the “Universal Accessibility” Programme, would it be feasible to build the lifts or footbridges under other programmes or by other means.

28. Mr CHOCK Chi-tung made a consolidated response as follows:

- (a) With regard to the progress of the lift project, according to the past practice for the construction of lifts, HyD would need to relocate underground pipes before implementation of foundation works, resulting in prolonged construction time. The departments concerned were studying other methods to expedite the progress of the lift project, and the contractor was involved in the design to shorten the construction time.
- (b) With regard to the development of Tung Chung Area 6, he said that HyD would seek Members’ views when the consultant completed the preliminary study report and design in 2021. If the proposal was supported by Members, the consultant would obtain information from the Planning Department and the departments concerned about the future development of the area. The two projects would then be proceeded subject to the situation.
- (c) With regard to the installation of barrier-free facilities in public housing estates, as far as he understood it, apart from the “Universal Accessibility” Programme, the Housing Authority (HA) also implemented projects to install lifts in public housing estates. Therefore, he proposed that relevant queries could be made to the HA to understand and follow up on the matter.

29. Mr LEUNG Kwok-ho noted the proposal of the representative of HyD. He would raise the relevant enquiry at the next meeting and invite representatives of HA to attend the meeting to respond to the question.

30. The Chairman requested Members to vote on whether they agreed to include the proposed pedestrian walkway in the preliminary study of the above-mentioned programme by a show of hands.

31. Members voted by a show of hands. The result of voting was: 13 “Yes”, 0 “No” and 1 “Abstain”. Members agreed to include the pedestrian walkway in the preliminary study of the above-mentioned programme.

(Members voted in favour included: Mr Eric KWOK (Chairman), Mr HO Siu-kei (Vice-Chairman), 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 and Mr LEUNG Kwok-ho; Mr Ken

WONG abstained.)

IV. Question on proposal of rationalisation of green minibus route no. 901
(Paper T&TC 29/2020)

32. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD and Mr Peter CHU, Manager of Coronet Ray Development Limited (Coronet Ray) to the meeting to respond to the question. The written replies of TD and Coronet Ray had been distributed to Members for perusal before the meeting.

33. The Chairman briefly presented the question.

34. Ms Sherman CHOI briefly presented the written reply of TD. She added that the TD had conducted and completed local consultation via the Islands District Office (IsDO).

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

- (a) He agreed with the proposal of the rationalisation proposed by the Chairman. He said that residents of Yat Tung Estate took Green Minibus (GMB) route no. 901 to go to work at the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port at around 6:00 a.m. to 7:00 a.m. every day at present. As there was no overnight bus travelling between Hong Kong Port and Yat Tung Estate, there was a great demand for the route service. He said that after getting off work at the Hong Kong Port at late night, many Yat Tung Estate residents had to take many bus routes to return to Yat Tung Estate and the journey would take about an hour. Residents going to work in the morning would have to wait at the bus stop at 4:00 a.m. He said that GMB route no. 901 had been operating at a loss. The rationalisation of the route to connect Tung Chung West and Tung Chung North would not only facilitate passengers going to Hong Kong Port (including residents of Tung Chung West and Tung Chung North), but also increased the operational revenue of Coronet Ray. He hoped TD and Coronet Ray would consider the proposal. He also proposed that GMB route no. 901 be converted into a circular route operating in Tung Chung District with sectional fares.
- (b) He said that the New Lantao Bus Company (1933) Limited (NLB) route no. B6 only travelled via Mun Tung Estate without stopping at Yat Tung Estate. Residents of Yat Tung Estate had to alight at Mun Tung Estate and then walked to Yat Tung Estate. It was very inconvenient, especially for residents of Shun Yat House which was located further inside the housing estate.

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

- (a) He opined that the TD's proposal to shorten the route and the continued operation of the GMB route no. 901 at road sections with fewer passengers would aggravate its loss in revenue. He proposed that in order to enhance its operational efficiency, the route should travel via the town centre to pick up more passengers. He agreed that GMB route no. 901 should be converted into a circular route operating in Tung Chung with sectional fares to provide convenience to residents in the area.
- (b) He opined that the service hours of GMB route no. 901 were too short and could not tie in with the transportation demand of residents going on and off duty. He hoped that Coronet Ray would consider reverting to the previous service hours.

37. Mr Sammy TSUI asked Coronet Ray whether the proposal of Members was feasible. If the proposed route was considered feasible and would help increase the operating revenues and improve the service, discussion should be conducted with TD. If not, he requested the Coronet Ray to give comments.

38. The Chairman expressed his views as follows:

- (a) In the previous term of Islands District Council (IDC) when the operation of GMB route no. 901 was proposed, TD had anticipated that it would incur losses because the route was not designed to serve Tung Chung residents or tourists travelling between the town centre and other areas. From the time before the end of the previous term of IDC to the present, Coronet Ray had time and again told the Committee that GMB route no. 901 was making heavy losses. He enquired of Coronet Ray why it did not communicate with TD beforehand. He did not hope that Coronet Ray would go bankrupt because of making losses, which would lead to the need for the IDC to assist in handling issues such as the laying off of staff, etc. He asked whether the TD had confidence that the route could turn losses into profits if his proposal was to be implemented.
- (b) He said that Members were very concerned about GMB route no. 901. However, the arrangement of the route was improper and he therefore proposed the rationalisation of the route to connect Tung Chung West, Tung Chung East, Tung Chung North, Tung Chung Town Centre and the Airport to make up for the inadequacy of bus service. He said that minibuses were more flexible than buses and could provide service in the evening when there were fewer passengers. They could also provide convenience for residents who worked at the Airport. Therefore, he hoped that TD would consider his proposal.

- (c) He said that in the previous term of IDC, he intended to raise an enquiry and propose that NLB route no. B6 should travel via Chung Yan Road opposite Yat Tung Estate. However, the opening of the HZMB, which happened to take place at that time, attracted many Mainland tourists to Tung Chung Town Centre. The area became very crowded. In addition, a then Member queried the impact of the proposal on buses of Yat Tung Estate. Therefore, he withdrew the enquiry. He said that as the same view had just been raised by a Member, he planned to raise the relevant question and discussed with the departments concerned at the following meeting.
- (d) He enquired of TD and Coronet Ray about their opinions on the proposal and hoped that GMB route no. 901 could continue its operation. He said that his proposal was supported by 38.3% of the residents surveyed, and he doubted whether the proposal of TD was supported by public opinions.

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

- (a) During the planning of public transport services after the commissioning of HZMB, the TD, after taking into account that the population of Tung Chung West was higher than that of Tung Chung North, arranged buses with greater passenger capacity to operate between Tung Chung West and Hong Kong Port (i.e. route no. B6). Minibuses, which had a smaller capacity, were arranged to travel between Hong Kong Port and Tung Chung North. The arrangement aimed to provide direct transport service to Hong Kong Port for residents of Tung Chung West and Tung Chung North.
- (b) She said that TD was aware of Members' concern about GMB route no. 901. She also said that the route was the first and the only minibus route in Islands District at present. Therefore, the TD was also concerned about its operation and had been discussing the improvement options with Coronet Ray. It was believed that operation of the route could be improved after the implementation of the proposed new options. The TD noted Members' proposal of extending the service area of GMB route no. 901. However, detailed feasibility study had to be conducted, including whether the existing bus services would be affected, so as to avoid vicious competition.
- (c) She said that there were many "S" routes for Tung Chung residents to access to the Airport, AsiaWorld-Expo and Cathay Pacific City at present. Tung Chung West residents could take NLB route no. B6 to Hong Kong Port whereas Tung Chung North residents could take GMB route no. 901. Residents travelling to and from Tung Chung West, Tung Chung Town Centre and Tung Chung North could take NLB route nos. 37 or 37H.

- (d) TD noted Members' proposal of mending the inadequacies of bus service by minibus and would study the feasibility with Coronet Ray. However, TD had to carefully balance the public transport operation of various operators. TD hoped that its proposed option would be implemented first. During TD's review on the effectiveness of its proposed option in the future, Members' proposal would be studied altogether.

40. Mr Peter CHU said that Coronet Ray had been studying various improvement options with TD to enhance the service of GMB route no. 901, including travelling via Tung Chung Town Centre or other areas, etc. Coronet Ray had reached a consensus with TD earlier that when cross-border travel was resumed in the future, the relevant GMB routes would also resume operation. The feasibility of the routes proposed by Members would be studied depending on the patronage.

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

- (a) He said that many residents were not satisfied with the severe detouring of route nos. 37 and 37H and their low frequencies.
- (b) He said that the terminus of NLB route no. N38 was situated at Yat Tung Estate. Buses in motion and bus and taxi drivers who chattered at the bus terminus created a vast amount of noise nuisance to residents nearby. Therefore, he proposed that GMB route no. 901 should be converted to overnight service to replace NLB route no. N38. He opined that the noise created by minibuses was less serious than that of buses and the service of minibus was more flexible and could meet the transportation demand of passengers in the late-night. He hoped that TD would consider the proposal.
- (c) He said that the bus service between Hong Kong Port, the Airport and Tung Chung West in early morning and late night was inadequate. NLB route no. N35 and Long Win route no. N31 were often full. Residents had to take other means of transport (such as "taxi pooling") to go to work. He said that many residents of Tung Chung West had to go to work at the Airport, but TD all along ignored their needs. In addition, the intake of Yu Tai Court would take place very soon and many residents of Mun Tung Estate, Yat Tung Estate and surrounding villages worked at the Airport and Hong Kong Port. He was worried that the issue would become more and more serious.
- (d) He opined that instead of shortening its route, TD should enhance the flexibility of GMB route no. 901 or increase its frequency. The operation of the route did not have much impact on road traffic and would not lead to vicious competition with buses. He said that Long Win route no. N31 departed from Tsuen Wan and was nearly full when

it arrived at Tung Chung. He criticised TD for not dealing with the issue squarely. He worried that the problem would become more serious after the epidemic subsided and residents resumed working at the Airport. He enquired of TD how the matter would be handled. He also queried TD that before arranging bus service for residents of Tung Chung North, it did not conduct survey on the number of Tung Chung North residents who went to work at the Airport.

42. Mr Sammy TSUI expressed his views as follows:

- (a) He said that in formulating transportation policies, if TD only made reference to the existing statistics and took into account the patronage and operational conditions of buses, it would not only fail to resolve the traffic issues of Tung Chung but also increase the burden of transportation costs on the residents. He said that Tung Chung was a developing new town. If new routes would be introduced only after the population and patronage had reached the target, it might take ten years at least. He opined that TD should be people-oriented and take into account the special needs of Islands District. In addition, he opined that bus companies should take into account the overall operational revenue. For instance, even some losses were recorded in some of the New Territories routes, they could be made up by the profits from urban routes.
- (b) He opined that the transportation demand of Tung Chung residents who worked at the Airport and Hong Kong Port had to be taken into account. If bus services were inadequate or their frequencies could not tie in, residents would have to leave home early or take other means of transport such as taxis which were more expensive. He opined that minibus service was more flexible. He proposed that TD should provide minibus service to facilitate residents going to and from work.
- (c) He said that the operator of GMB route no. 901, Coronet Ray, belonged to the same business conglomerate as NLB. It was believed that NLB would not be concerned of the competition of GMB route no. 901 with its bus routes. NLB might even be pleased to replace the original NLB routes with the relevant routes in order to reduce its operational costs. If profits could be made from the route, it was believed that Coronet Ray would be pleased to operate it. He hoped that TD would examine the demand for the transportation services of the entire Tung Chung District and formulate relevant policies. If Coronet Ray was willing to cooperate, TD should provide assistance. He urged TD to make changes to the route of GMB no. 901 as soon as possible in response to the needs of passengers, so as to maintain the revenue of Coronet Ray and reduce the burden of the transportation costs of residents.

43. Ms Sherman CHOI made a consolidated response as follows:
- (a) She noted Members' concerns about the late-night bus services, in particular the Long Win route no. N31 between 3:00 a.m. to 4:00 a.m. TD would arrange on-site investigations after the meeting. If it was found that bus services could not meet the demand of passengers, TD would discuss with the bus company to improve late-night bus services.
 - (b) TD noted the proposals raised by Members on the improvement of GMB route no. 901, including the extension of service scope and the operation hours, especially for the late-night services. TD would continue to closely monitor and review the route services with Coronet Ray in order to formulate improvement plans in a timely manner.
44. Mr Peter CHU said that from the commercial point of view, Coronet Ray would be pleased to provide service to more districts and passengers in order to enhance the efficiency of routes and optimise resources. After resumption of GMB route no. 901 service, Coronet Ray would study Members' views in detail with TD and examine the feasibility of extending the route to serve more places. As for the proposal of replacing some NLB routes with GMB route no. 901, there would be some procedural difficulties. Coronet Ray would discuss further with TD.
45. Mr FONG Lung-fei enquired of Coronet Ray about the feasibility of changing the route of GMB no. 901. He said that after the route came into operation, NLB route no. B6 would no longer have to travel via Yat Tung Estate. He said that the patronage of route no. B6 was low. There were about eight to ten passengers each trip. In addition, the noise created by buses was more serious than that of minibus. Residents and patients of North Lantau Hospital were affected. As such, he opined that the service provided by GMB route no. 901 would be more flexible. He hoped TD would study the route change and planning of GMB route no. 901, NLB route nos. B6 and N38 together so as to resolve the relevant issues as soon as possible.
46. Mr Peter CHU said that Coronet Ray recently discussed with TD about the replacement of late-night NLB bus route by minibus. However, there were some procedural difficulties. Coronet Ray would study further with TD how to solve the noise problem created by late-night NLB buses in motion. They would also explore the possibility of using minibus to operate the route.
47. Ms Sherman CHOI understood Members' concern about the noise created by buses. However, TD had to follow the established guidelines in cancelling bus services. It had to carefully assess the impact of route cancellation on the existing passengers. With regard to Members' proposal of replacing franchised bus routes with GMB, TD would study the feasibility of the option with relevant operators in accordance with the established procedures and guidelines.
48. The Chairman said that Members worried that route no. N38 could no longer

maintain its operation and opined that in the rationalisation of GMB route no. 901, other routes should be improved at the same time. That would turn losses into profits for some routes on the one hand and improve the public transport service standard on the other. He said that TD should not only attend to the interests of bus companies, but also take care of the demands of passengers.

V. Motion on request for HKPF to step up enforcement against cyclists carrying passengers on bicycles
(Paper T&TC 30/2020)

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

50. Mr LEUNG Kwok-ho briefly presented the motion. He added that the Police adopted double standards in its law enforcement against cyclists carrying passengers. For instance, road blocks were set up and prosecution was instituted against Cheung Chau residents in ordinary days when schools finished, but only advice was given to tourists. He urged the Police to conduct law enforcement fairly and squarely to all.

51. The Chairman requested Members to vote on the motion by a show of hands.

52. Members voted by a show of hands. The result of voting was: 12 “Yes”, 0 “No” and 2 “Abstain”. The motion was endorsed.

(Members voted in favour included: Mr Eric KWOK (Chairman), Mr Randy YU, Mr CHAN Lin-wai, Mr Ken WONG, 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 and Mr LEUNG Kwok-ho. Mr HO Siu-kei (Vice-Chairman) and Mr CHOW Yuk-tong abstained.)

VI. Question on cycling on the road
(Paper T&TC 31/2020)

53. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1 of TD; Mr HO Ngai-king, King, District Operations Officer (Lantau) and Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of HKPF (the Police) to the meeting to respond to the question. The written replies of the Police and TD had been distributed to Members for perusal before the meeting.

54. Ms WONG Chau-ping briefly presented the question.

55. Mr King HO briefly presented the written reply of the Police.

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

57. Mr FONG Lung-fei said that on holidays, many cycling teams would travel to Ngong Ping from Pak Kung Au via Tung Chung Road or from Tung Chung Hau Wong Temple via Tung O Ancient Trail. He said that the road section from Tung O Ancient Trail to Tai O was a restricted area for bicycles, but many hikers and cyclists used that road section during holidays. He opined that the road section was narrow and if cyclists rampaged on the road, it would cause nuisance and pose dangers to residents. Therefore, it was not suitable for cycling. Recently, some policemen conducted patrol at the location and prosecution was instituted against offenders. However, the number of patrols conducted in recent days decreased. He said that Tung Chung Road was steep and cyclists could lose balance easily. In case of accidents, it would pose dangers to drivers (bus drivers in particular). He enquired whether the relevant departments would study the opening of the deserted old Tung Chung Road near Pak Kung Au to cyclists, so as to reduce the number of bicycles travelling to Cheung Sha via Tung Chung Road and avoid impact on buses in motion.

58. Ms WONG Chau-ping hoped the Police would step up monitoring and law enforcement on holidays at Tung Chung Road near Pak Kung Au, roads in South Lantau and Keung Shan Road, rather than only taking actions from time to time. She said that the relevant roads were steep, circuitous and winding. Many cyclists disregarded other vehicles and drove at high speed on the roads, making it easy to cause accidents, and it was difficult to determine who were responsible for the accidents.

59. Mr King HO said that the Police was aware that during the epidemic, many people went to Lantau Island and cycled on the public roads therein (including roads to Ngong Ping, Keung Shan Road and Tung O Ancient Trail, etc.). Therefore, the Police planned to step up publicity, education, law enforcement to cyclists and patrols on holidays.

60. Mr Alex WAN said that the old road section at Tung Chung Road had been designated as restricted area and would be set aside as public utility road to be used by vehicles when the need arose. It would also be used as a diversion route when Tung Chung Road was temporarily closed in the case of an emergency. He said that TD and the Police all along cooperated with the Road Safety Council to promote publicity and education to enhance the public's safety awareness in cycling.

61. Mr Randy YU agreed that the Police should conduct regular monitoring and law enforcement. He said that the issue of cycling on roads had been very serious before the epidemic and the problem became even worse after the epidemic. Many cyclists lacked experience of cycling on roads. He said that cyclists who were more professional were mostly reluctant to drive in a single lane. Rather, two or three of them drove in parallel. Vehicles following them would find it difficult to overtake them and those which came in the opposite direction almost rubbed shoulders with the outermost bicycle and it was dangerous. He said that some cyclists did not have driving licence and therefore were not familiar with the Road Traffic Ordinance. Therefore, the TD and the Police had to step up publicity, education and law

enforcement. He also said that at present, many people used electric vehicles on roads, including single-wheel or double-wheel electric vehicles. He urged the TD and the Police to step up law enforcement, publicity and education.

62. Mr HO Siu-kei said that it was a healthy activity to cycle on Lantau Island on holidays. However, some cyclists who were more professional raced for speed on the roads in the area. They cycled in parallel rather than in single lane, jeopardising other road users (including drivers and other cyclists). He said that despite the TD and the Police stepped up publicity, the issue of cycling on Lantau roads continued. He opined that if law enforcement was stepped up only on holidays, it would have little deterrent effect on offenders. He said that roads on Lantau were steep and winding. Even if the TD imposed restrictions on cyclists that limited the time of road use, it would encounter difficulties in enforcement. He took Tung O Ancient Trail as an example. The road was very narrow and was only three to five feet wide. Many hikers and cyclists went to Tai O or Sham Wat Road via Tung O Ancient Trail. It was infeasible to restrict cycling on the road merely by measures of law enforcement. As for the proposal of installing cycling tracks, he believed it would take 10 to 20 years to implement. Therefore, he hoped to explore a realistic and feasible solution together.

63. Mr HO Chun-fai opined that the crux of the issue was speeding and hoped that relevant departments would pay attention to it. He pointed out that many road sections of Lantau Island were seriously damaged and their surface was uneven. For instance, the road section at Nam Shan had been damaged for nearly three months. When cyclists went at high speed downhill from Tung Chung to Pak Kung Au via the relevant section, accidents could easily occur. If the bicycle lost control, its tyre burst or skidded, it might crash into vehicles in motion. He also said that inexperienced cyclists might drive slower when going uphill. When they stopped midway, they might be overtaken by other drivers. They might lose balance and fall and the consequences could be serious. He urged the relevant departments to deal with the issue squarely. He proposed that guidelines be formulated in respect of cycling on steep roads and if the gradient of the road exceeded a certain standard, cycling should not be allowed on that road.

64. Ms WONG Chau-ping stressed that the issue of cycling on road existed before the epidemic and it was more serious on holidays. She said that some cyclists turned a blind eye to vehicles coming from behind while cycling at Cheung Tung Road on holidays. She proposed that the relevant departments should step up publicity. She hoped departments would have an understanding of the topography of Lantau Island. For examples, Tung Chung Road was steep whereas the Pak Kung Au Road was surrounded by cliffs. Drivers had to take extra precautions if they came across cyclists who were not familiar with the condition of Tung Chung Road in order to avoid accidents. She urged the relevant departments to pay closer attention to the situation.

65. Mr Sammy TSUI opined that although Lantau Island was an ideal place for cycling, cycling on roads could lead to accidents. He said that Chapter 4 of Road

Users' Code clearly stipulated the Code for Cyclists. Therefore, he did not agree with the Police's frequent law enforcement against cyclists and the issuance of summons to cyclists. He opined that many cyclists were not familiar with the relevant regulations. He therefore proposed that TD should formulate new codes and requested bicycle sellers to explain to buyers which roads they were allowed to ride on, the right to use the relevant roads and the points to note, such as cycling on roads should be in a single lane, and let them understand that as other drivers, cyclists had to abide by the relevant traffic codes. He said that publicity of the cycling regulations by the Government was inadequate and opined that publicity and education were more effective than law enforcement by the Police. He hoped that relevant departments would step up publicity of cycling information to cyclists.

66. Mr King HO said that the Police noted Members' views and would deploy more staff to conduct patrols on holidays in order to step up publicity and create deterrent effect, and to alleviate the safety problem of cycling on roads.

67. Mr Alex WAN said that TD attached great importance to cycling safety. Apart from the Code for Cyclists stipulated in Chapter 4 of Road Users' Code, TD provided information related to cycling via a one-stop information platform "Cycling Information Centre", including relevant legislations and safe cycling tips. TD and the Police would continue to jointly promote publicity and education with the Road Safety Council and organise various activities to enhance the public's safety awareness in cycling, and also remind cyclists and other road users to be mutually accommodating to avert accidents.

68. Mr HO Chun-fai said that he witnessed cyclists going downhill at high speed, including at road sections near Tung Chung Road and Nam Shan. If there were staircases, cyclists would lose balance and fall. He asked whether the Police had set a speed limit.

69. Ms WONG Chau-ping said that recently many drivers reflected that single-wheel electric vehicles drove at high speed in packs on Lantau roads and it was really perilous. She hoped the departments concerned would take note of it and step up monitoring.

70. The Chairman said that many Mun Tung Estate residents reflected that the issues of electric bicycles and electric scooters within the estate were serious and he hoped that the Police would step up patrols.

71. Mr Ken WONG opined that if cyclists posed dangers to other road users or committed an offence in cycling on roads, the Police should conduct law enforcement. Such behaviour should not be tolerated or law enforcement should not be withheld on grounds that the person was not familiar with the law or that the publicity and education was inadequate. Consequences would be serious if accidents occurred. He said that after the outbreak of the epidemic, the number of cyclists in Islands District dramatically increased. He opined that the Police should step up law enforcement, publicity and education.

72. Mr King HO said that the speed limit for bicycle on roads was no different than that of ordinary vehicles and he requested TD to provide supplementary information about the relevant legislations. He said that in response to Members' views and the time and locations they mentioned, the Police would step up publicity, education and law enforcement actions. New Territories South Regional Headquarters, Lantau Police District and Traffic Branch understood the concern of the community towards the use and the law enforcement of electric vehicles. The Police was also very concerned about the use of electric vehicles and it would take law enforcement actions against illegal use of electric vehicles from time to time.

73. Mr Alex WAN said that like other vehicles, bicycles had to abide by the speed limits of roads. For the roads in South Lantau, unless otherwise marked by signs, the speed limit for all roads was 50 km/h. For some roads in Mui Wo and Pui O, it was 30 km/h.

74. The Chairman said that the problem of cycling on roads was serious. On Cheung Tung Road, there was a fatal accident in which a taxi hit a student. Therefore, he proposed that the matter of the guidelines for cycling, publicity, education and law enforcement should be handed over to Traffic and Transport Committee (T&TC) Working Group for discussion and follow up.

75. Ms Amy YUNG said that she raised the issue of electric bicycles and electric scooters at the T&TC meeting held in May of the current year. TD then responded that the study of the use of electric vehicles in Hong Kong and the existing regulatory policies overseas would be completed at the end of the current year. She said that the use of electric vehicles had been legalised overseas and she hoped that TD would submit the report of the study as soon as possible. She also enquired whether the relevant issues could be handed over to the T&TC Working Group for discussion.

76. The Chairman requested Members to vote by a show of hands on whether the guidelines, law enforcement, publicity and education of the use of bicycles and the legislative requirements of small electric vehicles should be handed over to the T&TC Working Group for discussion.

77. Members voted by a show of hands and endorsed the above proposal unanimously.

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

VII. Question on travel speed of village vehicles and bicycles on walkways in Lamma Island

(Paper T&TC 43/2020)

78. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1 of TD and Mr CHAN Ling, Peter, Assistant Divisional Commander (Operations & Crime) Cheung Chau (Acting) of HKPF (the Police) to the meeting to respond to the question. The written replies of TD and the Police had been distributed to Members for perusal before the meeting.

79. The Chairman noted that Ms LAU Shun-ting was satisfied with the written replies of the relevant departments. He asked whether Members had other opinions about the issue and written replies of departments.

80. Mr LEUNG Kwok-ho said that he recently conducted on-site inspection on Lamma Island and found that the speed of village vehicles was not fast. However, there were many bends on the roads. In this connection, he hoped that TD and HyD would install wide-angle lens to enable drivers to see pedestrians and reduce speed when they arrived at the bends. He also said that some bends were covered by trees and drivers therefore could not notice the road conditions. Therefore, apart from monitoring village vehicles, he opined that facilities should be installed on roads to show the real-time traffic conditions, so as to ensure the safety of drivers and other road users.

81. Ms LAU Shun-ting said that on the proposal of Mr LEUNG Kwok-ho, she previously had followed up with the relevant departments and hoped that they would handle the matter as soon as possible.

82. Mr Alex WAN noted Members' views. After the meeting, he would contact the Members concerned to find out the locations of the bends for follow up actions.

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

VIII. Question on improvement to the traffic of Yat Tung Street
(Paper T&TC 34/2020)

84. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; and Mr HO Ngai-king, King, District Operations Officer (Lantau) and Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of HKPF (the Police); Mr YAN Man-chi, Robin, Property Service Manager/S (HKI) 3 of HD to the meeting to respond to the question. The written replies of TD, the Police and HD had been distributed to Members for perusal before the meeting.

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

86. Mr King HO briefly presented the written reply of the Police.

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

88. Mr Robin YAN briefly presented the written reply of HD.
89. Mr FONG Lung-fei expressed his views as follows:
- (a) He said that there were often vehicles from areas outside using the roundabout at Yat Tung Street, but they did not know that they needed to tap a card for entry. He said that the location was a traffic black spot and taxis driving past did not have the awareness to give way to pedestrians. Accidents were prone to occur.
 - (b) He said that road widening works would be carried out at Yat Tung Street. The road section from outside Yat Tung (II) Estate to Po Yat House was the main vehicular road. There were often goods vehicles loading and unloading at the zebra-crossing of the roundabout and there were vehicles arriving from different directions. In this connection, he enquired whether TD would set up pedestrian crossing facilities at the location, such as a zebra-crossing, traffic lights or a pedestrian crossing.
 - (c) He said that there were many vehicles occupying the roundabout and consequently vehicles which entered the place by mistake could not turn around and leave. He enquired whether the gate could be relocated to the second floor of the car park. He said that the road section to Po Yat House was narrow and the traffic island in the middle of the road was small and could not accommodate wheelchair users and their helpers. When large vehicles such as trucks or buses passed through, their rear-view mirrors could easily knock passers-by and pose risks. As such, he proposed the setting-up of a zebra-crossing at the location to let pedestrians and students cross the road first to avert accidents.
 - (d) He enquired that after the works at Yat Tung Street were completed, whether TD would conduct a study to enhance the road safety at the location.
90. Mr LEE Ka-ho said that the inner and outer circles of the roundabout were always full of parked vehicles, including taxis waiting for passengers and vehicles loading and unloading goods. Only a narrow passage was left for other vehicles to enter the car park. In addition, there were often large trucks loading and unloading goods at the entrance of the car park, blocking the road to the car park. He said that the road to the car park was a one-lane two-way carriageway. If a truck blocked the road, other vehicles had to use the other lane to bypass the truck to go to the car park. He opined that LINK and the new management company should handle the issue expeditiously. In addition, he said that buses often drove through the steep road outside Car Park 2 and drivers therefore often could not see vehicles coming from Yat Tung Street. He opined the consequences could be very serious. He hoped that the

bus companies would be mindful to avert accidents.

91. The Chairman said that according to the information provided by the Commissioner for Transport at the previous IDC meeting, improvement works at Yat Tung Street would be completed in the third quarter of 2021. However, issues raised by Members had existed for many years. In the past, there were 20 traffic accidents at Yat Tung Street. The situation was serious. He had requested many times in meetings that the traffic police be deployed to patrol at the location during peak hours to avoid vehicles hogging the roads. He said that many years ago he had proposed the relocation of the gate to the middle floors of the car park to avoid the roundabout from being blocked and the relevant road junctions from being jammed by trucks. Previously he had reflected the issue to HD but it remained unresolved. He hoped that the Police would provide assistance and prohibit vehicles from occupying roads and blocking junctions, so that private cars would not keep beeping horns because of the obstruction, causing nuisance to residents.

92. Mr King HO said that the Police noted Members' views on the traffic issues of Yat Tung Street and would step up patrols and law enforcement and assist various stakeholders to divert traffic at the location.

93. Mr Robin YAN said that HD previously enquired of LINK about the feasibility of relocating the gate and was waiting for LINK's response. With regard to the traffic problem at the roundabout, he said that HD had requested the management company to prohibit parking at the inner circle and the security staff was aware of the relevant requirements. HD had also deployed staff to conduct on-site inspection to see that when there were vehicles parked at the inner circle, security staff would request the vehicles to leave so as not to block the road. HD was aware that the traffic problems of the roundabout were more serious in August of the current year. One of the reasons was that there were other private cars parked at the loading and unloading area of the car park and obstructed the entry and exit of goods vehicles. As the location was managed by LINK, the management company of HD had written to LINK immediately for handling the issue. In the same month, HD also noted that the exit gate of Car Park 3 was out of order, which affected the traffic flow of the roundabout. HD had written to LINK and suggested prompt repairs be carried out. As far as he understood it, the situation had improved recently.

94. Ms HUI Shuk-yee said that TD decided to use suitable pedestrian crossing facilities (such as zebra-crossings and signal-controlled crossings) in accordance with the relevant guidelines and standards. TD would also take into account the pedestrian and vehicular flow, as well as road environment. It noted that there was inadequate space on relevant traffic island to safeguard the wheelchair users. TD would deploy staff to conduct an on-site inspection and then reply to Members.

(Post-meeting note: TD had deployed staff to measure the traffic island at Yat Tung Street pedestrian crossing. The width of traffic island was up to standard. The result of inspection had been relayed to Mr FONG Lung-fei.)

95. Mr FONG Lung-fei said that the management company did deploy staff to the roundabout to expel offending vehicles. However, perhaps owing to the staff's limited authority, drivers involved would shout at or ignore them. He said that private cars often drove into the cargo area. He proposed that the management company should deploy staff to intercept private cars at the gate. He hoped the Police would provide assistance. He said that vehicles parked at lay-bys often parked outside the lay-bys onto the road. The photograph attached to the question also showed that there was inadequate space for a bus to drive past and as a result it collided with a truck. He enquired whether TD could follow up on the proposal raised by the Chairman earlier to extend the relevant road to the lay-by outside his office, which would facilitate drivers to turn around there. He reiterated that the most suitable arrangement was to relocate the gate to Car Park 2.

96. Mr King HO said that with regard to the traffic problem of Yat Tung Street roundabout, the Police would step up patrol to tie in with the management measures of HD and LINK. In case of incidents at Yat Tung Street, policemen would be deployed to the scene to provide support and follow up appropriately as soon as possible.

97. Mr Robin YAN said that while the loading and unloading area was not under the jurisdiction of HD, it noted that security staff of the management company ran into conflict with private car owners when the latter were advised not to park there. HD noted Members' views and would endeavour to make appropriate arrangements.

98. Ms HUI Shuk-yee said that with regard to the situation of drivers' improper use of roadside lay-bys which in turn caused traffic congestion or accidents, TD opined that in case of the former, such as parking at lay-bys for a long time, law enforcement of the Police was necessary in order to maintain the traffic smooth and reduce accidents. With regard to the proposal of using lay-bys for routing of Yat Tung Street, TD was discussing the feasible traffic arrangement with departments concerned. After the finalisation of the specific plan and design, a report would be submitted to stakeholders and Members.

99. The Chairman said that the issue of Yat Tung Street was very complicated. He proposed that arrangements be made with relevant Members, the Police, HD and TD to conduct on-site inspections at peak hours, i.e. 7:00 a.m.

(Ms LAU Shun-ting and Mr LEUNG Kwok-ho left at around 12:30 p.m. and 12:55 p.m. respectively.)

IX. Question on clearance of abandoned motorcycles illegally occupying motorcycle parking spaces
(Paper T&TC 36/2020)

100. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; and

Mr HO Ngai-king, King, District Operations Officer (Lantau) and Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of HKPF (the Police); Mr LI Ho, Thomas, Assistant District Officer (Islands)¹ of IsDO as well as Ms TANG Ka-yuet, District Engineer/General⁽²⁾B of HyD to the meeting to respond to the question. The written replies of TD, the Police and IsDO had been distributed to Members for perusal before the meeting.

101. Mr LEE Ka-ho briefly presented the question.
102. Ms HUI Shuk-yee briefly presented the written reply of TD.
103. Mr King HO briefly presented the written reply of the Police.
104. Mr Thomas LI briefly presented the written reply of IsDO.
105. Ms TANG Ka-yuet said that HyD was mainly responsible for road maintenance and had no authority to remove abandoned vehicles. She had nothing to add on the issue.
106. Mr LEE Ka-ho knew that from the written replies of the various departments, he learnt that the issue of abandoned motorcycles illegally occupying motorcycle parking spaces should be handled by the Lands Department (LandsD). As such, he opined that representatives of LandsD should be invited to the meeting to respond to the question. He said that ever since he became a Member, he regularly inspected the motorcycle parking spaces at Man Tung Road. There were altogether 53 motorcycle parking spaces but there were more than 60 motorcycle parked, a dozen or more of which were abandoned motorcycles. The figures were similar to those provided by the Police. He said that some abandoned motorcycles were parked in parking spaces and some on walkways. It would not only hinder those who needed to use the motorcycle parking spaces but also caused environmental hygiene problems as they were broken and rusty. He wrote to the Police and TD many times and the situation was slightly improved. He opined that the clearance operations were inadequate. Given that it was still not clear which department should be responsible for the disposal of abandoned motorcycles, he would continue to raise the relevant enquiry in the meeting in the hope that it would be followed up properly.
107. Mr King HO said that he had nothing to add.
108. Ms HUI Shuk-yee said that she had nothing to add.
109. Ms TANG Ka-yuet said that she had nothing to add.
110. Mr Sammy TSUI opined that the issue would be difficult to resolve under the existing policies. As such, he had suggested that TD or IsDO should formulate improvement measures. He said that the issue involved many departments. If each department only handled the part it was responsible for and other parts would be

handled by other responsible departments, it would be a waste of time and efforts. The force and efficiency of enforcement actions would also be affected. He was very surprised that while the Police, LandsD, TD and FEHD were all aware of the issue but failed to resolve it. He proposed that a single department should be responsible for coordination and handling the matter, such as FEHD or LandsD should be responsible for conducting patrol and posting notices on abandoned motorcycles. If no one laid claims to them after a few months, clearance could be conducted without transferring them to other departments for disposal. In addition, TD could track down and liaise with the owners through vehicle registration, whom would be informed to remove the abandoned vehicles, otherwise a fine would be imposed. He said that many residents queried that amid the shortage of motorcycle parking spaces, why the Government did not remove abandoned motorcycles in the area. Some residents proposed that the abandoned motorcycles should be resold or recycled. He was concerned that the issue had been discussed at the meeting for a long time and remained unresolved and hoped that IsDO would assist in handling the matter.

111. Ms Amy YUNG said that from the reports of other meetings, she learnt that there were government departments responsible for clearance of bicycles and providing assistance to new immigrants. She agreed with the proposal of Mr Sammy TSUI that IsDO should be responsible for coordination and discussion with other departments about the resolutions and then reported to the IDC. She hoped that the IsDO could assist in resolving the issue.

112. Mr Thomas LI said that Members raised a similar question at T&TC meeting in September of the previous year, and the then Assistant District Officer (Islands)1 had followed up on the matter. He said that it was not that departments were unwilling to resolve the matter, but the jurisdictions of the relevant departments had yet been sorted out and confirmed. Departments also had different interpretations about their respective jurisdictions. In its written reply, the Police mentioned that the relevant issue had been submitted to the Transport and Housing Bureau (THB). In addition, as the issue of abandoned vehicles was territory-wide, not exclusive to Islands District, the Home Affairs Department (HAD) was looking into the issue and possible resolutions. The initial direction was similar to the proposals raised by Members, i.e. to designate a coordinating department. He said that while the department responsible for coordination and the division of duties among departments concerned had yet been determined, he believed that it would not take a long time to finalise the modus operandi. Departments would then pro-actively follow up and Members could be rest assured.

113. The Chairman said that the written reply of TD stated that there were seven abandoned vehicles with expired licenses or without vehicle licenses at the roadside motorcycle parking spaces at Fu Tung Street, Hing Tung Street, Man Tung Road and Yu Tung Road. The written reply of the Police, however, stated that there were 12 abandoned motorcycles in the parking spaces. He enquired whether there was overlapping in those figures. He proposed that TD and the Police should provide the location and relevant data of the abandoned motorcycles found to the Secretariat for

onward transfer to the District Lands Office/Islands (DLO/Is) for follow up. DLO/Is would then, according to the relevant information and existing mechanism, remove abandoned vehicles which illegally occupied motorcycle parking spaces. He hoped that DLO/Is would report the relevant clearance work at the following T&TC meeting and if it could not follow up, it should provide an explanation at the meeting. He opined that the departments concerned should first handle the existing issues and then follow up in the future when THB formulated new policies.

(Post-meeting note: The Secretariat enquired of TD about the information of the abandoned motorcycles in the area after the meeting. TD said that it had informed the HKPF and DLO/Is of the results of the abandoned vehicles.)

114. Mr HO Chun-fai said that the issue of abandoned motorcycles illegally occupying motorcycle parking spaces was very serious. He asked why the departments had not dealt with it. Although the Government had initiated discussion on the issue and the department responsible for coordination of clearance actions would be determined, he was very concerned about the time of the operations. He said that there were vehicles abandoned for a few years and despite the issuance of around 30 fixed penalty tickets to the owners, law enforcement was difficult because there were grey areas in the issue. He opined that it was unacceptable for the operations to be implemented in the following year. He proposed that HAD, LandsD and TD should conduct discussion on the relevant operations as soon as possible and report the schedule to Members in a timely manner.

115. The Chairman said that in accordance with the existing legislations, the relevant issue should be handled by LandsD. He also hoped that IsDO would provide Members with the information of the updated policies and legislations concerned in a timely manner.

116. Mr King HO said that he had nothing to add.

117. Ms HUI Shuk-yee said that she had nothing to add.

118. Ms TANG Ka-yuet said that she had nothing to add.

119. Mr Thomas LI said that he had nothing to add.

120. Ms Amy YUNG said that the then Members raised the relevant issue in September of the previous year, but a year had passed and the issue remained unresolved. She enquired IsDO about the reason.

121. Mr Thomas LI said that the issue was under study and there was no resolution yet. When the departments concerned agreed upon a viable solution, including the division of work, all districts (including Islands District) would swiftly follow up on the relevant matters.

122. Mr Ken WONG opined that if the term “abandoned” was used to describe the vehicles, it meant that the vehicles were refuse. He enquired of FEHD whether they could be treated as general refuse. He opined that if the vehicles were regarded as lost property with value, Members could report them to the Police which could treat them as lost property. If the vehicles were kept in District Police Station and remained unclaimed after three months, they could be treated as general refuse. He said that there had been an abandoned vessel blocking a coastal road in Peng Chau. The staff of TD treated it as a lost property and reported the matter to the Police. The vessel was moved to the Peng Chau Police Post finally. He opined that removal of abandoned motorcycles was a simple matter and queried why it took a year to have it resolved.

123. Ms Amy YUNG said that the representative of IsDO had just said that the issue was still under discussion and had not yet been finalised. She asked IsDO when it would be finalised. She said that the issue and policy were related to people’s livelihood. It was dragging on for a year without action and there was still no timetable. It was in contrast to other policies (such as distribution of CuMasks and implementation of universal testing). She opined that the Government should conduct a review.

124. The Chairman said that IDC was very concerned about the issue and Members would follow it up further. He requested the departments concerned to take note of it.

(Mr WONG Man-hon arrived at around 2:00 p.m.)

X. Motion on request for stepping up clearance of abandoned motorcycles illegally occupying motorcycle parking spaces
(Paper T&TC 37/2020)

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

126. Mr LEE Ka-ho briefly presented the motion.

127. Mr HO Siu-kei said that as there were abandoned private cars occupying public or private parking spaces in the district, he proposed to include the clearance of abandoned private cars in the motion.

128. The Chairman said that as the motion mainly targeted the clearance of abandoned motorcycles, he worried that the situation would become complicated if the clearance of abandoned private cars was included. He requested Members to vote on the motion by a show of hands.

129. Members voted by a show of hands. The result of voting was: 13 “Yes”. The motion was endorsed unanimously.

(Members voted in favour included: Mr Eric KWOK (Chairman), Mr HO Siu-kei (Vice-Chairman), Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei and Mr LEE Ka-ho.)

XI. Question on motorcycle parking spaces in Yat Tung Estate
(Paper T&TC 44/2020)

130. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of TD; Mr TSANG Wai-man, Administrative Assistant/Lands of DLO/Is; Mr YAN Man-chi, Robin, Property Service Manager/S(HKI) 3 of HD to the meeting to respond to the question. The written replies of DLO/Is and HD had been distributed to Members for perusal before the meeting. LINK did not arrange representatives to attend the meeting, but had provided a written reply to Members for perusal.

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

132. Mr Robin YAN briefly presented the written reply of HD.

133. Mr TSANG Wai-man briefly presented the written reply of DLO/Is.

134. Ms HUI Shuk-yee said that in order to satisfy the local demand for motorcycle parking spaces, TD planned to add 30 roadside motorcycle parking spaces near Hong Yat House at Yat Tung Estate, Tung Chung. HyD would soon conduct preliminary work and process the relevant applications for permits. The project was expected to officially commence in the second quarter of 2021.

135. Mr FONG Lung-fei said that recently many residents joined the motorcycle-related industries, as a result, the issue of illegal parking in the area became very serious. For instance, there were more than 100 motorcycles illegally parked outside Hong Yat House. He had discussed with LINK the feasibility of converting the idle land into parking spaces. However, he was told that an application for change of land use had to be submitted to DLO/Is and the fees were expensive. In addition, caretakers faced a dilemma in handling illegally parked motorcycles. If they did not impound motorcycles, they would be reprimanded by their supervisors, but if they did, they would be scolded by residents. He pointed out that there was lots of land in Yat Tung Estate that had been idle for more than a dozen years. He hoped that DLO/Is would approve LINK to convert land use for a short term and waive its application fees in order to resolve the issue of inadequate supply of motorcycle parking spaces in the area. He also proposed that the works should begin with making use of the location at the footbridge outside Hong Yat House, followed by a study of other locations.

136. Mr TSANG Wai-man said that DLO/Is would follow up with the applicant upon receipt of the application.

137. The Chairman enquired of TD whether there were motorcycle parking spaces in the Tung Chung Town Centre bus terminus at Citygate.

138. Ms HUI Shuk-yee said that there was no motorcycle parking space in the Tung Chung Town Centre bus terminus.

XII. Question on bus interchange concession
(Paper T&TC 33/2020)

139. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Senior Officer, Planning and Development of Long Win Bus Company Limited (Long Win); Mr Kevin LI, Public Affairs Officer of New World First Bus Services Limited (NWFB) and Citybus Limited (Citybus) and Mr Brian LAM, Deputy Assistant Operations Manager of Citybus to the meeting to respond to the question. The written replies of Long Win, NWFB and Citybus had been distributed to Members for perusal before the meeting.

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

141. Ms Sherman CHOI said that TD all along encouraged franchised bus companies to lower the fares and provide concessions as far as possible to help reduce passengers' travelling expenses, taking into account the operators' respective operating and financial conditions, social-economic environment and passenger demand. However, the provision of fare concessions, including the detailed arrangements, was the commercial decision of individual franchised bus companies under a free market economy. She reiterated that TD would continue to encourage franchised bus companies to lower their fares and provide concessions.

142. Mr Rayson LAW said that the written reply had stated the bus interchange concession scheme provided by Long Win to the passengers of Yat Tung Estate, Tung Chung. He had nothing to add for the time being.

143. Mr Kevin LI briefly presented the written reply of NWFB and Citybus.

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

- (a) He was puzzled by the interchange concessions provided by Citybus. He said that if one took Citybus route no. E21A from Yat Tung Estate to Lantau Link Toll Plaza, the full fare was \$14. If he interchanged to Citybus route E11 to go to Tin Hau, he further paid a fare of \$7. Altogether the fares were \$21, which equalled to the full fare of route no. E11 (Tin Hau bound). He opined that if Citybus used the sectional fare of \$18 (which a passenger had to pay if he boarded the bus at the Lantau Link Toll Plaza) as the base figure, and minus the interchange fare of \$7 and regarded the remaining \$11 as concession,

passengers could not really benefit. It was because if a passenger changed to other buses at Lantau Link Toll Plaza to his destination, he had to pay the full fare of route no. E11 (Tin Hau bound). The actual fare had not been reduced. He said that the same situation occurred in Citybus route no. A12 after deduction of the interchange concession, and passengers had to pay the original full fare.

- (b) He said that if a passenger took NLB route no. 38 to the Tung Chung Cable Car Terminal and changed to route no. E11 using the same Octopus card, \$1 bus fare would be deducted. He hoped that Citybus would provide more inter-company interchange concessions.
- (c) He said that the arrival time of route no. E11 was usually earlier than that of route no. E21A. Passengers interchanging to route no. E11 at the Lantau Link Toll Plaza had to wait for around 15 minutes. He opined that their arrival times of the routes could not tie in with each other and caused inconvenience to passengers.
- (d) He said that as route no. E11A only travelled via Tung Chung North, so the residents of Tung Chung West had a great demand for route no. E21A. However, Citybus all along ignored the needs of residents and the concessions it provided were tricky. He hoped that Citybus would provide a response.

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

- (a) He said that the issue had been discussed for a long time. Every time the bus companies responded that they were experiencing difficulties in operation and they would endeavour to provide concessions, whereas TD said that it would encourage bus companies to offer concessions. However, the situation remained unimproved. He urged TD to conduct a review and address the needs of Tung Chung residents. He said that Tung Chung was different from other districts and residents only took buses or the railway to the city and were forced to accept the fare decisions of bus companies.
- (b) He said that residents did not request a dramatic decrease of fares. They only hoped that the bus companies would provide more convenient services and concessions, such as inter-company interchange concessions not restricted to the routes of the same company. He said that the choices of routes offered with interchange concessions for residents of Tung Chung North and Tung Chung West were limited. If more inter-company interchange concessions could be provided, the efficiency and flexibility of bus interchange would be enhanced.
- (c) He said that the Government implemented the territory-wide Public

Transport Fare Subsidy Scheme but did not increase bus interchange concessions for Tung Chung residents. He said that some routes at present provided inter-company interchange concessions and passengers could enjoy fare reduction by using the same Octopus card. As such, it was not a technical problem and more inter-company interchange concessions could be provided on more routes.

- (d) He said that the Tuen Mun-Chek Lap Kok Link would be commissioned very soon. The Chief Executive said earlier that after its commissioning, vehicles could use the Lantau Link for free. He enquired of TD and bus companies whether bus fares could be lowered or more interchange concessions could be provided at that time.

146. Mr Sammy TSUI expressed his views as follows:

- (a) He said that TD was responsible for the transport policies and the monitoring of bus services. It was duty bound for TD to conduct review on the issues rather than letting bus companies determine fares on their own.
- (b) He said that the Government provided many subsidies to the bus companies, such as the provision of land rental at a concessionary rate to allow bus companies to rent the land for use as depots. In addition, bus companies had other sources of revenue such as advertising revenue. He opined that bus companies should determine bus fares basing on overall revenue, rather than using inadequate patronage and high operational costs as excuses for raising fares or not providing concessions.
- (c) He said that passengers taking route no. E21A to Lantau Link Toll Plaza had to wait for more than ten minutes to interchange to route no. E11 to Tin Hau, and the fare they paid equalled to the full fare of route no. E11. There was no interchange discount, which was extremely unfair. If bus companies hoped to encourage passengers to take interchanging buses, so that it would not be necessary to install more routes travelling between Tung Chung and the city, adequate incentives and interchange concessions should be provided. Otherwise, under inclement weather or when traffic congestions happened, passengers would be unwilling to interchange to other routes at the Lantau Link Toll Plaza to go to their destinations.

147. Ms Sherman CHOI reiterated that the availability and contents of concessions were commercial decisions of bus companies. If TD imposed mandatory requirements for bus companies to provide fare concessions in certain form, the amount would finally be reflected in the fares. She said that at present, bus companies had provided inter-company interchange concessions, including the interchange concessions from NLB route nos. 37 and 38 to 14 LWB and CTB “E”

routes. In addition, Long Win had provided concessions for interchanging between 15 KMB routes, which included LWB routes no. E31, E32A and E32, since February of the current year. TD noted that residents hoped to enjoy more inter-company interchange concessions. It would continue to encourage bus companies to pro-actively study the provision of concessions as and when it was financially viable.

148. Mr Kevin LI said that Citybus would proactively study the provision of fare concessions as and when it was financially viable. He said that the interchange concession concept of Citybus took the fare of the second journey as a reference, which was originally not a discounted fare. In other words, passengers who took the first journey of route no. E21A would enjoy fare discount in taking route no. E11 as their second journey. The fare would be reduced from the original \$18 to \$11 and the interchange fare was \$7.

149. Mr Rayson LAW said that Long Win noted Members' request of providing more inter-company interchange concessions. Apart from inter-company interchange concessions mentioned by TD, the airport bound Long Win "E" route and Citybus route no. E21A, as well as Citybus "E" route and Long Win route no. E31 were all providing passengers with interchange concessions. Long Win would continue to study the feasibility of providing more interchange concessions and inter-company interchange concessions when it was financially and operationally feasible.

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

- (a) He criticised the TD as tacitly allowing the bus companies to reap money from the public. While inter-company interchange concessions of some routes were provided, the discounts were not realistic and there were many restrictions. Citybus used the fare of the second journey as a reference for concessions, which was originally not a discounted fare. However, passengers still had to pay the full fare of route no. E11 to travel to Tin Hau. In fact, there was no deduction in the bus fares and the practice was tricky.
- (b) He said that Tung Chung South residents could take MTR to Hong Kong Island or Kowloon District, but residents of Tung Chung West and Tung Chung North could only take route no. E21A. Therefore, they were very concerned about bus services, on which they heavily relied.
- (c) He said that while TD all along advised residents to interchange at the Lantau Link Toll Plaza for other bus routes to their destinations, but it did not monitor the bus companies and allowed them to determine bus fares on their own. He queried that the TD had not tried to understand the operation conditions of bus companies thoroughly. He proposed that TD should check the relevant data, such as Octopus fare records and other revenues of bus companies and discussed with bus

companies the concessionary terms. He took Citybus route no. E11X as an example. Its frequencies were high and the average patronage of each trip was 80% to 90%. However, Citybus said that the route was operating at a loss, which was indeed puzzling.

151. The Chairman requested that Long Win and Citybus should conduct discussion on Members' views, including adjusting the frequencies of buses to tie in with the travelling needs of passengers and shorten the waiting time. He said that the issue of bus interchange concession was very complicated and hoped that TD and bus companies would conduct studies and reviews, rather than dealing with the matter perfunctorily.

XIII. Question on re-routing of Citybus route nos. E21A and E21X
(Paper T&TC 45/2020)

152. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Kevin LI, Public Affairs Officer of NWFB and Citybus; Mr Brian LAM, Deputy Assistant Operations Manager of Citybus to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

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

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

- (a) Since the completion of Mun Tung Estate, the demand for bus services to and from areas such as Sham Shui Po and Mongkok had increased. Starting from 10 November 2019, Citybus arranged route no. E21A (to Yat Tung Estate) to route via Mun Tung Estate. Therefore, passengers travelling from Mun Tung Estate to Homantin had to take the Yat Tung bound route no. E21A to Yat Tung Estate first and then take the Homantin bound route no. E21A.
- (b) To further improve the bus services between Tung Chung West and areas such as Sham Shui Po and Mongkok, TD proposed in the Bus Route Planning Programme 2020-2021 for Islands District (BRPP) that all departures of route no. E21A would route via Mun Tung Estate, so as to provide direct service for the district to areas such as Sham Shui Po and Mongkok.
- (c) The patronage of route no. E21X was low. The average occupancy rate of the busiest hour was only around 40%. In order to make good use of its carrying capacity, TD proposed in BRPP that route no. E21X should route via Mongkok, Yau Ma Tei and Jordan up to Hung Hom. The aim was to enhance the bus services between Tung Chung West, Tung Chung North and the above-mentioned districts in the morning

peak hours. After consulting the DCs concerned, the proposal was implemented at the end of August of the current year. TD then deployed staff to conduct on-site inspections and found that the existing frequencies of route no. E21X could satisfy the passengers' demand. TD would continue to monitor their services closely and would study the improvement of bus services with bus companies if necessary.

155. Mr Brian LAM briefly presented the written reply. He added that starting from 31 August of the current year, route no. E21X routed via Mongkok and its vicinity. The average patronage of the three trips departing from Mun Tung Estate was around 25% to 30% and could meet the passengers' demand. He said that after the adjustment of routes, the journey of route no. E21X increased only by 7 minutes when the traffic was smooth. However, some trips would take longer travel time. It had been only about half a month since the adjustment of route, and Citybus would continue to closely monitor the changes in passenger volume and traffic conditions. He opined that after the re-routing of route no. E21A via Mun Tung Estate, the journey time of the morning trips increased only by a few minutes and the impact was not significant.

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

- (a) He opined that the data of route nos. E21X and E21A provided by Citybus underestimated the actual patronage of the routes. He queried how the relevant data were obtained. If the patronage during morning peak hours was only 25% to 30%, it would mean that there were only around 30 to 40 passengers on every trip. However, he once witnessed that there were 30 to 40 passengers waiting for the bus at E21X bus stop of Yat Tung Estate. He opined that the actual patronage in the morning exceeded that number. In addition, many residents reflected that when route no. E21X arrived at Tung Chung North, the bus was almost full.
- (b) He had written to the Commissioner for Transport on the issue of the route nos. E21A and E21X. He said that after the adjustment of route E21A, the trips heading to Homantin had to route via Mun Tung Estate and Tung Chung North. The journey time increased by nearly half an hour. The return trips to Yat Tung Estate were always full and many passengers had to stand for the entire journey. However, the bus had to route via Tung Chung North and Mun Tung Estate before going to Yat Tung Estate. It aroused dissatisfaction among passengers going to Yat Tung Estate. He proposed splitting the route in the way that after passing through Tung Chung South and Tung Chung Town Centre, route no. E21A would directly travel to the city without routing via Tung Chung North. He hoped that TD and Citybus would consider his proposal.

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

- (a) He queried how Citybus obtained its figures and whether they were accurate. He had conducted site visits to the Caribbean Coast and found that when approaching Caribbean Coast Phase 2, buses of route no. E21X were almost full and there were at least 20 to 30 passengers waiting for the bus. Therefore, the patronage of route no. E21X was absolutely over 25% to 30%.
- (b) He pointed out that route no. E21X was an express route and was set up to provide convenience for Tung Chung residents going to work. However, for the sake of increasing patronage and profits, Citybus arranged its route via Mongkok and Yau Ma Tei. Representatives of Citybus said that when the traffic was smooth, the journey would be increased only by 7 minutes. However, roads in Mongkok were congested during morning peak hours. Tung Chung residents had to spare at least an extra 30 to 45 minutes for the journey and he opined that it was unacceptable.
- (c) He hoped that TD and Citybus would make a response on the proposal of route splitting. Even if Citybus opined that route no. E21A could meet passengers' demand after its adjustment of route, it should take into account the impact brought about by the extra journey time. Both route nos. E21A and E21X had to route via the whole Tung Chung before travelling to the city. He estimated that many bus routes would adopt similar arrangements in the future. He understood that Citybus hoped to make good use of bus resources to carry more passengers. However, the extension of the journey time would seriously affect the residents of Yat Tung Estate and Mun Tung Estate. He urged Citybus to be prudent in its consideration.

158. Mr Sammy TSUI expressed his views as follows:

- (a) He agreed to the proposal of route splitting. He opined that passengers would feel very inconvenient if the route was to route via the whole Tung Chung before going to their destinations. If there was traffic congestion, it might take even more than 45 minutes before the bus left Tung Chung.
- (b) He said that there were only three trips for route no. E21X on weekdays. If they were missed, there would be no bus service travelling to Hung Hom. As such, he would take MTR to Hung Hom. Apart from route splitting, he proposed that the frequencies of route no. E21X be enhanced to increase patronage. In addition, he proposed the splitting of routes to route via various housing estates. For instance, route no. E21A would route via Mun Tung Estate and Yat Tung Estate and after it arrived at Tung Chung Town Centre, it would

travel directly to the city. Route no. 21X would route via Fu Tung Estate and Caribbean Coast and after it arrived at Tung Chung Town Centre, it would travel directly to the city. In addition, he proposed that the bus companies should provide interchange concessions to the passengers of route nos. E21A and E21X in order to encourage them to interchange at the Lantau Link Toll Plaza to other bus routes for their destinations.

- (c) With the development of Tung Chung, the population in the area would continue to increase. He hoped that bus companies and TD would plan in advance the adjustment of services or set up new routes to meet the travelling needs of Tung Chung residents, rather than making arrangements after the population of Tung Chung increased.

159. Ms Sherman CHOI understood that splitting route nos. E21A and E21X would bring inconvenience to some passengers. However, under the principle of resources optimisation, TD strived to balance the needs of various parties. She hoped Members would understand it. TD noted Members' views on route splitting and would continue to monitor the changes in the demand of passengers and the development in Tung Chung and the Airport, including Yu Tai Court and Tung Chung Area 54 which would be completed very soon. When Tung Chung became more well-developed and the passengers' demand could support the splitting of routes, TD would proactively study the issue with bus companies.

160. The Chairman expressed his views as follows:

- (a) He was pleased to note that TD would proactively study the demand of bus services in the district after the intake of Yu Tai Court. He pointed out that upon repeated requests of Members in past meetings, Long Win adopted the proposal to split route no. E31. At present, there was an independent bus route each for Tung Chung West and Tung Chung North. He hoped that TD would proactively study the feasibility of splitting route no. E21A after the intake of Yu Tai Court.
- (b) Citybus said that the patronage of route no. E21A departing from Mun Tung Estate at 7:25 a.m. was around 35% when it departed from Lantau Link Toll Plaza; the patronage of the trips departing from Yat Tung Estate from 6:50 a.m. to 8:45 a.m. were around 25% to 65% upon departures from Lantau Link Toll Plaza, whereas the patronage of the three trips of route no. E21X departed from Mun Tung Estate was around 25% to 30% when it departed from Lantau Link Toll Plaza. He urged TD to step up monitoring and review the accuracy of above-mentioned figures before reporting to Members in writing. He said that he had conducted a questionnaire survey on the services of route no. E21A and the results revealed that the patronage was 85% to 90%, which vastly deviated from the data provided by Citybus.

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

- (a) He said that there were many community groups which were concerned about the bus route arrangements and some Yat Tung Estate residents were not satisfied with the service level of route no. E21A. Although TD said that it would consider the needs of Yat Tung Estate residents, it did not follow up proactively. He said that the population of Tung Chung West including Yat Tung Estate, Mun Tung Estate and the soon intake of Yu Tai Court was vast and demand for bus service would be great. However, the resources allocated to it was the least. At present, most of the bus routes travelled through Tung Chung South, but not Tung Chung West and Tung Chung North. However, Tung Chung South was close to Tung Chung MTR Station and residents could take MTR. In addition, TD arranged route no. E11A to route via Tung Chung North, but there was no route routing via Tung Chung West. Residents of Tung Chung West could only take route no. E21A to Lantau Link Toll Plaza and interchange to other routes to their destinations. The Chairman had strived for route no. E23A to route via Tung Chung West but of no avail eventually.
- (b) He was not requesting the setting up of new routes. He only hoped that TD would reorganise bus routes during the epidemic in order to make use of the airport bus routes and other resources, extend the bus service to Tung Chung West and improve deployment of buses to shorten the time for interchange.

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

- (a) She pointed out that Tung Chung residents generally welcomed the splitting of Long Win route nos. E31 and E32A in the first quarter of 2019. Route no. E31 originally travelled from Tung Chung West to Tung Chung North and then to Tsuen Wan. After the population intake of Ying Tung Estate, Century Link and The Visionary, the passengers' demand for bus services would increase. Long Win would improve the service of route no. E32A in the peak hours. When the patronage increased adequately, route nos. E31 and E32A would be split to serve Tung Chung West and Tung Chung North separately. TD would closely monitor the service level of Citybus. When the patronage of route no. E21A became adequate, TD would study the feasibility of route splitting with Citybus.
- (b) With regard to the occupancy rates, TD deployed staff to conduct inspections at the bus stop under the Ying Hei Road flyover on 10 September of the current year. It was discovered that the patronage of route nos. E21A and E21X was around 30% during the period from 7:00 a.m. to 9:00 a.m. TD understood there might be discrepancies between the patronage before the epidemic and those

recently. It would continue to monitor the demand of service. When the occupancy rates met the level of headway improvement, TD would urge Citybus to enhance its service. In addition, according to the BRPP, Citybus would increase the headway of route no. E21A when the level of patronage was reached. TD would continue to follow up the issue with Citybus.

163. Mr Brian LAM said that adjustment was made to the relevant routes on 30 and 31 August of the current year respectively and the patronage at present might be different from that before the epidemic. Citybus hoped that patronage would return to the previous level, the level at which splitting could be implemented. Citybus would continue to monitor the changes in patronage and when they reached the level at which additional frequencies were necessary, a report would be made to TD and Members in a timely manner.

164. The Chairman opined that number of passengers would be increased after the epidemic and intake of Yu Tai Court. In addition, he was concerned that the journey time of route no. E21A was extended as a result of the routing via Mun Tung Estate. He also pointed out that two fatal traffic accidents occurred at the route in recent years. It was pointed out in the Legislative Council papers that the accidents were related to drivers' long hours of driving. He opined that drivers' long hours of driving were accident-prone. The TD and Citybus should not further extend the working hours of drivers.

165. Mr Kevin LI said that the relevant guidelines were revised in 2018. Under the general traffic legislations, the working hours of drivers should not exceed 12 hours a day and the driving time should not exceed 10 hours. As the patronage of some routes was higher in the morning and evening hours, TD allowed the arrangement of special shifts, i.e. the working hours of drivers should not exceed 14 hours a day and the driving time should not exceed 10 hours, including a break of three consecutive hours. The NWFB and Citybus had all along endeavoured to shorten the maximum working hours. According to the revised guidelines of early 2019, the maximum working hours of a special shift were lowered to 13.5 hours, and further reduced to 13 hours in March of the current year.

166. The Chairman opined that it was unacceptable even if the maximum working hours were revised to 13 hours. He pointed out that bus accidents in recent months were more or less related to fatigue driving, resulting in injuries and deaths. He felt helpless about the inhumane working environment of Hong Kong and hoped that bus companies would try to maintain and restrict the working hours of drivers as much as possible.

167. Ms Sherman CHOI said that the working hours of drivers should not exceed 12 hours a day and the driving time should not exceed 10 hours. The maximum working hours of the special shift were 14 hours and the driving time should not exceed 10 hours, including a break of three consecutive hours. In order to further enhance the driving safety of franchised bus drivers, TD revised the guidelines on

drivers' working, rest and meal hours in February 2018, including shortening the maximum driving hours and extending the minimum rest hours. In arranging the duty schedule of drivers, bus companies had to abide by the revised guidelines. The relevant arrangements had been fully implemented in the second quarter of 2019. TD would continue to monitor whether the bus companies had violated the regulations.

168. Mr FONG Lung-fei worried that long hours of driving might lead to traffic accidents. He pointed out that the working hours of drivers were long and it was difficult for them to return home during the break. He enquired whether bus companies would provide space for drivers to rest. He opined that bus companies should consider not only profits, but also the safety of drivers and passengers. He proposed that after routing via Tung Chung South and Mun Tung Estate, route no. E21A should directly travel to the city to shorten the journey time.

169. Mr Kevin LI said that the NWFB and Citybus had all along endeavoured to improve the rest facilities for their staff. Facilities such as chairs, beds, refrigerators and microwave ovens were provided in bus termini, bus depots and parking depots in various districts. Retired buses were refitted as rest spaces to facilitate drivers of special shifts to have meals and rest. He pledged to continuously enhance road safety and staff welfare.

(Mr Randy YU left at around 4:00 p.m.)

XIV. Question on Discovery Bay ferry operator refusing shipment of goods for shops
(Paper T&TC 46/2020)

170. The Chairman welcomed Mr WONG Yee-kui, Senior Transport Officer/Planning/Ferry 3 of TD to the meeting to respond to the question. The Discovery Bay Transportation Services Limited (DBTSL) did not arrange representatives to attend the meeting, but had provided the written reply to Members for perusal.

171. Ms Amy YUNG briefly presented the question.

172. Mr WONG Yee-kui responded to question 1 as follows:

- (a) With regard to the service contract between TD and DBTSL, TD would take into account factors such as ferry fare, frequency and vessel, etc. when issuing a licence. The contract did not define the transactions between HKR International Limited (HKRI) and private merchants.
- (b) He said that ferries could be used to transport goods. Section 16(1) of the Ferry Services Regulations (Cap. 104A) stipulated that no person should take or have any personal baggage on board a ferry vessel in use on a licensed service without the permission of the licensee. As the

licensee was DBTSL, merchants in Discovery Bay had to obtain permission of the licensee before they could use the ferry to transport goods.

173. Ms Amy YUNG expressed her views as follows:

- (a) She did not object to the use of ferry for transportation of goods during non-peak hours. However, she pointed out that the merchants in Discovery Bay all along used ferries to transport goods, and the DBTSL had dealt with them in an unfair manner. She requested the DBTSL to provide the price list for the transportation of goods.

(Post-meeting note: TD had sent DBTSL's price list for the transportation of goods to Ms Amy YUNG by email.)

- (b) She regretted that Mr Peter TSANG, the regular representative of DBTSL, did not attend the meeting. She was puzzled by the absence of the Chief Transport Manager. According to the written reply, DBTSL did not prohibit passengers from carrying luggage or goods. It had only advised passengers carrying large luggage to take ferries with fewer passengers, or consider using road transport to travel to and from Discovery Bay. However, some merchants complained to her that DBTSL only permitted associations under HKRI to use company vehicles and vessels to transport goods, there was bias on the part of the DBTSL. She had conducted inspections recently from 9:00 a.m. to 10 a.m. and found that almost every day a goods van would transport food ingredients for Golf Club and Residents' Clubhouse, which was a perceived conflict of interest. She urged TD to issue warning to the company concerned.
- (c) Ferry operators often applied for fare increase due to business losses. However, she discovered that DBTSL failed to record part of the revenue. She hoped that TD would ask the company for the details of the revenue of transportation of goods and inspect whether the related revenue had been recorded so as to avoid passing on the losses to passengers.
- (d) She learnt that the emergency vehicle access was meant only for parking of ambulances and fire engines. However, before the outbreak of the epidemic, a goods van of the Golf Club and Residents' Clubhouse parked there every morning. She enquired whether the parking of vehicles in emergency vehicle access was legal.
- (e) Many residents complained to TD and reflected to her that the recent cancellation of trips by the DBTSL for various reasons had made it very inconvenient for residents to go to school or work in the urban

areas. She opined that as the licensing authority, TD should conduct monitoring in that respect. The representative of TD previously mentioned that basic requirements such as ferry fare and frequency would be taken into account when issuing a licence. She opined that if the operator failed to meet the requirements after a licence was issued, TD should issue warnings and turn down its application for cancellation of frequency. She understood that DBTSL had leased vessels from other shipping companies. However, she requested the company to understand that residents were in urgent need of ferry service. She also hoped that passengers would not have to stand all the way during journeys.

- (f) She understood that social distancing had to be maintained during the epidemic. However, the patronage was high for trips before 9:00 a.m. The representative of DBTSL said at the previous T&TC meeting that passengers stood on the upper deck to enjoy the sunshine while in fact they were forced to stand because all seats were occupied. She hoped that TD would step up monitoring to avoid accidents. She opined that DBTSL knew it was wrong and it did not arrange representative to the meeting to respond to the question. Moreover, its written reply did not respond directly to the question. She queried that the company had not fulfilled its social corporate responsibility. She hoped that TD would fight for the rights of the residents and monitor whether ferry operator had fulfilled its responsibility after licensing.

174. Mr WONG Yee-kui noted the issue of price list and would contact the DBTSL for details. With regard to the issue of frequency, TD opined that maintenance of vessels should be stepped up. DBTSL was also requested to lease vessels from other ferry operators when its ferries broke down and could not be put into service. It was learnt that the service had basically resumed normal and that on 30 September of the current year, a ferry would resume service again. TD would continue to closely monitor the service level of the ferry route concerned.

175. The Chairman said that if ferry operators were subsidised by public funds, it was improper for it to adopt that unfair pattern of operation. He urged TD to monitor and follow up on the matter seriously.

176. Mr WONG Yee-kui noted Members' views.

(Mr Sammy TSUI left at around 4:10 p.m.)

XV. Reports by Working Groups T&TC Working Group

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

178. Members noted and endorsed the above Working Group report.

XVI. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

179. The Chairman welcomed Ms TANG Ka-yuet, District Engineer/General(2)B of HyD to the meeting to respond to the question. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early September of the current year. The Paper was tabled at the meeting and Members were invited to raise questions and views.

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

- (a) With regard to the project item 1 (project no.: IS/18/01877), i.e. Hing Tung Street Improvement Project at Tung Chung MTR Station Exit A, he said that works had been followed up for a long time. At the T&TC meeting held earlier, enquiries had been raised as to the reason for delay in works. At the current meeting, the proposed/actual commencement date was postponed to October 2020 again, whereas the proposed/actual completion date was postponed to March, 2021. HyD said that as the works involved the removal of trees and as such, works could only begin after a permit was issued. Proposed/actual commencement date was postponed consequently. However, representative of HyD at that time said that the application was entering its final vetting stage and the construction was expected to commence in June of the current year. He enquired of HyD the reason for the repeated delay of the proposed/actual commencement and completion dates and the recent status of works.
- (b) With regard to the project item 14 (project no.: IS/20/01362), as far as he understood it, at present, there were works being carried out along the entire Man Tung Road. As such, he enquired of HyD at which location of Man Tung Road would it plan to install the traffic signs and road markings.
- (c) He enquired of HyD whether the projects listed in the Works Schedule included only the installation of railings and diversion works. He said that red light cameras had been installed at Tat Tung Road near Fu Tung Plaza. However, the works information concerned was not shown on relevant papers. He enquired whether the information of the above-mentioned works was listed in the Works Schedule. If not, on which paper would the information be included.

181. The Chairman enquired HyD of the actual completion date of the project item 2 (project no.: IS/18/02445). He noted that works were still on-going at Chung

Yan Road. However, the proposed/actual completion date listed on the Schedule was September of the current year. Therefore, he requested HyD to provide the actual completion date.

182. Ms TANG Ka-yuet made a consolidated response as follows:

- (a) With regard to the project item 1, vetting was indeed conducted in June of the current year. However, it happened that the authorities revised the procedures of tree vetting and HyD reorganised the tree vetting work in response. The departments concerned also assisted in expediting the vetting process. She said that preliminary work was ready and the project was expected to commence in October of the current year.
- (b) The project item 2 was in progress and the relevant civil engineering works would be completed in September of the current year. It was expected that electric power and signal connecting works would commence at the beginning of October of the current year.
- (c) She said that the installation of red light cameras was not under the minor works of the HyD.

183. Mr Alex WAN said that the installation of red light cameras belonged to contractual works of other government departments and was not under the minor traffic improvement projects of HyD.

184. Ms HUI Shuk-yee said that the project item 14 involved the marking of double yellow lines at the pedestrian crossing near Man Tung Road to prevent vehicles from parking and obstructing the sight of pedestrians.

185. Mr LEE Ka-ho once again enquired TD of the location of the works area of project item 14.

186. Ms HUI Shuk-yee said that the works would be carried out along Man Tung Road and involved the marking of double yellow lines at all junctions. The Civil Engineering and Development Department (CEDD) had carried out works at some junctions and the work of marking double yellow lines at junctions would also be carried out by the CEDD.

187. The Chairman said that when going from Tung Chung Public Library to the town centre, one had to turn left at the junction and then turned right. However, there was no traffic sign and many traffic accidents occurred at the location. Therefore, he enquired of TD whether the location of the project item 14 was at the junction of Tung Chung Community Hall and Man Tung Road Sports Centre.

188. Mr LEE Ka-ho requested the TD to submit a supplementary paper after the meeting to indicate clearly the actual location of the project concerned.

(Post-meeting note: The TD sent by email the design proposal of the addition of double yellow lines on Man Tung Road to the Chairman and Mr LEE Ka-ho.)

XVII. Date of next meeting

189. There being no other business, the meeting was adjourned at 4:13 p.m. The next meeting would be held at 10:30 a.m. on 16 November 2020 (Monday).

- END -